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Archaeological Work at Walsall Town Wharf, Phase II

Part 2: Evaluation of the Historic Built Environment

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1.0 Summary (Fig.1)

The evaluation of the historic built environment of the Walsall Town Wharf, Phase II Development Area has shown that two industrial complexes were at least of local significance. Some of the earliest of the dilapidated buildings of the Corporation Wharf are arguably of regional significance, if considered within the context of the built-heritage of the Birmingham Canal Navigations and their association with the adjacent mid-19th-century Corporation gas works. The rest of the Corporation Wharf complex is also unusual in that it was developed very late in the 19th century. The Crown Works, Algernon Street, represents a well-preserved example of a late-19th century purpose-built saddlery works. The complex is of local significance to the important leatherworking industry in Walsall. Otherwise, with the possible exception of a ruined block of houses at the junction of Green Lane and Blue Lane West, no building stock has survived which was built before *c.*1870. The main concentration of late-Victorian stock lay within an area formed by Shaw Street, Algernon Street, Green Lane and Wolverhampton Street. This was mainly a product of slum clearance, following the Artisans and Labourers Dwelling Act, of the Town End in the late-1870s and early-1880s. The majority was domestic buildings, subsequently converted to commercial use in the 20th century. Otherwise, the built environment of the development area was mainly 20th century in character.

Recommendations for further documentary research are provided at the end of this report. Further internal survey of the Crown Works is recommended once commercial activity has ceased. Further recording may also be necessary, depending on the development proposals for the CorporationWharf. With these exceptions, it is argued that the remainder of the built environment requires no further assessment beyond that outlined in this report.

2.0 Introduction

This report presents the results of an archaeological evaluation of the historic built environment carried out on behalf of Chartwell Land Development Limited by Birmingham University Field Archaeology Unit. The work took place between March and May 1999 on the site of the Phase II development of Walsall Town Wharf in the West Midlands, hereafter called the Study Area. The archaeological evaluation was a condition of planning permission granted by Walsall Metropolitan Borough Council, in advance of the redevelopment of the site as retail and commercial premises and associated car parking. This work was carried out in accordance with a brief prepared by Hilary White, the West Midlands Sites and Monuments and Development Control Officer.

The overall archaeological response was to be carried out in three stages, and comprised:

1. Desktop assessment of the Study Area (Ellis 1999).
2. Evaluation of buried archaeological deposits by trial trenching (Coates 1999) and evaluation of the historic built environment (reported upon here). This stage to be followed, if appropriate, by
3. Mitigation work.

The following report discusses the evaluation of the historic built environment. The location and character of the Study Area are described in Section 3 of the report. This is followed by a brief appraisal of the archaeological and historical background to the Study Area in Section 4 of the report. The objectives of the evaluation are set out in Section 5 and the method and results of the building recording are given in Sections 6 and 7. A set of generalised conclusions is drawn in Section 8, and a summary of the recommendations for further work is provided in Section 9.

3.0 Study Area location (NGR: centred on SP 008 989; Figs. 2 & 3)

The Study Area was located on the north-western outskirts of Walsall town centre. It was bounded on the east by Stafford Street and Green Lane and on the north and west by Court Way and Blue Lane West. Walsall Canal defined the southern extent of the site. A large percentage of the Study Area was used as a car park. The built environment consisted of a mixture of industrial, commercial and formerly residential premises, which were mainly late-19th century in date. Some of the premises were derelict. A total of 16 buildings or building groups was identified.

4.0 Archaeological background (Fig.4)

A more detailed historical and archaeological background for the Study Area can be found in the desktop assessment (Ellis 1999). A summary is provided here.

No evidence was found of significant activity within the Study Area before the medieval period. At that time, Wolverhampton Street formed the northern boundary of Walsall Park. The remainder of the Study Area was open land, commonly described as 'waste'. Limestone mining was widespread from the later Middle Ages onwards. An irregular cluster of houses at the junction of Wolverhampton Street, Shaw Street and Green Lane was marked on the 1763 estate map compiled for the Countess Dowager of Montrath. This probably denotes the earliest limits of post-medieval suburban development into the Study Area from the town centre. In the first half of the 19th century, development took place around the canal, and speculative housing began to cluster along the main roads. This process accelerated in the later half of the century. From the 1870s onwards, the worst areas of slum and court housing started to be cleared. The Artisans and Labourers Dwelling Act of 1875 was used to demolish slums in the Town End Bank on the very eastern edge of the Study Area. Very few buildings which pre-date the 1870s now survive in this part of Walsall. The main period from which building stock has survived covers a date range between 1884 and 1902 (Plate 1).

The principle components that contribute to the historic character of the built environment within the Study Area may be summarised as:

1. industrial and distributive development based around the canal,
2. industrial development relating to the saddlery trade in the town,
3. other backplot workshops, commonly known as 'shoppings',
4. domestic buildings built after 1870, later converted to commercial premises.

The remaining buildings do not contribute any significant historic character to the study area because they are of low quality or condition, or of recent date.

5.0 Objectives

The objective of the archaeological evaluation of the built environment was to establish the nature and significance of the standing buildings within the Study Area. Those buildings identified as being of historic interest were recorded to the standards identified in the method section, below. In some cases investigation revealed that further recording work should be carried out prior to demolition. These recommendations are summarised in Section 9 of the report, below. In the case of the Corporation Wharf complex (Structure 12), it was necessary to carry out further detailed recording immediately, due to the on-going dismantling of the buildings by illicit salvagers.

6.0 Method

All the buildings affected by the proposed development were initially assessed through a combination of documentary survey and site inspection. This extensive survey provided a basic record of every structure, broadly equivalent to a RCHME Level 2 survey, consisting of internal and external inspection, and recording by means of photographs and written notes, supplemented by sketch plans where appropriate. The aim of the extensive survey was to identify and characterise any building of particular interest within a local and regional context. Where appropriate, more detailed recording (broadly equivalent to RCHME Level 3) was also carried out. This consisted of a detailed internal and external photographic record, survey of building plans, and a description of the important features of interior and exterior of the building, with basic analysis of its development, function and use.

The result of the building survey, which follows, is arranged thematically. The buildings deemed to be of significant historical interest are discussed first in detail. Buildings of relatively little or no historical interest are summarised only, and their descriptions appear as an appendix to this report. In addition, a few of the buildings could not be fully surveyed at the time that fieldwork took place as some were still in use, or, alternatively, they were deemed too unstable.

7.0 Results

The results of the survey are listed below in terms of historical significance and building function as opposed to the numerical ordering associated with the initial desk-based assessment (Ellis 1999) and subsequent survey prior to this report.

7.1 Industrial Buildings of Historical Interest

7.1.1 Structure 12: The Co-operative Canal Wharf, Wolverhampton Street (Figs. 5 & 6)

A complex of canal wharf buildings located at the western end of Wolverhampton Street, between the street and the canal. Four groups of buildings were identified, with a canopied loading area (numbered 12a-c; fig 7), forming a courtyard around an in-filled wharf arm. The courtyard was entered via a gateway from Wolverhampton Street. Presently vacant, but previously used by the West Midlands Co-operative. The site was called the Corporation Wharf in 1885.

7.1.1.1 Structure 12a: North-Eastern Building, Corporation Wharf (Plates 2, 3, 4 & 5; Fig 7)

Introduction: Multi-phase, late-19th century, urban industrial building, with later alteration. A single-storey building, with four distinct components within it, numbered 12a/I-IV.

Description: **Structure 12a/I** was a single storey, eight-bay building, of rectangular plan, 17.2m by 8.4m. Machine-cut brick build of English Garden Wall bond, stretchers in red brick and headers in blue-black engineering brick. The northern elevation, onto the street, had a modern façade of machine-cut brick that extended *c.*3m from the eastern face and *c.*1m from the western face of the main building, increasing its footprint (Plate 2).

The western elevation consisted of eight bays, the most northerly of which was a modern doorway into the extension at the front of the building. The original building comprised the seven remaining bays. These were arranged in groups of three, symmetrically placed either side of a former entrance. The openings were standardised, with segmental-arched, gauged voussoir heads. The jambs were plain, but decorated with a Gibbs Surround effect, in red brick, (three courses of stretchers, inter-set by three courses of headers). The sills comprised two-courses of moulded engineering bricks and the doorsteps were stone. The windows contained recessed wooden sash frames. The northern three openings were evenly spaced, comprising two windows, either side of a bricked-in doorway. The southern three openings were evenly-spaced windows, with inter-connecting sills. Evidence for the central gateway was provided by a wood lintel and stone jambs, in-filled with modern machine-cut bricks in an English bond. A smaller double doorway, with cement lintel, had replaced it. The southernmost quoin was constructed of rounded engineering bricks.

The southern wall was partially abutted by Structure 12a/II. A single window was visible on the exterior. Inside, a wide doorway provided access between Structure 12a/I and Structure 12a/II. The doorway was segmentally arched, with two-courses of uncut voussoirs and plain jambs. The eastern elevation was much altered. Where the original build survived, three-square ventilation holes were arranged along the wall, although much of the rest of the wall was obscured by a lean-to building. The roof had been replaced by corrugated asbestos sheets.

The interior of the structure was originally open, but had seen later segmentation for office use, by plasterboard partition walling. The 1st Edition Ordnance Survey map showed two smaller buildings on this site, one of which was a smithy. These were demolished to create Structure 12a between 1885 and 1902, although the survival of ventilation holes in the east wall may mean that part of the smithy plan was retained. The modern additions to the frontage may date from the acquisition of the site by the Co-op.

Structure 12a/II, was adjacent to Structure 12a/I, and lay to the south. Originally, the building was probably partially open to the west and the south. On the west side of the building, a thick wooden lintel spanned between the south wall of Structure 12a/I and a pillar at the south-west corner of Structure 12a/II. This may then have been superseded by a 3m-wide segmental-arched cart opening, flanked on either side by two pointed arched windows, with single-course, engineering brick voussoirs and sills. The window frames were of cast-iron, but did not fit into the west wall with any symmetry. Likewise, the bonding of the west wall of Structure 12a/II with the south wall of Structure 12a/I was very crude. The south-west pillar had rounded quoins internally, a further indication that it was originally open. Two further pillars within the interior likewise supported the roof timbers, but also defined the probable extent of the open area for carts within Structure 12a/II. The rear section of the building was enclosed.

Two openings were set into the in-fill work within the south wall of Structure 12a/II. A small segmental-arched window, with single-course uncut engineering brick voussoirs and a single-course moulded engineering brick sill to the west, had its left jamb formed by the rounded quoin of the former south-western pillar. To the east was a larger rectangular window, plain jambed, the right jamb being flush with Structure 12a/III. Again, both windows had cast-iron recessed frames. Along the eaves was a similar lintel to that seen in the west wall. The rest of the elevation was obscured by the construction of Structure 12a/III (Plate 3).

The eastern elevation was plain, but had been altered by the addition of a vent, as well as two ground level openings with wooden lintels, *c*.0.5m by 0.5m. The remains of six 'keyed-in' bricks around each of these openings suggested a structure, of unkown purpose, existed to the rear. All these alterations appeared to be later additions to the original build.

The roof was pitched, with a gable at the eastern end, but was hipped at the western end over the cart entrance. The roof would have been open: two king-post trusses carried the weight of the roof, supported by the wall of Structure 12a/I to the north and Structure 12a/III to the south. A ridge timber ran from the east gable to the westernmost truss where the hipped roof began. The interior of the building was originally open, but was later segregated by plasterboard partition walls. A doorway had been added to the southern wall to give access to **Structure 12a/III**, a modern flat-roofed toilet block built into the corner between Structure 12a/II and Structure 12a/IV.

Structure 12a/IV was a single-storey building with a pitched roof of poor quality machine-cut bricks in a Flemish-Stretcher Bond, with variable coursing. The front, western elevation had two remaining windows, the left short and the right taller. Both had stone lintels, stone sills and plain jambs, with recessed wood frames (Plate 4). The doorway from Structure 12a/III to Structure 12a/IV was probably the original entrance to the building. However, the rest of the exterior elevation was obscured by the construction of Structure 12a/III. The southern elevation was gabled, with a round cast-iron window frame central to the eaves. Salvagers had disturbed much of the original wall surface. However, there was some evidence to suggest a structure existed to the south (Plate 5). The northern gable also contained a round cast-iron window. The eastern elevation was plain.

The interior of Structure 12a/IV was originally open but has since been segregated with plasterboard. The walls of the interior differ from the exterior, in their construction of white-glazed brick in a stretcher bond. The reason for this was unclear.

Discussion: The construction phases within Structure 12a related to partial replacement of buildings depicted here on the 1st Edition Ordnance Survey map of 1885 (Fig.6). Structure 12a/IV was the earliest building, present in 1885, and may even be one of two buildings depicted on the Tithe Map of the mid-1840s. Structure 12a/I replaced the smithy, and like Structure 12a/II was built by 1902. There is good structural evidence that Structure 12a/II is slightly later than Structure 12a/I. Initially Structure 12a/II would have been open to the south and the west. The later in-filling of the walls would probably correspond with a change of use. It seems likely that the in-filling of the southern wall corresponded with the construction of the segmental-arched entrance in the west wall.

The addition of the front facade of Structure 12a/I clearly post-dated the demolition of a series of terrace houses on the street front. This was probably a 1950s development, contemporary with the construction of adjacent semi-detached houses. It is unclear when the in-filling of several of the openings and the construction of Structure 12a/III occurred, but their build and style suggest they were all post-war developments.

There was little original internal evidence to point to the function of the buildings when first built. Structures 12a/I and 12a/II were built during a major reorganisation of the Corporation Wharf, which took place between 1885 and 1902, which, in turn, may have been part of a broader reorganisation of the adjacent gas works. Their positions at the entrance/exit to the wharf suggest some sort of overseeing role of

goods coming into, and going out, of the wharf. Perhaps the large gateways allowed carts to be inspected out of the rain. From its position, Structure 12a/IV may not have been part of the wharf on construction, but was incorporated later as the frontage of the wharf expanded.

7.1.1.2 Structure 12b: Eastern Range, Corporation Wharf (Plates 6 & 7; Figs. 8, 9 & 10)

Introduction: A north-south range of urban industrial buildings, on the western side of the Corporation Wharf. One-and-a-half to two-storey high building of 16 bays in length, which may be subdivided into seven structural bays (components 12b/I-VII).

Description: The building was of two-phase construction. The majority of the ranges is depicted on the 1885 Ordnance Survey map, with the later addition of Structure 12b/VII by 1902. All the buildings were built against a massive, but plain, back wall. Their build was of machine-cut brick in an English bond, creating a polychromatic effect with headers of blue/black engineering brick and stretchers of dark red brick. The openings were standardised, with broad windows, and tall, broad doorways. The heads were segmental arches of fine-gauged, lighter red brick voussoirs with a central projecting keystone, plain jambs, windowsills of stone with slight moulding and doorsteps, also of stone. The frames of windows and doors were wooden and recessed. The doorways were wide, some with double doors *in situ*. The ground-floor windows had six lights, the upper two opening; the first floor windows had four lights. The eaves had a dog-tooth design. The roof sloped from the back wall down to the eaves, and, where it survived, was of thin slate. The top of the back wall was coped with rounded engineering tiles. The roof timbers had a tie-beam, a single principal, strengthened by a strut and two braces. The brickwork at first floor level was set in a single course, to allow a wall plate to support the tie-beams.

Structure 12b/I at the northern end was one-bay wide and one-and-a-half stories high. The main elevation was set back slightly from Structure 12b/II. The quoins of the north-west corner were rounded. The front elevation had a single narrow doorway, which had been converted from a window and narrowed in order to accommodate a single door. The north-facing elevation had a later segmental-arched window, with uncut voussoir head and on-edge brick sill. There were air-bricks either side of the door. The roof was as standard, but had been covered with roof felt. The eaves had been replaced by three courses of stretcher bond modern machine-cut bricks.

The interior had an engineering brick floor, with whitewashed walls. In the south-eastern corner was a bricked-up hearth. Within the southern wall was a bricked-up doorway, with a two course, segmentally-arched, uncut voussoir head. A diagonal stain at 70° on the southern wall showed the location of a former stairwell that led to a first floor hatch. The ceiling was constructed of north-south timber supports. The first-floor room had a single doorway leading onto the upper floor of Structure 12b/II

Structure 12b/II (Plate 7) was two stories high and three bays wide. The front elevation was symmetrical, a window either side of a central doorway on the ground floor. Directly above these were three windows that were slightly shorter and thinner than those were below. The far right upper window had its arch removed by salvagers. The building projected further forward than the others, which accentuated its status as an office block. The quoins here were not rounded. Again, the roof sloped from the back wall, but lacked any slates. The rear wall was higher. However, the majority of it had collapsed. There was no evidence of an original stairway within the building.

The interior of the ground floor was engineering brick tiled. The remains of the bricked-up doorway to the northern room were visible. From *c.*1.2m to 2.4m at the rear wall, and extending round the sides for *c.*0.5m, was a layer of white-glazed bricks. Three iron straps ran from the floor to the top of this brick level, which by examination of other examples seemed to have supported stands. The roof had a central north-south beam, 0.3m-thick, supported by three iron pillars, the bases of which could be seen in the centre of the room. From this beam, east-west floor timbers ran either side.

Access could not be obtained to the first floor. A doorway led to Structure 12b/I, and a later doorway cut into the brickwork, led south to Structure 12b/III.

Structure 12b/III was one-and-a-half stories high and two bays wide, with a doorway to the left and a window to the right. The quoins of the south-west corner of the building were rounded, as it gave onto the next open bay. The roof was similar to Structure 12b/1.

The interior had an engineering-brick floor. The back wall bore the same glazed brick design as seen within Structure 12b/II. There was evidence of a cast-iron frame with slots in the brickwork and other marks suggest a timber framework. A replacement, north-south-running, rolled girder supported a cement-ceiling with perpendicular metal struts. A metal flue ran from the centre of the room to the rear wall. This extended through the ceiling and up through the roof space.

The roof space was converted for storage, with later cut doorways leading both north and south into the adjacent roof spaces. The southern wall was almost entirely missing. The roof timbers had largely been destroyed by fire, and no evidence for a covering surface remained.

Structure 12b/IV was open-fronted. Two decorated cast-iron pillars (Fig. 10) supported a continuous-running timber lintel, which was a foot square. The lintel, which was over 10m long, was probably delivered to site by narrow boat. Two roof trusses extended from the back wall to the pillars which at the top had truss and lintel bolted to the pillar. A ledge existed at this height along the back wall, and may have accommodated a wall plate which implied the roof space may once have been floored. This hypothesis is supported by the existence of doorways to the north and to the south. Later fire damage may have destroyed all evidence of this floor.

Evidence for a stairway was present in the northern facing wall of Structure 12b/IV. Three slots in the brickwork, containing wood with metal clamps, corresponded to an angled patch of lighter, less-weathered, brickwork leading from the ground floor to a first-floor doorway to the rear.

Structure 12b/V was one-and-a-half stories high, and three bays wide, comprising a central doorway with windows either side. Much of the front wall, including the left-hand window and the upper portion of the door, had collapsed. The roof lacked any slates.

The interior of the building consisted of an engineering brick floor and whitewashed walls. The ceiling had collapsed, but formerly consisted of a large central timber running east to west, with floor timbers extending to the wall perpendicular to it. A single roof truss extended to the back wall. The northern wall had also collapsed above first-floor level, but there was still evidence of two doorways on the north and south sides of the back of the first floor room. The remnants of the northern doorway suggested it may have been a later addition. The southern doorway appeared original, suggesting the first floor may originally have been intended for storage.

Structure 12b/VI may originally have been open at the front, possibly as a cart entrance. There were rounded quoins either side of the internal face of the front wall, and a timber lintel extended between them. Later alteration saw the front closed and converted into two bays, with a narrow window to the left and a doorway to the right. Further alteration occurred when the interior floor was raised by about 1m, and the doorway bricked up to 13 courses at the bottom. A single chimney-stack was centrally placed within the structure, a later addition that was probably contemporary with the construction of Structure 12b/VII to the south.

The interior had a raised wooden floor. The walls were whitewashed. A later rolled steel girder, which extended from Structure 12b/VII, supported the ceiling with perpendicular metal struts. A metal flue extended to the back wall and continued into the chimney-breast. The roof contained no wooden trusses, its weight being supported by party walls on either side. Doorways passed into the adjacent roof spaces.

Structure 12b/VII was a later addition built, in an English Garden Wall bond, with polychromatic brickwork like building 12(a)/I-II. The openings mimicked those of the rest of the range. The heads was segmentally arched, but the voussoirs were longer and better fired. The keystone was slightly shorter and broader, and the jambs were decorated in a Gibbs Surround style in red brick. The sills and doorsteps were similarly of plain sandstone projecting marginally from the wall. The eaves were also dog-toothed, with a row of over-sail bricks. The roof continued from the rest of the range. However, a break could be seen in the layout of the purlins. The roof was largely slate-less. A single chimney-stack, with three course over-sail was centrally placed.

The floor of the interior was cobbled. The walls were white rendered. The rear wall had white glazed bricks, also seen in Structure 12b/II, but these were edged by two courses of blue-glazed bricks, the upper moulded. Slots in the wall suggested there was a bench below the level of the glazed bricks, and metal brackets indicated some sort of assembly above. The ceiling assembly was similar to that of Structure 12b/VI, and there was a metal flue and a centrally-located chimney-breast.

Discussion: The range had two main phases of construction, with several minor alterations. The original plan comprised Structures 12b/I-VI which pre-date the 1885 1st Edition Ordnance Survey map (Fig. 6), but which were not depicted on the Tithe Map c.1845. At this period, Structure 12b/I had no doorway but a single window at the front and none at the side. Access to the second floor of Structures 12b/I and 12b/II was gained through a doorway between the two on the ground floor and then through a steep staircase in Structure 12b/I. The roof space in Structures 12b/III and IV was probably not utilised at this stage. Structures 12b/V and 12b/VI did utilise their roof space for storage. This was suggested by stronger construction of the floor and access doors between them. It is unclear how access was gained to the roof space at this period. The proposed staircase against the northern wall of the open-bayed Structure 12b/IV would appear to be later, as it leads to a doorway cut into the brickwork, whereas the doorway in the south wall of Structure 12b/VI was original. Therefore, it would be reasonable to suggest that this also led to a staircase. Structure 12b/VI had an open-fronted cart entrance at this period.

It is unclear whether the later alterations were contemporary or reflect a more gradual process of improvement. The window of Structure 12b/I was converted to a door. This process was probably contemporary with the addition of a doorway between Structures 12b/II and 12b/III, as the increased storage in the roof space would have led to increased traffic up the stairwell. Presumably the ceiling of Structure 12b/III was also strengthened at this time, to allow for the increased load that storage in the roof space would have placed upon it. Similarities between the style of this strengthening here and that within Structures 12b/VI and 12b/VII may suggest they were contemporary. Alteration to Structure 12b/VI occurred with the closure of the gateway and the addition of the door and window. This clearly pre-dated the construction of Structure 12b/VII due to the differences in brickwork. The construction of Structure 12b/VII corresponded with the alterations to the ceiling of Structure 12b/VI because they share the same steel girder support. The cutting of the doorways into the roof space of Structure 12b/IV was contemporary with the construction of the stairwell within the open space. It was presumed this was contemporary with the construction of Structure 12b/VII, as it replaced a possible stairwell (see above).

The addition of Structure 12b/VII happened between 1885 and 1902. Stylistic similarities in brickwork, and the use of building materials like rolled steel girders, between Structure 12b/VII and Structures 12a/I-II, 12c and 12d may suggest many of the alterations were contemporary with the major reorganisation of the Corporation Wharf that occurred at this time.

Structures 12b/I-VI represent some of the earliest activity on the Corporation Wharf site, with the possible exception of Structure 12a/IV. At present, it is not possible to date the construction of Structures 12b/I-VI more closely than between 1845 and 1885, although it is highly likely that they were built within the earlier part of this time frame. This is consistent with the polychromatic use of engineering brick for dramatic effect, and the combination of cast-iron pillars and wooden beams, whereas the use of rolled steel girders in the improvements is characteristic of very late-19th century building. Further documentary research may shed more light on this matter and the relationship between the Corporation Wharf and the adjacent gas works. The wide doors and open bays clearly relate to a primary loading and warehouse function, with the two-storied Structure 12b/II probably acting as offices, although, curiously, no evidence of hearths or chimneys was visible.

7.1.1.3 Structure 12c: Central Building, Corporation Wharf (Plates 8 & 9, Fig. 7)

Introduction: Late-19th century urban industrial building. Located centrally within the wharf complex at the end of the wharf basin. The building comprised a single-storey workshop, numbered 12c/I, with an anteroom and a later chimney to the rear, numbered 12c/II. Formerly occupied by the Co-operative Stonemason.

Description: Structure 12c was constructed of machine-cut brick in an English Garden Wall bond, stretchers in red brick, headers in engineering brick, in the same style as Structures 12a/I-II. Structure 12c/I, the main workshop, was a tall single-storey building, measuring 8.4m by 10.2m in plan. It faced north, opposing the later entrance to the complex. The main northern elevation was gabled and dominated by two large, high entrances. These were surmounted by a single wood lintel running the length of this elevation. The jambs were rounded and decorated with engineering bricks in a Gibbs Surround pattern. A brick pillar, with rounded jambs of engineering bricks separated the two entrances. Large double doors closed the eastern doorway. Above the two entrances, directly on top of the lintel, were two short but wide sets of rectangular windows, four panes within each, and wooden lintels. These were partly obscured by a wooden sign reading 'CO-OPERATIVE STONEMASONRY DEPT'. The gables looked plain, but they were largely obscured by the wooden barge-boards (Plate8).

Structure 12c/II was entirely plain, except for a two-brick over-sail at the eaves. The southern gable was partly obscured by an extension, but had a single window, slightly off centre and raised above ground level. It was segmental-arched, with a single-course of uncut engineering brick voussoirs and a single-course of moulded engineering bricks as a sill. The jambs were cement-rendered and had been cut into the existing brickwork. The eaves of the gable had a three-brick over-sail. The roof was pitched but covered with corrugated iron (Plate 9).

The walls of Structure 12c/II were only two bricks thick, as opposed to Structure 12c/I which were three thick. However, the two buildings were probably contemporary. The eastern elevation had a pair of identical windows, segmental-arched, with gauged brick voussoirs, Gibbs Surround style jambs in red brick and a moulded two-course

engineering brick sill, the bottom course inter-connected between the two windows. The western elevation contained a bricked-up single doorway, with plain jambs, a segmental arched, gauged brick voussoirs and stone doorstep. At the southern end of the western elevation an opening, *c.*0.35m wide and *c.*1.5m high, with a segmental arched two-course uncut voussoir head of white bricks, appeared to be some sort of vent for the later chimney. Inside the opening was a cast-iron surround that may have been part of the vent assembly. The chimney projected from the gable. It was built of red brick, with a moulded engineering brick base and a three-course over-sailed top. It may have replaced an earlier chimney.

The interior of Structure 12c/I was open. It led directly into Structure 12c/II, which was partitioned by a wall, containing a single doorway. The blocked-up exterior doorway on the western elevation opened onto the main room. The anteroom was small, with a fireplace against the southern wall.

Discussion: Building 12c appeared to be largely unaltered, and both Structure 12c/I and Structure 12c/II were contemporary. The chimney-stack to the rear was clearly a later addition, due to its style and build. It is unclear whether it replaced an earlier structure in the same position. The side-vent may have been a later addition to improve the draw of the chimney. However, it is unclear why so large a chimney was necessary for heating the small anteroom, unless this was related to some industrial function. Structure 12c was part of the 1885-1902 development within the wharf. The main interior space was likely to have been a warehouse, or a workshop. The anteroom to the rear may originally have been an office, possibly for an overseer of the goods coming in on, and going out on, the canal boats.

7.1.1.4 Structure 12d: Eastern Range, Corporation Wharf (Plates 10 & 11, Fig. 11)

Introduction: A second range of late-19th century industrial buildings on the western side of the Corporation Wharf. There were three main components of Structure 12d, the main two-storey, 22 bay north-south range, a two-storey, east-west cross-wing, and the north-western junction between the two. Similarities in construction and build suggest a close, almost contemporary, date of build. Further small-scale alterations had occurred.

General description: The main build throughout Structure 12d was in English Garden Wall bond in the polychromatic style seen in buildings 12a/I-II, 12b/VII, and 12c. The quoins to the building were rounded. A moulded terracotta string-course ran the whole length of the range at first-floor level, above which the quoins were plain. The openings were standardised. Tall broad doorways and windows, with segmental arches, gauged voussoirs, Gibbs Surround style decorated jambs in red brick, two-course moulded engineering brick sills, plain sandstone doorsteps and recessed wooden frames were seen throughout the building. At the rear of the building the original openings were higher and smaller, but of the same style. The main interior jambs and sills were also rounded.

The eaves and gables had a three-course over-sail. The roof was pitched and slated. The gables of both interior and exterior walls and a series of roof trusses supported the roof assembly. The roof trusses were of a king-post design, with raking struts from the king post to the principle rafters. The roof trusses were supported at the wall by a brick over-sail, projecting *c* 0.2m into the room. The long run of the ridge-piece was connected by a series of scarf joints. Two two-pot chimney-stacks were located on the ridge of the roof of the main range. Along the rear wall were seven chimney-stacks in the main range and two in the western range. These chimney-stacks were of a standard design, square with a three-course over-sail.

The interior ground floor plan was more segregated than the first floor plan, which was predominantly open and slightly smaller. The ground floor was concrete. The interior doorways were plain and segmentally arched, with a single-course of uncut voussoirs. The ceilings were predominantly supported by a rolled steel girder with a series of metal supports, set perpendicular and in-filled with brick and concrete vaults.

External description: There were five rooms, a gateway and a stairwell within the ground floor of the main range. For clarity, all the rooms were numbered (Fig. 11). **Room I** presented a symmetrical seven bay frontage, with three central windows with continuous sills, flanked on each side by a doorway and a window. The southern doorway retained its original double-door, while the northern doorway had been converted into a window. The first floor frontage above was also symmetrical (**Room XIII**). Two pairs of evenly-spaced windows flanked a central doorway. The first floor windows were shorter, narrower, and simpler in design. The voussoirs were a single course of uncut red brick and the jambs were plain. The different design, coupled with disruption of the polychromatic brickwork, suggested that the windows were later additions, probably associated with the conversion of the upper room to an office. Above the doorway was a projecting metal joist, used for lifting goods into the upper storey (Plate 10). A staircase ran from the front of the building to the first floor (**Stairwell II**). The jambs of the entrance were rounded, in the style of the quoins of the building. The sandstone steps were badly degraded.

The next seven bays contained three rooms (**III, IV, and V**). **Room III** had a front elevation consisting of a single window and a doorway. The doorway had been bricked-in. **Room IV** was symmetrical, with two windows arranged either side of a central doorway. **Room V** had a window and doorway arrangement identical to **Room III**; the bottom course of the windowsill in **Room V** was continuous with that of the most-northerly window in **Room IV**. The first floor space (**Room XIV**) above **Rooms III and IV** had a single opening, a first floor doorway with the remains of a metal joist above it. This doorway was located above the ground floor window of **Room III**. Part of an early electric lamp was located above the window of **Room V**.

The next bay (**VI**) was a 2m-wide gateway. The quoins were rounded engineering brick, but the back opening had been bricked up. Above the gateway at the front was a centrally-placed first-floor doorway. There was no metal joist above the doorway. The sandstone doorstep rested on top of the steel girder lintel of the gateway. The first floor room (**Room XV**) was very long, extending the entire remaining length of the main range into the north-western corner of the cross range.

Room VII comprised eight symmetrical bays defined by four central windows with interconnecting sills flanked by a doorway and a window along the frontage. A single first-floor doorway was located directly above the most northerly of the four central windows.

The final bay on the north-south wing was a doorway that led to a staircase in **Room X**. The doorway was narrower than the other openings within the main range; the voussoirs were cut into the corner of the east-west wing (Plate 11).

The main elevation of the east-west cross wing faced the canal. The upper storey of this wing had been altered a great deal. More of the ground floor was original. It comprised two central windows, with inter-connecting sills, flanked by a doorway and window either side. The eastern doorway had been bricked up to become a window. The first floor probably had a similar symmetry, prior to extensive alterations that involved bricking up the central doorway to become a window, the stone doorstep surviving within the wall. Two short rectangular windows, with cement lintels and on-edge engineering brick sills, flanked the bricked-up doorway

There was no discernible change in build in the north-facing exterior wall between the junction of the main range and the cross range. **Room IX** was lit by a pair of windows and the stairwell was lit by a single window; the windows had continuous sills. This pattern was repeated at first-floor level. To the east, the back of **Room XI** had six small openings placed just below the string line; these alternated with iron-grilled ventilation openings. This arrangement is typically found in conjunction with a series of small hearths for detailed metal-working. Beneath the ventilation openings, three rectangular windows had been inserted. Above the first-storey, the wall was blind. Two chimney-stacks rose at the rear elevation of the east-west wing.

Internal description: The ground floor interior of **Room I** was open, apart from a wooden partition against the back wall. The whole length of the back wall had white glazed bricks, with a single course of moulded blue glaze bricks at the top, similar to Structure 12b/VII. Three later steel-framed rectangular windows had been cut into the wall. Two flues ran from the centre of the room to chimneys located on the back first-floor wall of the building.

Stairwell II ran up to a small square landing, with doorways north and south. Half way up the stairs on the northern wall was the remnant of a chimney-breast. There was also a bricked-up doorway leading to the rear of the building underneath the stairs. A single high opening was placed centrally in the rear wall of **Room III,** with a cast-iron air-brick on either side. The party wall with the staircase had the remains of a chimney-stack, but no hearth. **Room IV** was decorated with tongue-and-groove wood panelling. A large fireplace with remains of a cast-iron range dominated the northern wall. **Room V** had whitewashed walls and a single high opening in the rear wall. A flue ran along the ceiling from the centre of the room to a chimney-stack at the rear of the building on the first floor.

Room VII was a large open room. Originally three decorated pillars, only two of which survived, supported the main north-south, first floor, support girder. The decorated pillars had a hook placed c.1.5m off the ground. The rear wall contained eight original high openings, situated above a band of white-glazed bricks, the upper two courses of which were picked out in moulded blue brick. Four later rectangular windows were cut level with the white glazed bricks, evenly spaced along the back wall. A narrow, and later, doorway in the northern wall led to **Stairwell X**. Three extraction flues extended along the ceiling from the centre of the room to a series of chimney-stacks on the rear wall of the building.

Rooms VIII, IX and X were part of a suite of rooms that linked the east-west wing with the north-south wing. The angle of the walls at the north-western corner was acute, creating an irregular plan. The ground floor was lower than the rooms in the remainder of the north-south range. **Room VIII** was a box-room/store. A north-south girder on a different alignment to those in the north-south range supported the ceiling. **Room IX** was similar in size to **VIII**, but was trapezoidal in shape. Two windows faced north, and the room was entered by a doorway off **Stairwell X**. A cylindrical brick structure, *c*.0.85m in diameter, was located in the south-eastern corner of **Room IX**. This was possibly a boiler base. There was also evidence for a flue in the south-western corner, which may have served the boiler.

Stairwell X had an irregular shape, filling the gap between the previous two rooms and the western gable wall of the east-west range. The north wall followed the alignment of the east-west range, but the west wall was on the same alignment as the north-south range. A straight flight of wooden stairs rose to the first floor against the west wall. The interior of the east-west range was open (**Room XI**). The exterior openings, as described previously, probably served a series of hearths, suggesting that this was some type of workshop. There was also evidence of a 'fast-and-loose' belt-drive system, although this may have been a later addition. The ceiling was similar to the north-south range, with a central girder supported by a single central pillar. Two extraction flues extended from the centre of the room to the rear and to the chimney-breasts located in the room above.

At first-floor level in the main range **Room XIII** was identical in plan to **Room I**, below. The centrally-placed doorway and hoist allowed goods on the top floor to be lowered to the ground. The back wall had two evenly-spaced chimney-breasts. Four trusses bridged the roof space. Five skylights had been inserted, two at the front and three at the back.

The small landing over **Stairwell II** opened into **Room XIII** and **Room XIV**, where it passed through a semi-circular arch. **Room XIV** had a plan corresponding to **Rooms III and IV** below. The chimney-breast seen below in **Room III** and within the stairwell on the opposite side of the wall was present on the southern wall. No hearth for this was found within any of the rooms. The chimney-breast from the fireplace in **Room IV** was centrally located on the northern wall. A single chimney-breast from the extraction flue in **Room III** was located on the back wall. Three roof trusses bridged the roof space. More skylights had been inserted in the roof, two at the front and two at the back.

Room XV was a large open space with two evenly-spaced first-floor doorways to the front, over the gateway and **Room VII** below. A doorway led from **Room XIV** to the south. The party wall with **Room XVI** to the north had been demolished to create an open space into **Room XVI**, apart from two short stubs on either side. The rear of the room had four chimney-breasts, leading from the flues in **Rooms V and VII** below. Eight roof trusses bridged the roof space. The need for light resulted in the later addition of skylights, five in the front pitch and four in the rear pitch.

Directly above **Rooms VIII, IX and X** was an open area, **Room XVI**. An original doorway led into **Room XVII**, the first floor room of the east-west range. If the east-west range was earlier, it would suggest a stairway led to this doorway, providing access to the first floor, prior to the construction of the north-south range. However, no evidence was visible for this.

The roof structure above **Room XVI** was complicated because of the acute angle of the junction of the two ranges. A single east-west truss bridged the back wall of the north-south range and was built at an angle into the western gable wall of the cross-wing. This gable wall rose all the way to the apex of the roof. Other timber braces for the roof were also built into the gable wall. A single skylight had been inserted.

The first floor of the east-west range was a single open space (**Room XVII**), subdivided into offices by later partition walls. The only other original features were the two chimney-breasts at the rear wall. Two roof trusses identical to those in the north-south wing bridged the roof space. Four skylights had been evenly spaced between the two pitches of the roof.

There were two external structures to the building. At the southern end of the north-south range was a later furnace. The hearth faced east, with a *c*.5m-high chimney at the western end. The whole structure had a plan of *c*.1.5m by *c*.3m. Also at the eastern end of the east-west range was a series of lean-to outside toilets. They were built of brick in the English Garden Wall bond identical to the main building. One toilet appeared to be original, with a lean-to roof and a single segmental-arched doorway, with a two-course uncut voussoir head. Two further blocks were built to the east, separated by a brick partition wall, with a lean-to roof. A further flat-roofed block was built to the east. This was probably a store.

Discussion: There were three distinct components to Structure 12d. These comprised the main north-south range, an east-west cross-wing and the north-western junction between the two. Structure 12d was built between 1885 and 1902, and was clearly the focal point of the reorganisation of the wharf at this time. The impetus behind the reorganisation must have been related to a major change in the relationship between the wharf and the gas works. Perhaps, the most likely candidate for this change was the construction of the electricity generating works on the site of the gas works, which began in 1895. However, it is interesting to note that the blocked openings at the back of the main north-south range imply a continuing, albeit downgraded, interconnection between the two areas.

The east-west range of Structure 12d was constructed over a redundant yard associated with a former smithy, which Structure 12a partially replaced between 1885 and 1902 (Fig.6). This yard was parallel to Wolverhampton Street, but the main north-south range behind was not built at a right-angle to that street. This meant that the north-western junction between the two ranges met at an acute angle. The decision to keep this acute angle between both ranges begs certain questions, because if both ranges were built at the same time, it would have been logical to build them at right-angles to one another. Instead, the acute angle of the junction must have added a great deal to the time, and therefore the cost, of its construction. However, the fact that there was no construction break in the outer walls of both ranges seems to indicate that this was indeed the case. This judgement is reinforced by the equally-spaced arrangement of the scarf joints along the long span of the ridge beam of the roof of the north-south range, which indicates that the roof was built as one continuous unit. However, the alignment of the west gable wall of the east-west wing, which extends into the plan of **Stairwell X,** does not respect the alignment of the north-south range in any way, and this might be read as implying that the north-south range was built later.

Further documentary research may be able to provide a definitive answer to this issue. It may also provide details concerning the different functions of various parts of the building. At present it would appear that the main range initially had a mixture of office and workshop spaces on the ground floor. The workshops in the east-west wing were provided with a series of forge-hearths and a 'fast-and-loose' belt-drive system may have powered lathes or drills, presumably for the fabrication of metal goods. The adjacent workshop in **Room VII** may have been for packing or finishing these goods. In contrast, the first floor was poorly lit and designed for storage. The presence of metal joists above some of the loading-doors provided evidence for the haulage of goods up to the first floor. However, it was not clear that this was the case for every first-floor door. The principle later alterations were the addition of windows and skylights on the first floor and the blocking of several doors on the ground floor. Taken together, these changes would seem to indicate that the functions of the two floors of the buildings were altered, with office space located at first-floor level at a later date. These changes may have taken place when the Co-operative took over the site.

7.1.1.4 Structure 12e: The Covered Wharf, Corporation Wharf (Plate 21)

Introduction: Late-19th century structure. Located centrally, to the west of the former canal wharf, within the Corporation Wharf. The open, cast-iron-framed, canopy structure was reminiscent of those seen on Victorian railway platforms.

Description: The structure consisted of an open, framed canopy, 3.2m wide by c.40m in length. A slate pitched roof was supported by ten pairs of cast-iron pillars. The cast-iron columns mimicked those found on the columns within the open area of the eastern range (Structure 12b/IV; Fig.10). They were not as elaborate, bearing a square cut for the wall-plate, with a fluted support to a collar. The base was undecorated. Three of the columns had been replaced with timber pillars. Of the rest, several were in a poor state of repair. The frame consisted of two broad wall-plates, 0.22m in

diameter, running the full length of the structure supported by the pillars. The trusses, which were placed at each pair of columns, were a squat queen-post design. The queen posts braced a single purlin on each side of the roof. The purlins were also tied together by a light scantling collar. The wood-boarded gables of the canopy were decorated. The canopy extended over the frame by 1.15m. The floor beneath the canopy was cobbled, in common with much of the yard. A pair of gullies ran the length of the structure just inside the line of the pillars.

Discussion: The structure was a covered area for loading and unloading goods from the canal basin. It appeared to be contemporary with the construction of Structures 12a/I and II, 12b/VII, 12c and 12d. It was built between 1885 and 1902.

7.1.1.5 Discussion of the Corporation Wharf Complex

A brief discussion of the Corporation Wharf Complex as a whole is necessary in order to place the buildings within a comparative chronological framework. The wharf was first recorded on the c.1845 Tithe Map of Walsall. The basin existed at this period; however, the only structure present on the site was a short range of buildings located outside of the canal wharf at the north-eastern corner of the present complex. Although these were replaced by Structure 12a/I-III, they were present on the 1885 Ordnance Survey map (Fig. 6), and it is possible that remnants of the 1840s buildings were incorporated into Structure 12a/IV.

The production of coal gas for lighting steadily increased during the first part of the 19th century. Several small-scale works were established, and most used canals to supply them with coal. The first gasworks in Walsall was located in the Arboretum and was completed in 1826. By 1848, demand had risen and the Walsall Town Improvement Act of 1848 gave the Commissioners powers to build a new gasworks beside the canal at Wolverhampton Street. These works started to produce gas in 1850. However, by 1877 rising demand led to the construction of another gasworks at Pleck and production at Wolverhampton Street was gradually reduced. In 1895 a small electricity generating station was established on the site of the gasworks and by 1901 this had taken over the site.

Therefore Structure 12b, which was present on the 1885 Ordnance Survey map with the exception of the later addition of Structure 12b/VII, was probably associated with wharf activity serving the gasworks. There was another wharf on the gasworks site, but in addition to coal coming in, one of the by-products of gas production was coke, and this may have had a separate wharf for distribution. A single building was located on the western side of the wharf and served by a tramway running to the wharf basin, which implies the movement of heavy goods. The excavations in Trench 1 revealed a concrete structure which may have been a footing for this tramway. The only other structure visible on the 1885 map were small back-plot structures near the east-west range of Structure 12d.

From an analysis of the built-form of the Corporation Wharf it would appear that the majority of the complex was constructed between 1885 and 1902. The remodelling was probably in response to the downgrading of the adjacent gasworks and the construction of an electricity generating plant. The majority of Structure 12a, the remainder of Structure 12b, and Structures 12c, 12d and 12e were probably all built at roughly the same time, between 1885 and 1902. However, only further documentary research may refine and establish if the outline development given above is correct.

7.1.1.6 Recommendations for the Corporation Wharf Complex

The structures within the Corporation Wharf Complex represent the most significant remains to be assessed by this survey. Canal-associated complexes such as this represent a diminishing building type. However, the higher level of recording undertaken within the Corporation Wharf Complex (broadly equivalent to RCHME level 3) was undertaken with this premise in mind. In the absence of detailed development proposals for the site, no further survey work can be recommended for these structures at present. However, their significance warrants further documentary research in order to assess their commercial and industrial use. This, in turn, would enable greater understanding of the subsequent sub-division and alteration of the structures within the complex, combined with their individual purpose.

7.1.2 Structure 6: Crown Works, Algernon Street, SMR 10813 (Plates 13 & 14, Fig. 12)

Introduction: A range of industrial buildings located along the street frontage of the south side of Algernon Street. The complex consisted of a two-storey, twelve-bay, redbrick, industrial workshop to the north-east, a ground-floor gateway and a larger, deeper, two-storey four-bay office block, with single-storey extensions to the rear. The complex was dated by a plaque above the gateway to 1887, and was constructed as a purpose-built leather works. Presently occupied by the Ideal Saddle Company.

Description: Two-storey workshop of twelve bays, a single room deep. Machine-cut brick facade, of Flemish-Stretcher bond (1 header/3 stretchers), with clamped brick build to the rear in same bond. There were engineering brick footings to front and rear walls. The ground floor consisted of eleven identical, evenly-spaced windows, with a tall, blocked doorway at the south-western end. The openings were segmental-arched, with two-course, uncut brick voussoir heads, the upper course of engineering bricks. Plain jambs and a two-course, moulded engineering brick sill, forming a stringcourse, which ran the length of the range. The original windows had recessed wooden frames of eight panes, but some were later replacements. The first floor had twelve windows, located in line with the openings below and being of a similar design. The heads, however, had the brick-pattern reversed, leaving the engineering bricks as the lower course. The voussoirs disappeared into the eaves. The gable ends were plain and of clamped-brick in Flemish-Stretcher bond. Building No. 5 and the gateway obscured most of the gables.

The rear elevation of the workshop was much less uniform. Located at the south-western end was a later addition doorway, with adjacent side window, a plain cement lintel and plain jamb. A range of five windows and a doorway was located at the north-eastern end. These were segmental-arched windows in common with the front, with a continuous sill. The central window of the five was shorter. The doorway at the north-eastern end was of the same design as that at the front, and had been obscured by a wooden lean-to structure. The first floor consisted of two ranges of windows, seven at the south-western end, four at the north-eastern end. The windows were of similar design to those at the front, with a continuous sill running the length of each range of windows. The two-course voussoir heads were of red brick and disappeared into the eaves. The window arrangement at the rear of the workshop appeared to relate to the former location of an interior staircase. The gap between the window ranges on the first floor corresponded with the location of the staircase, the shorter window in the range on the ground floor to the staircase bottom. The roof was shallow-pitched slate with ridge tiles. The eaves had a single brick-course over-sail.

The gateway and office was a five bay, two-storey complex. The build of the front elevation was in machine-cut red brick in Flemish-Stretcher bond. A string of two-course, dog-tooth moulded terracotta bricks ran level with the first-floor windowsills. The eaves had three courses of decorated bricks, the lowest having a beaded design, then a moulded brick, with a dentilated brick-course at the top. The remaining build was of clamped brick in Flemish-Stretcher bond. The gateway had a moulded central keystone, and rounded quoins. Above this was a centrally-located, broad first-floor window, flat-headed, with gauged voussoirs, plain jambs and a moulded-stone sill, containing a six-pane, sash frame. In the space between the windowsill and the voussoir of the gateway was a carved stone plaque inscribed 'CROWN WORKS 1887'. The gateway was the same depth as the workshop. The rear gateway had a segmental-arch, with two courses of uncut voussoirs, the top course of engineering bricks. The quoins were again rounded. The pitched slate roof over was slightly higher than the workshop.

The façade of the office block was symmetrical, with two narrow doorways on each side and a pair of centrally-placed broad windows. The ground-floors openings had segmental-arch heads with decorated gauged voussoirs, plain jambs, projecting moulded sills on the windows, and a plain cement doorstep on the doorway. Two first floor windows, identical to that above the gateway, were located in line with those on the ground floor. The south-eastern gable wall was plain, built of clamped brick of English Garden Wall bond. It was poorly pointed and black-pitched over the majority of the exterior surfaces. The shadow of a demolished structure was represented by an area of the wall that was not painted with pitch.

The rear elevation had four bays. The central bays were two broad segmental-arched, windows, with gauged voussoir heads, plain jambs and stone sills on the ground floor, with two identical windows above. The outer bays had been replaced with two later lean-to extensions, mirroring each other, facing onto a central open space. Both contained a door and a broad window. The more northerly, however, was slightly longer. A segmental-arched doorway and a single small square window were located

on the northern extensions. A narrow segmental-arched window was to the right of the doorway, in the north-east-facing elevation of the main office block. A break in the brickwork here corresponded with the depth of the gateway. At the rear of the building, below the ridge-line, was a four-pot chimney-stack, centrally placed.

The works were built around a rear yard, accessed via the gateway. Backing onto the rear of the yard wall was a single-storey, three-bay, lean-to structure, built in clamped red brick in the Flemish-Stretcher bond. There was a central doorway, segmental-arched, with an uncut single course of voussoirs and plain jambs. This was flanked by two large rectangular windows, plain with two-course moulded engineering brick sills, and twelve-pane frames. The side elevations were plain. The lean-to corrugated asbestos roof sloped towards the centre of the yard. Access to the interior of the building was not possible as it was still in use; however, the ground floors and first floors of the workshop were large open spaces.

Discussion: The works was dated to 1887 by a plaque. This fits the map evidence that shows this area as open ground in 1885 (Fig. 12). However, there is some evidence to suggest that the complex may have evolved in a piecemeal fashion between 1885 and 1902. The workshop appeared to pre-date the office/gateway complex. Stylistically the decoration of the workshop was less complex, relying on a polychrome effect, while the office complex used moulded bricks on the eaves, central string and window heads. The different status of the blocks may explain this inconsistency, but several differences continue at the back of the block where any elaboration of status would be unnecessary. Differences in the height of the roof and decorative string-courses reinforced the interpretation that the two structures were not exactly contemporary. Furthermore, comparison with the development of other leatherworks of this era in Walsall indicates that such piecemeal expansion was actually the norm (Reynolds 1993). Commonly the works would be constructed first, and once this was up, running, and generating money the peripheral buildings were then constructed.

Recommendations: Walsall was regarded as a leading centre of saddle making in the country prior to the turn of the century, and the Town End was one of several districts of the town known as a leatherworking area. The Crown Works is a typical example of a late-Victorian leatherworking manufactory. This gives the building local significance, particularly as there has been little subsequent alteration. Due to the continued commercial use of the structure at the time of survey, internal access was limited. Survey should be completed after the cessation of commercial activity.

7.2 Lesser Examples of Industrial Buildings

7.2.1 Structure 8: Deacon and Boardman, Algernon Street (Plate 15, Figs. 3 & 4)

Introduction: Multi-phase building, but predominantly 20th century in date. However, there were remnants of a late 19th-century industrial workshop to the rear of the building, at the north-west end. Only remaining building on the northern side of Algernon Street.

Description: See Appendix 1/7.2.1

Discussion: There were three construction phases within the rear 19th-century block. An early central block of three bays was extended initially to the south-west by three bays. This consisted of irregular brickwork suggesting a cheaper construction. Then extension occurred to the north-east by a single bay, where an economic form of Flemish-Stretcher bond brickwork was used. The form of the openings was consistent throughout, but was common in the local area in the later-19th century/early-20th century.

Recommendations: The building appeared to be one of the oldest in the area, and showed several phases of construction. However, later alteration meant little of its earlier character survived. Degradation of the brickwork and slumping due to the lowering of the surrounding ground has left the building in poor repair. These points combined mean no further recording will be required.

7.2.2 Structure 15a: Albert Jagger Ltd, Green Lane (Figs. 3 & 4)

Introduction: Modern warehouse with some survival of an earlier structure within its make-up. Presently storage for Albert Jagger Ltd.

Description: See Appendix 1/7.2.2

Recommendations: No further recording.

7.2.3 Structure 15b: Centaur Works, Albert Jagger Ltd, Green Lane, SMR 10815 (Plate 16, Figs. 3 & 4)

Introduction: Three-storey urban industrial/commercial building that faced Green Lane, with associated workshops to the rear. Early-20th century in date, with some later alterations to the rear of the building. Previously recorded as a leatherworks. Presently occupied by Albert Jagger Ltd.

Description: See Appendix 1/7.2.3.

Discussion: The phasing is based largely upon map evidence, as there are few constructional details that stand out as being different. The suggestion from the SMR reference is that the building was initially a purpose-built saddlery dating from the late-19th century, with later alterations. However, close examination of the map evidence suggests the buildings in their present form post-date the 1902 OS Map. Ellis (1999) states that Albert Jagger, coach saddler and ironmonger, had been located at the premises since 1905. This date may be a likely establishment date, especially in the view of the fact that the adjacent Salvation Army was established in 1909 (dated plaque). The land plots of the two premises overlapped previous house plots visible on the 1902 OS Map, suggesting that there was a spate of house clearances along the street, prior to the construction of Albert Jagger's and the Salvation Army buildings.

Recommendations: Further detailed documentary research should be carried out to confirm the building's chronological development and purpose. The comparatively later date of the building, combined with limited survival of any original fixtures or fitting, suggests it does not warrant further recording.

7.2.4 Structure 15c: Albert Jagger Ltd, Green Lane (Figs. 3 & 4)

Introduction: 19th-century single-storey, redbrick outbuilding located within the Jagger's complex. Presently used for storage for Albert Jagger.

Description: See Appendix 1/7.2.4.

Discussion: A range of outbuildings to the rear of Shaw Street with the same orientation can be seen on the 1902 OS Map. They appear to be associated with buildings fronting Shaw Street. The outbuildings may represent the remains of mid-to-late-19th century activity along Shaw Street.

Recommendations: This building represents one of the earlier phases of construction present within the Jagger's complex. However, its poor state of preservation and the amount of later alterations have diminished its historical value. Therefore, it is suggested that no further recording is necessary.

7.2.5 Structure 16: Custom House, Nos. 28-30 Shaw Street. (Plate 17, Figs. 3, 4 & 13)

Introduction: Two-storey, late-19th-century urban industrial building. A main range parallel to Shaw Street, with a rear wing to the south-east side. Considerable alteration had occurred to the rear and sides, with the addition of modern industrial structures. Presently vacant.

Description: See Appendix 1/7.2.5.

Discussion: The building dated to the late-19th century, between the 1st edition (1887) and 2nd edition (1902) OS maps. The 1902 map suggests that the some of the original plan has been removed by the later alterations. Originally, another wing running parallel to the front range formed a square around the courtyard, to which the gateway led. Another extension to the rear of the front range at the north-western end formed the fourth side of the square. Both of these rear ranges had subsequently been demolished. Modern cladding obscured the majority of the building. However, the preservation of the original building underneath the cladding was good.

Recommendations: The building is relatively late, and is of a common form. Further survey and recording will not be necessary.

7.3 Domestic Buildings Pre-dating 1875

7.3.1 Structure 5: No. 1 Algernon Street (Plate 18, Figs. 3 & 4)

Introduction: Two-storey, three-bay, brick-built, urban vernacular building, located on the southern side of the street, adjacent to the Ideal Saddle Company. Presently unoccupied, but was originally domestic.

Description: See Appendix 1/7.3.1.

Discussion: There was a single construction phase within the simple one room deep plan. The rooms were arranged either side of a constricted central staircase and hall. The 20th-century, single-storey, garage extension to the rear may have replaced a rear service range, although none is visible on the 1st or 2nd editions of the Ordnance Survey mapping. The absence of rear windows in the south-western rooms on both ground and first floors may suggest a primitive lean-to service wing, possibly comprising an ash-pit, coal store and privy. However, the smaller size of these rooms may have meant it made less sense to locate any windows here. The ground floor room on the south-west side of the house was probably the kitchen, with the parlour in the larger, better-lit room on the other side of the staircase. The upstairs rooms were both bedrooms.

Algernon Street was built c.1870. The simple one-room-deep plan of the building is not incompatible with an early-1870s date, given the absence of a service wing. This was exactly the type of building that the Artisans and Labourers Improvement Act in the late-1870s was designed to eradicate in the Town End. The building was originally at the head of Number 1 Court, Algernon Street.

Recommendations: The building is a relatively-rare survival of a once common plan form. However, its historic value has been diminished by the later alterations, and the loss of the rest of the court. Therefore, further investigation is probably unwarranted.

7.3.2 Structure 7: Quest Motors, 21 Algernon Street, SMR 10814 (Plates 19 and 20, Figs. 4 & 14)

Introduction: Two-storey, three-bay, red brick urban vernacular building, incorporating a further two-storey structure to the rear, and the remains of a possible earlier building to the south-west end of the street. It was located at the south-west end of Algernon Street. Presently used as storage for Quest Motors Co.

Description: See Appendix 1/7.3.2.

Discussion: The main building appeared to be a two-phase structure. The structure to the rear, with its more rudimentary construction, lower floor level, smaller rooms, and steeper pitched roof appeared to be older than the better ornamented, larger structure to the front. However, there was no clear construction break, therefore it may be the case that the rear building was merely a more cheaply-constructed extension. Like

Structure 5 (7.3.1, above), this building was at the head of court. One of the rear buildings of this court – subsequently demolished – was reputed to be the bomb-making factory of the Walsall Anarchists, who achieved brief notoriety in the late-19th century.

Recommendations: The building is a relatively-rare survival of a once-common plan form. However, its historic value has been diminished by later alterations, and the loss of the rest of the court. Therefore, further investigation is probably unwarranted.

7.4 Later-Victorian Buildings

7.4.1 Structure 9: No. 18 Shaw Street, SMR 10814 (Plate 21, Figs. 3 & 4)

Introduction: Late-Victorian urban residential house located on the north-eastern side of Shaw Street. Presently owned and used for storage by Albert Jagger Ltd.

Description: See Appendix 1/7.4.1.

Discussion: The rear of the building was much altered, involving the demolition of the rear service ranges and their replacement by a single structure with a higher roof-line. However, it was unclear whether this involved the addition of the stairwell and rear room together or separately and it was difficult to correlate the differing depths of the two front rooms with this alteration.

It also appeared that alteration had occurred to the front façade of the building. The central window on the first floor appeared to be unusually close to the interior wall, and it may be that the front elevation was altered, in order to give the building greater symmetry. The rendering may hide these alterations.

Recommendations: This building has been extensively altered, and there are still several unanswered questions concerning its original form. However, it is a relatively common type, therefore no further investigation is recommended.

7.4.2 Structure 10: The Stag Works, Nos. 26-28 Shaw Street, SMR 10814 (Plate 22, Figs. 4 & 13)

Introduction: Late-Victorian, urban vernacular building. Located on the south-western side of Shaw Street. Presently used as storage for Albert Jagger Ltd.

Description: See Appendix 1/7.4.2

Discussion: The building was considerably altered to change its character from a domestic to an industrial building. The front doors were certainly part of this change of use, and the windows were probably replaced, due to their large size, which was unusual in late-Victorian buildings. A different wall build, visible at the southern end of the rear wall, probably represents part of a demolished rear service wing.

Recommendations: The building had seen considerable alteration, changing the majority of its character. Although much of the original build remained, alteration had occurred within the interior of the building and to the exterior. The building was not distinctive, and therefore further investigation is unwarranted

7.4.3 Structure 14: Nos. 126-8 Wolverhampton Street (Plate 23, Fig. 4)

Introduction: Three-storey, three-bay, late-19th century, urban commercial building. Located on the north-side at the eastern end of Wolverhampton Street. Presently vacant.

Description: See Appendix 1/7.4.3

Discussion: Although some alteration had occurred, the majority of the building was original, apart from the addition of the single-storey extension to the rear of No. 126. The building was late-19th century in character and an unremarkable commercial property.

Recommendations: No further recording of the building is required.

7.5 Buildings Not Accessible

7.5.1 Structure 1: Walsall Crane Hire, Blue Lane West, SMR 6655 (Plates 24 & 25, Figs. 3,4 & 15)

Introduction: Four two-storey red-brick terraced houses fronting Green Lane, just south of its junction with Blue Lane West, numbered from No. 54 at the northernmost end.

Description: Photographically recorded. Assessment of these buildings was limited to an external survey. The conditions of the buildings were too poor to allow safe access for internal assessment, and advertising hoarding obscured large amounts of the buildings externally. Therefore, little can be added to the survey made in the desk-based assessment.

Discussion: See desk-based assessment.

Recommendations: Further assessment of these buildings will only be required if safe access to them can be guaranteed. Otherwise, their form is typical of other late Victorian structures, and their state of preservation sufficiently poor to preclude any further investigation.

7.5.2 Structure 2: Salts Steptoe, Margaret Street (Plate 26, Fig. 3,4 & 15)

Introduction: Industrial workshop located at the western arm of Margaret Street, comprising a multi-phase, two-storey, red-brick range of buildings running parallel to Blue Lane West.

Description: Photographically recorded. Assessment had been limited to an external survey of the north-western side. The building was still in commercial use, therefore nothing further could be added to the description within the desk-based assessment.

Discussion: See desk-based assessment.

Recommendations: Further assessment of the building should be carried out when access can be obtained or when commercial use ceases, and only in the event that it is sufficiently stable to allow safe access. Otherwise, its form is sufficiently common that no further investigation will be required.

7.6 Modern Buildings

7.6.1 Structure 3: Skycrest Ltd, Blue Lane West (Plate 27, Fig. 4)

Introduction: Two 20th-century brick buildings set back from the road.

Description: Photographically recorded. Survival of earlier structures within these buildings was suggested in the desk-based assessment. However, this did not appear to be the case.

Recommendations: No further assessment is required.

7.6.2 Structure 4: Hamemaker's Arms, Blue Lane West (Plate 28, Figs. 3 & 4)

Introduction: Brick-built, 1930s, public house on the corner of Blue Lane West and Shaw Street.

Description: Photographically recorded. Two-storey, machine-cut brick building, 1930s in date, replacing a 19th-century building of same usage.

Discussion: See desk-based assessment. The plans for the Hamemaker's Arms were produced in 1936 and involved the wholesale replacement of the adjacent cottage and the existing pub. The reconstruction of the building was due to changing legal requirements, which included the siting of the toilets, central heating and separate access to the private living accommodation (WLSC 223/60-62).

Recommendations: No further recording required.

7.6.3 Structure 11: Electric sub-station Shaw Street, south side

This structure did not warrant further investigation. See Desktop Assessment.

7.6.4 Structure 13: 123-125 Wolverhampton Street & Willenhall Pressure Die-Casting. (Plate 29, Fig. 4)

Introduction: 1950s urban commercial building. Located at the eastern end of Wolverhampton Street. Presently vacant.

Description: Described as a sophisticated 1950s design by the SMR entry. The shops on Wolverhampton Street have large steel-framed first floor windows and black face tiling, the workshop on Shaw Street has inventive grilles. Photographically recorded.

Recommendations: No further recording required.

8.0 Summary of Conclusions

The Corporation Wharf represents an unusual survival of a canal wharf complex of industrial buildings associated with the gas industry, and later, electricity generation. As such, they have received greater attention in the archaeological survey, particularly as an illicit salvage team was dismantling the choicest parts of the site.

The significance of the building complex can be assessed through application of the selection criteria of the Secretary of State outlined in 1990 (DoE 1990). The *survival/condition* of the buildings has been compromised by extensive and unauthorised salvage demolition. This is particularly the case with Structure 12b and Structure 12e; the other buildings have mainly suffered due to a prolonged period of disuse. However, despite the loss of much of the roof covering, the overall condition of the buildings fabric is far from ruinous. The buildings were originally constructed to a high specification and this has aided their survival. Later alterations to the buildings have not compromised our ability to 'read' their development and they are in themselves important evidence of changes in the function and use of the building over a *period* of between 115 and 155 years.

It is difficult to assess the *rarity* of this building without making broader comparisons concerning the survival and development of this type of complex in Walsall or across the Birmingham Canal Navigations in the West Midlands as a whole. However, the relatively late date of the major reorganisation of the wharf must make the Corporation Wharf complex relatively unusual. The *fragility* of the buildings would require verification from a structural engineer, given the long period of disuse. The main *vulnerability* of the buildings is from speculative salvage operations and vandalism. At this stage, the range of *documentation* has been sufficient to trace the broad development of the complex through map research. No specific documentation was found in the Walsall Local Studies Centre that related to the detailed history of the yard, but such information may exist in the British Waterways Museum in Gloucester.

The association between the wharf and the now-demolished gasworks and electricity generating works gives the Corporation Wharf a broader *group value* as a survival of a larger industrial complex. The complex of buildings also possesses intrinsic group value as a distinctive industrial collection. The *potential* of the complex may be judged in terms of its ability to illustrate the later industrial history of this part of Walsall. The transport and power infrastructure that supplied industry was an important component of this broader industrial activity. In addition, the complex has potential to illustrate the canal history of the Birmingham Canal Navigations.

The Crown Works is an interesting example of a purpose-built late-19th century leather works, which has retained the same industrial function throughout its life. In the 1886 Trade Directory the site is listed as the Crown Works under the ownership of Jones and Rowley, wholesale gig saddlers. Therefore, as suggested above, the workshop may have been in operation a year or so before the construction of the gateway and offices. The Town Wharf area has been identified as one of several important zones of concentrated leather manufacture in late-19th century Walsall (Reynolds 1993).

The form of the Crown Works is typical of the type of leatherworks constructed in this period. These were generally of domestic proportions, and fitted snugly into the compact terraced streetscapes, rear yards and courts of the town. There was little mechanisation in the industry; therefore, the workshop remained the primary unit of production in which skilled craftspeople worked. There was generally a close relationship between the domestic space and offices, and the workshop or 'shopping'. Provision of a rear yard was common, as this aided the maximisation of natural light within the workshop. Buildings placed around the yard were commonly ramshackle, serving as stores. The yard was commonly accessed via a discrete gateway off the main street that separated the world of work from that outside. The buildings at the front of the plot were the most important; this was where money was spent trying to present a 'respectable' face to the world. Because of the relatively small-scale of the works, it was also common for wholesale rebuilding to occur, as would appear to be the case of the Crown Works.

Structures 8, 15, and 16 represent examples of less significant industrial buildings located within the survey area. Structure 8, Deacon and Boardman, Algernon Street, is early in date with survival from the mid-19th century in part. However, the state of preservation and the level of alteration mean that this structure represents an island of survival. Adjacent structures from the same period have been demolished and removed, and Structure 8 is only significant as a representative, though heavily altered, example of a common mid-19th century industrial building. Structure 15 represents a complex of buildings presently under the jurisdiction of Albert Jagger Ltd, containing isolated earlier survivals, but predominantly associated with the development of the early-20th century saddlers at this location. Structure 16 is a typical late 19th-century industrial unit associated with the increased industrialisation of the Town Wharf area and in-filling of available land plots in this period.

Structures 5, 7, 9, 10, and 14 represent a series of mid-to late-19th century domestic buildings, typical of the period, but largely altered due to commercial or industrial use. Structures 5 and 7 represent the earliest type of small terraced residential buildings of poor quality. These are associated with the earliest establishment of Algernon Street in the 1870s. Structures 9, 10 and 14 are larger town houses, built after the Artisans and Labourers Improvement Act of 1875, and are of a higher quality. All three have seen the ground floor converted to commercial use and alteration to the rear of the properties, post-dating their initial construction. These structures exemplify the spread of the commercial sector into the Town Wharf area, towards the end of the 19th century.

The remainder of the structures received a minimal level of recording. Structures 1 and 2 were inaccessible, but represented examples of mid-late-19th-century industrial buildings in poor condition, similar to Structure 8. The remainder were of common post-war forms.

9.0 Summary of Recommendations

Within the boundaries of the Walsall Town Wharf Phase II Development Area, the survival of Victorian domestic and industrial buildings is only a tiny portion of the built environment that stood in 1900. That essentially industrial district of Walsall had two key components, distributive and supply industries associated with the canal and a concentration of leatherworking manufactories. Two examples of each these industries have survived and these comprise the most significant structures to be investigated by this survey. The Corporation Wharf (Structure 12) is undoubtedly of local and regional significance, while the Crown Works (Structure 6) is of local interest. The remainder of the buildings within the development area are representative of relatively-common Victorian industrial (Structures 1, 2, 8 and 16) and domestic forms (Structures 5, 7, 9, 10 and 14), several of which have been extensively altered.

Access and safety issues have been raised with respect to Structures 1 and 2, and presently these have received a lower level of assessment. However, if access and safety cannot be guaranteed then archaeological assessment suggests that these buildings are of a sufficiently common form to merit no further work. The remainder of the buildings within the development area have been assessed to a high enough level that no further work will be recommended.

Please note any recommendations offered in this report are intended as a guideline for further research. Likewise, no recommendations regarding the desirability of preservation 'by record' (i.e. survey) or *in situ* of any of the surviving buildings is made as part of this report. Again, this falls within the remit of the Planning Department of the Walsall Metropolitan Borough Council.

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WLSC 223/60-62 Plans of the Hamemaker's Arms 1936-7 in the *Walsall Local Studies Centre*

APPENDIX 1

7.2.1 Structure 8: Deacon and Boardman, Algernon Street (Plate 15, Fig. 4)

Description: The structure had two 20th-century wings on the north-eastern and south-western sides, connected by a 19th-century workshop to the rear, to form a C-shaped plan with a long, thin, open yard between. The north-eastern wing was a combination of breeze-blocks, re-used clamped brick and machine-cut brick construction, with a steel superstructure. The south-western wing was a flat-roofed, predominantly machine-cut brick construction.

The small 19th century workshop was set back from, but parallel to, Algernon Street. Three main builds were visible. Three centrally-located bays were extended in a similar style by the addition of three further bays to the south-west. These corresponded with the two equally-sized workshops depicted on the 1885 Ordnance Survey map. The north-east bay was a later addition, made between 1885 and 1902. All openings within the workshop comprised short doorways and windows with plain jambs and segmental arched, two-course, uncut voussoir heads, the top course of engineering bricks. The windows had a single-course of moulded engineering brick sills. The original plan appeared to have a single ground-floor entrance with a first-floor doorway, accessed via external stairs. The gables and rear of the building were plain with no openings. There was evidence of slumping, and patched repairs. Internally, evidence for the three construction phases was still visible in the form of walls or wall scars. A chimney-breast ran from the ground floor at the rear of the building. The first floor was open throughout, but the wall scars continued at this level. The pitched slate roof was supported by a series of queen post roof trusses. Three later skylights of varying sizes were cut into both sides of the roof.

7.2.2 Structure 15a: Albert Jagger Ltd, Green Lane (Fig. 4)

Description: A modern warehouse located at the north-eastern side of the Jaggers' complex. There was an earlier structure adjacent to the main warehouse represented by a single brick wall, making up the southern wall of an *ad hoc* temporary structure, adjacent to the main warehouse.

7.2.3 Structure 15b: Centaur Works, Albert Jagger Ltd, Green Lane, SMR 10815 (Plate 16, Fig. 4)

Description: Described as a purpose-built leather works in the SMR entry, the site was developed sometime between 1902 and 1917 on land cleared of court housing. A striking, three-bay, three-storey Art Nouveau-style façade fronted Green Lane. The ground floor was whitewashed with cement rustication. The main build was of machine-cut red brick in an English Garden Wall bond, with a three course-engineering-brick plinth. The southern bay comprised a segmental-arched gateway, with 'false' cement voussoirs and a raised central keystone. The gateway was in-filled with breeze-blocks. The central bay had a wide segmental-arched window, the moulded sill projected with a decorated apron below. The final bay comprised a thin

classical doorway with a segmental pediment above, flanked by a pair of windows with an architrave and frieze above. The windows were flanked either side by square false columns and the sill was projected and moulded in common with the central bay. The left window was false, with a stone effect in-fill, identical to the surrounding walls. A moulded projecting sill ran the length of the elevation between ground and first floors.

The first and second floors were defined by four rectangular brick pilasters, with window bays between. The tops of the pilasters were capped in sandstone. The central two were simple, with a small string. The outer two were more elaborate. Lacking an architrave, the frieze was of plain sandstone build, with scooped edges. Above this was a cornice. There were three openings between the pilasters on the first floor, but the window frames had been replaced. The heads of the windows were flat, with three zigzagged voussoirs either side of a central keystone. The projecting moulded sill emulated those on the ground floor. The second floor windows were identical to those on the first floor, again with later replacement frames. The heads of the windows were obscured by lead flashing at the eaves of the slate roof. The gables had raised stone coping. A chimney stack was located on the southern gable.

To the rear of the building was a series of three-storey workshops or 'shoppings'. Phasing these structures was difficult because their exterior elevations were obscured by other structures around them, but the initial plan form probably consisted of a well-lit, single, centrally located three-storey six-bay workshop behind the main range. A lift-shaft was located in the south-eastern corner of the workshop. The gateway from the front of the building passed through to a yard to the south-east of the workshop range, and there was a small courtyard in the north-west corner of the site.

The second phase of construction seems to have been driven by a need for greater workspace. The yard space to the north-west was built over. The plan followed the plot boundaries to the rear making best use of the available land. This left the yard to the south-west of the central workshop that was built over when the front cart entrance was blocked, sometime after the survey of the 1938 Ordnance Survey map. Later alteration included a stairwell at the north-western corner, and adaptation of the workshops for office use, by plaster-board sub-division.

This purpose-built leather works may have been constructed in response to the enormous demand for horse equipment for the British Army in France during the First World War.

7.2.4 Structure 15c: Albert Jagger Ltd, Green Lane (Fig. 4)

Description: Low, single-storey, lean-to structure, built of clamped red brick in Flemish-Stretcher bond. The building faced south-west on to a yard, being a tiny survivor of a larger range of backplot buildings depicted on the 1902 Ordnance Survey map. The building had been extensively altered to form an open-fronted storage area.

7.2.5 Structure 16: Custom House, Nos. 28-30 Shaw Street. (Plate 17, Fig. 13)

Description: Two-storey, late-19th century urban industrial building. Main range parallel to, but set back from, Shaw Street, with a cart entrance through to a central courtyard. The 1902 OS map shows a partially enclosed courtyard plan. Only part of a rear wing survived on the south-east side. The build was of clamped red brick in a Flemish-Stretcher bond (1 header/3 stretchers). The openings had standard segmental arches of two courses of uncut voussoirs, the top course of engineering bricks, with plain jambs and moulded engineering brick sills. The main range facing the street had eight bays. The ground floor consisted of a central gateway flanked by two windows either side. The window adjacent to the left-hand side of the gateway was smaller. Both the windows at this side were bricked-up. The remaining two bays on the ground floor were taken up by a modern single-storey extension to the front. The first floor had a single window at the north-west end and a blind bay, before the central four bays were taken up by windows, with a continuous sill running as a string between them. The south-eastern end of the building was gabled, with two evenly-spaced windows on the first floor. The north-western gable had a single, centrally-placed first-floor window.

The wing to the rear consisted of ten bays on its south-eastern elevation, with two doorways at either end on the ground floor. The furthest to the north-east was bricked-up. The openings were identical to those at the front. The north-western elevation mirrored the south-eastern, except the furthest two bays on the north-east had been opened up on the ground floor. Modern alteration had seen a large single-storey corrugated garage extension over the courtyard, as well as a temporary structure erected to the south-east, as a garage workshop. The interior plan of the buildings was largely unaltered, although there was plaster-board partitioning on the first floor.

7.3.1 Structure 5: No. 1 Algernon Street (Plate 18, Fig. 4)

Description: Two-storey, three-bay, brick-built, urban vernacular building, located on the southern side of the street, adjacent to the Ideal Saddle Company. The front-facade of the building had been rendered, obscuring the brickwork except for where it had weathered away. The build was of clamped red brick in Flemish-Stretcher bond. The doorway was plain, but the doorstep had been altered by the addition of on-edge engineering bricks. Evenly-spaced either side of the door were two segmental-arched windows, with plain jambs and plain cement sills. The windows had large four-pane sashes. Located directly above these were two similar windows, with plain cement lintels. The slate-roof was shallow-pitched with plain eaves. Two chimney-stacks on each gable heated rooms on both floors. The eaves were plain. The rendered gable-end was plain. The rear of the building was obscured by the addition of a single-storey workshop.

The main range had a simple one-room-deep plan, with two rooms located either side of a central staircase, with a small hall in front. The north-eastern room was wider than the south-western. The north-western room had a rear-facing window, and the south-western room a doorway led into a small demolished wing.

The first-floor plan mirrored that of the ground floor. The rear-facing window in the north-western room had been in-filled with breeze-blocks. There was no rear-facing window in the south-western room. The fireplaces were tiny, with cast-iron grates. The building was formerly at the head of a court, and was probably built in the late 1870s when Algernon Street was laid out.

7.3.2 Structure 7: Quest Motors, 21 Algernon Street, SMR 10814 (Plates 19 and 20, Fig. 13)

Description: Two-storey, three-bay, red brick urban domestic building, incorporating a further two-storey range behind. The build of the main structure was whitewashed of clamped red brick in Flemish-Stretcher bond (1 header/5 stretcher). The three-bay front elevation consisted of a narrow doorway, either side of which were two broad rectangular windows. The doorway itself was located slightly off-centre and to the right, having a decorated false cement head, with a flat hood-mould and a cement doorstep. The windows bore similar, although more elaborately decorated, heads with hood moulds. They had plain jambs and cement sills. Above these, on the first floor, were plain-jambed rectangular windows, with dog-tooth carved wooden lintels and plain cement sills. All the windows had recessed four-pane sash frames. The gable walls were plain, whitewashed on the south-west side, and black-pitched on the north-west side. The slate roof was shallow, with engineering ridge tiles. Two-pot chimney stacks were located on each gable.

The rear wing of the building, with a build of clamped red brick in Flemish-Stretcher bond (1 header/4 stretchers), formed an L-shaped plan with the main range. Both gables were plain, and unusually the roof of the rear range formed an M-shape with that of the front range. The rear elevation had two bays, a segmental-arched, two-course, uncut voussoir headed doorway, with plain jambs and a modified doorstep. The northern end had a small, lean-to toilet block of clamped red-brick, with a plain doorway and slate roof facing the yard. The first floor had a single window above the doorway, of a single-course segmental-arched head, with plain jambs and cement sill. This had been bricked-in with machine-cut bricks. The roof was more steeply-pitched than in front, with engineering ridge tiles and a three-pot chimney stack at the northern end on the ridge line.

The interior consisted of three rooms in an L-shape plan on ground and first floors. The main structure had two approximately-square rooms. The north-eastern room contained a window onto the street. A later door connected the room to that in the south-west, with evidence of an earlier door possibly concealed by plastering. On the north-eastern wall was a clamped chimney stack, with semi-circular arch fireplace, bricked-in with late clamped bricks. The south-western room had a herringbone-tiled floor. The remaining window and door from the street opened onto this room. The south-western wall had a chimney stack, with no fireplace. To the rear of the room was a staircase, running from the south-west, where it turned, to the north-east. Underneath, in the rear wall, was a segmental-arched doorway with cut voussoirs, which led into the rear wing.

The interior of the rear wing consisted of a small rectangular room with a lower floor level to that in front. The build was of poor-quality clamped brick, in a mixture of bonds. The north-eastern wall had a fireplace converted to a cupboard. The south-eastern wall had a modern doorway leading onto the back yard. The south-western wall had a bricked-up, segmental-arched, two-course voussoir-headed doorway. The bricking-up was recent, which suggested that this door superseded the one cut into the south-eastern wall.

The first-floor plan was identical to that of the ground floor, with the exception of a landing at the top of the stairs. The north-western bedroom had an ornamented cast-iron fireplace on the north-eastern wall. The south-eastern wall was taken up by the staircase, above which was an over-stairs cupboard. At the northern end of the wall, a doorway opened onto the landing. The rear room had the same plan as below, with a fireplace in the northern wall. The ceiling had been altered in order to create a vaulted effect.

The rear wings of more rudimentary construction, lower floor level, smaller rooms, and steeper pitched roof appeared to be older than the better-ornamented, larger structure to the front. However, there was no clear construction change to suggest any chronological difference between the two buildings. It may actually be the case that the rear building was merely a more cheaply built extension, as it was not visible from the street. The building was very similar to Structure 5 further up Algernon Street, and was in fact at the head of another court. Both buildings were probably built in the 1870s, when Algernon Street was first laid out.

7.3.3 Structure 9: No. 18 Shaw Street, SMR 10814 (Plate 21, Fig. 4)

Description: Two-storey, three-bay late-Victorian residential building. Plaster rendered over machine-cut, Flemish bond brickwork. A low plinth of painted engineering bricks ran the length of the front elevation. A central, semi-circular arched doorway with decorated, stepped voussoir keystone, semi-circular hood mould, plain jambs, and a rounded stone doorstep, was flanked by two bay windows with sloping slate roofs. To the right of the door was a large square black and white plate bearing the street number, a striking original feature. A small doorway at the far north-west of the building entered an alleyway that ran up the side of the building. Directly above all three of the ground floor openings were broad windows, with moulded cement sills, plain jambs, and flat heads with gauged voussoirs topped by a flat-hood mould. The frames were recessed sashes. A two-brick-deep string-course ran along the front elevation, level with the first-floor windowsill. The eaves were elaborately decorated with terracotta brickwork, bearing a dentilated design, inter-cut by bosses.

The north-western gable was raised, in order to change the pitch of the roof. This was because the rear service wings had been enclosed the whole length of the building. The original pitch of the roof was still visible in the form of a line of coping stones within the gables. The gable was plaster rendered. The south-eastern gable was largely obscured by a square plan, flat-roofed modern addition, although the remainder of the gable could be seen above this.

The pitched roof was of thin slate, with engineering ridge tiles. Two four-pot chimney-stacks were located on each gable. The interior plan of the building was of three main rooms in an L-shape, with a hallway running between the front two, to a stairwell at the crook of the L. The rear wall of the south-eastern room was set further back than the north-western, which contained a sash-framed window facing onto the backyard. A large archway, probably a later addition, led from the south-eastern room, into the later build at the rear of the house. The hallway led onto the stairwell, opposite a door to the rear of the house, creating a through passage. The stairway ran round the side of the stairwell to the first floor, beneath which was a ground floor toilet. The first floor had the same plan as the ground, with the exception of the two front rooms that were larger, the south-western extending over the hall and the north-eastern over the exterior passage. The rear of the house was extensively modified, as seen by the alteration of the ridge-line and the roof pitch. This would have accompanied the change in use from a domestic to a commercial function some time the last century. The rendering may have occurred in order to hide these alterations.

7.3.4 Structure 10: The Stag Works, Nos. 26-28 Shaw Street, SMR 10814 (Plate 22, Fig. 13)

Description: Five-bay, two-storey, industrial building, probably converted from a residential villa called Lombard House in 1885. The façade was built of machine-cut red brick in Flemish-Stretcher bond. The ground floor frontage was inserted. The five first-floor windows appeared original to the façade, with gauged voussoir, segmental heads, with plain jambs and cement sills. The eaves were moulded and dentilated.

The build of the north-west-facing gable was predominantly good-quality clamped brick. Two centrally-placed, segmental arched windows with two-course, uncut voussoir heads, the top of engineering bricks, plain jambs and plain cement sills, were placed directly above each other on the ground and first floors. To the rear of the building two pairs of small rectangular windows had been inserted to light interior toilet blocks on the ground and first floors. The south-eastern gable was plain and built of clamped brick.

The rear of the building had been altered considerably. The addition of a single-storey, 20th-century extension, c.20m deep at the rear, included the removal of the back wall of the three southernmost bays, to create open access at ground-floor level. The first floor had also been altered. Originally, four segmental-arched windows (two-course uncut voussoir heads, the upper course of engineering bricks, and cement sills) were evenly spaced along the upper floor. However, the most-northerly window had been in-filled, and replaced by two smaller modern rectangular windows. A further modern window had been added at the southern end of the wall, where a first-floor doorway with a wooden lintel has been bricked-up. A modern chimney-stack had also been added to the exterior of the wall. The southern c.2-3m of the rear wall was of a different, later, build.

The roof was clad in asbestos sheeting, and it would appear that any chimney stacks had been removed. The interior suggested an original six-room plan, with two rooms to the north-west separated by a passage from four to the south-east. A stairway ran up the northern wall of this passage to the first floor. The first floor of the building had been reinforced with steel girders suggesting a 20th-century alteration. The central wall in the room above had also been removed, presumably for structural reasons. Later segregation of the rooms at the north-west had occurred, in particular for the addition of toilet facilities.

The structural sequence in this building is difficult to deduce with certainty because of the extent of the later alterations. This said, it is possible that the clamped-brick build of the gable walls belongs to Lombard House, as depicted on the Ordnance Survey map of 1885. By 1902 this building is depicted as being sub-divided into two properties, the north-west property having three bays and the south-east property two bays. This division can be seen in the arrangement of the first-floor windows. Therefore, the façade may relate to this secondary phase of development. Certainly, its style and build is consistent with a very late-19th-century date. The retention of the rear service wings would indicate that the function of the building continued to be domestic in character. Later, sometime after 1938, the building became an industrial store and offices. The different wall build, visible at the southern end of the rear wall, was probably due to the removal of a service wing to the rear of the building. The street frontage was altered again for commercial use.

7.3.5 Structure 14: Nos. 126-8 Wolverhampton Street (Plate 23, Fig. 4)

Description: Three-storey, late-19th-century terrace of three commercial properties. Built of machine-cut red brick in a Flemish bond, with concrete mortar. The ground-floor commercial frontages were later. In the main elevation, the three windows of the first floor had elaborate, false cement, groove decoration and segmentally-arched hood moulds. The jambs and stone sills were plain. The four-pane balanced sash frames were recessed. The second-floor windows were plainer and smaller, with chamfered false cement lintels. A moulded string-course ran level with the lower edge of the window lintels. The eaves were moulded with a dog-tooth design. Both gable ends were plain, with some use of clamped bricks within the western gable.

The rear elevation was quite plain, the build was of Flemish-Stretcher bond (1 header/3 stretchers). The only decorations of the window openings were segmental-arched heads of two-course uncut voussoirs, the upper course of engineering bricks. The original windows were twelve-pane recessed sash frames. The bays of 127 and 128 mirrored each other, with a doorway and small windows above, lighting a stairwell, flanked by larger windows lighting the main rooms. Again, the second-floor windows were smaller, with flat, false cement-lintels just below the eaves.

The saddleback roof was clay tiled. A four-pot chimney stack served the front rooms of 126 and 127, and a two-pot stack served 128. To the rear, the pattern was the same. The ground floor plans of each building had been altered, with the removal of the divisions between the front and the back rooms to create extra retail space. The

stairwell ran from the rear of the house, accessed from the back door. No. 126 had a modern replacement staircase, contemporary with the construction of a rear extension. The first-floor and second-floor plans were less altered, although the front room wall between Nos. 127 and 128 had been removed. Single rooms to the front and the rear opened off the staircase. The second-floor plan replicated that of the first floor. All three buildings were cellared, with access from the rear yard. However, access was prevented due to flooding. A small lean-to toilet, contemporary with the main building, had survived in the rear yard.

Although alteration had occurred to the ground floor, the majority of the building was original, apart from the addition of the single-storey extension to the rear of No. 126. The building is an unremarkable example of a terrace of late-19th-century commercial properties, with domestic living space above. The terrace was constructed between 1885 and 1902, following the widespread clearance of earlier 'court-type' housing from Town End as part of the Artisans and Labourers Improvement Act.

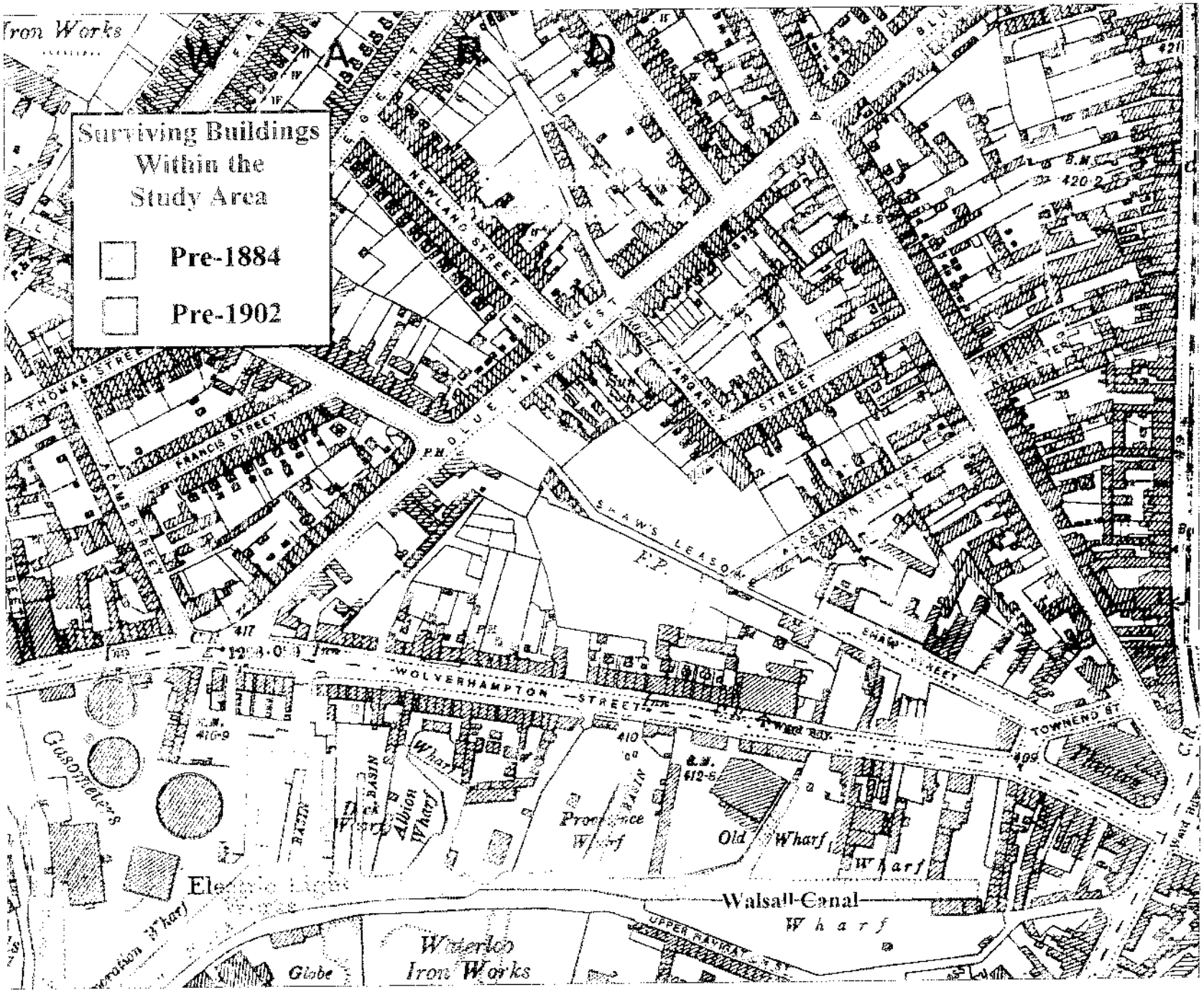

Surviving Buildings
Within the
Study Area
Pre-1884
Pre-1902
Iron Works
NEWLAND STREET
BLUE LANE WEST
MARGARET STREET
THOMAS STREET
FRANCIS STREET
ADAMS STREET
SHAW'S LEASOWE
WOLVERHAMPTON STREET
TOWNEND ST
Albion Wharf
Old Wharf
Walsall Canal
Wharf
Waterloo
Iron Works
Globe

Figure 1

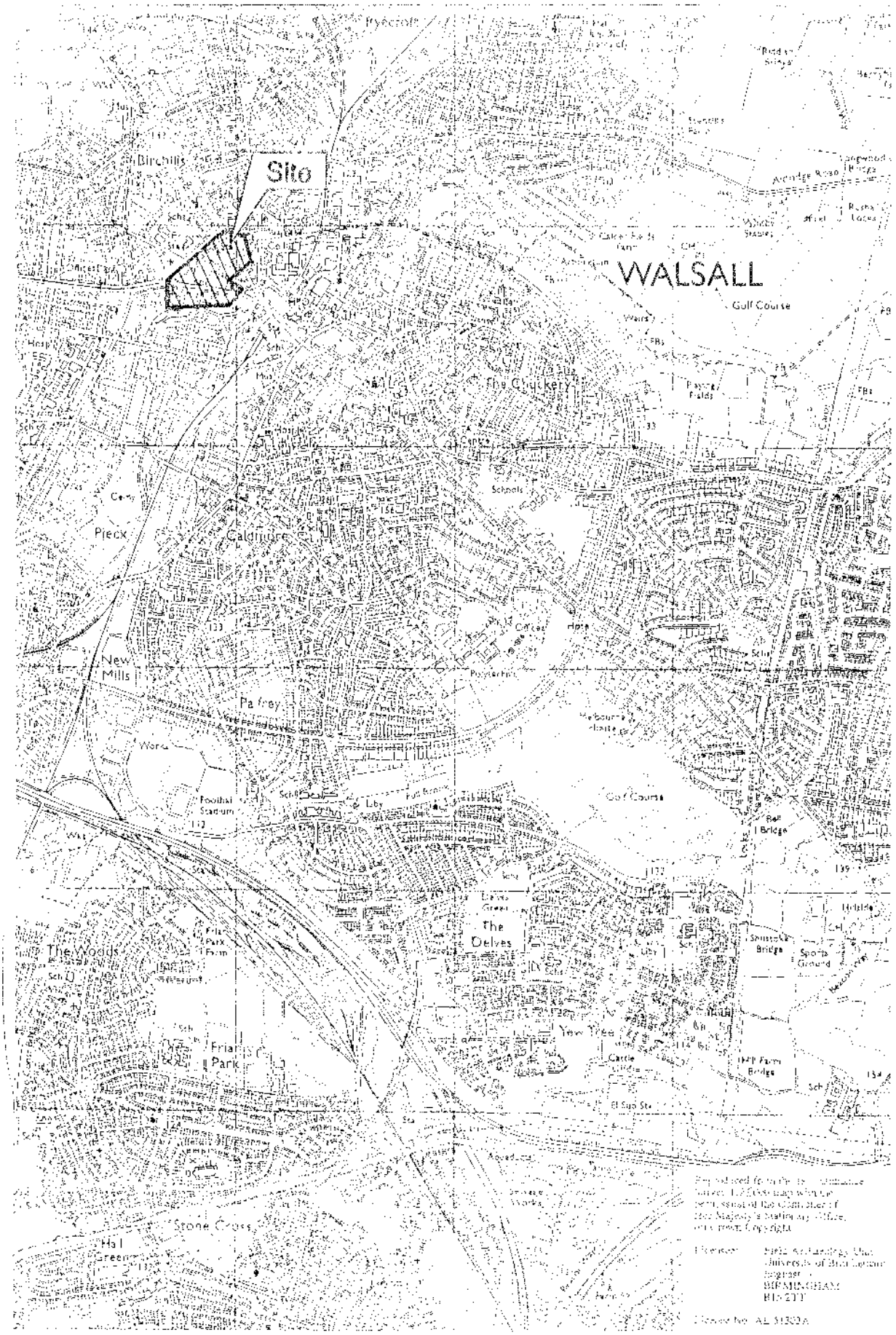

Site
WALSALL
Golf Course
The Chuckery
Caldmore
Pleck
New Mills
Pa frey
Football Stadium
Golf Courses
The Delves
The Woods
Friars Park
Stone Cross
Hall Green
Sports Ground

Figure 2

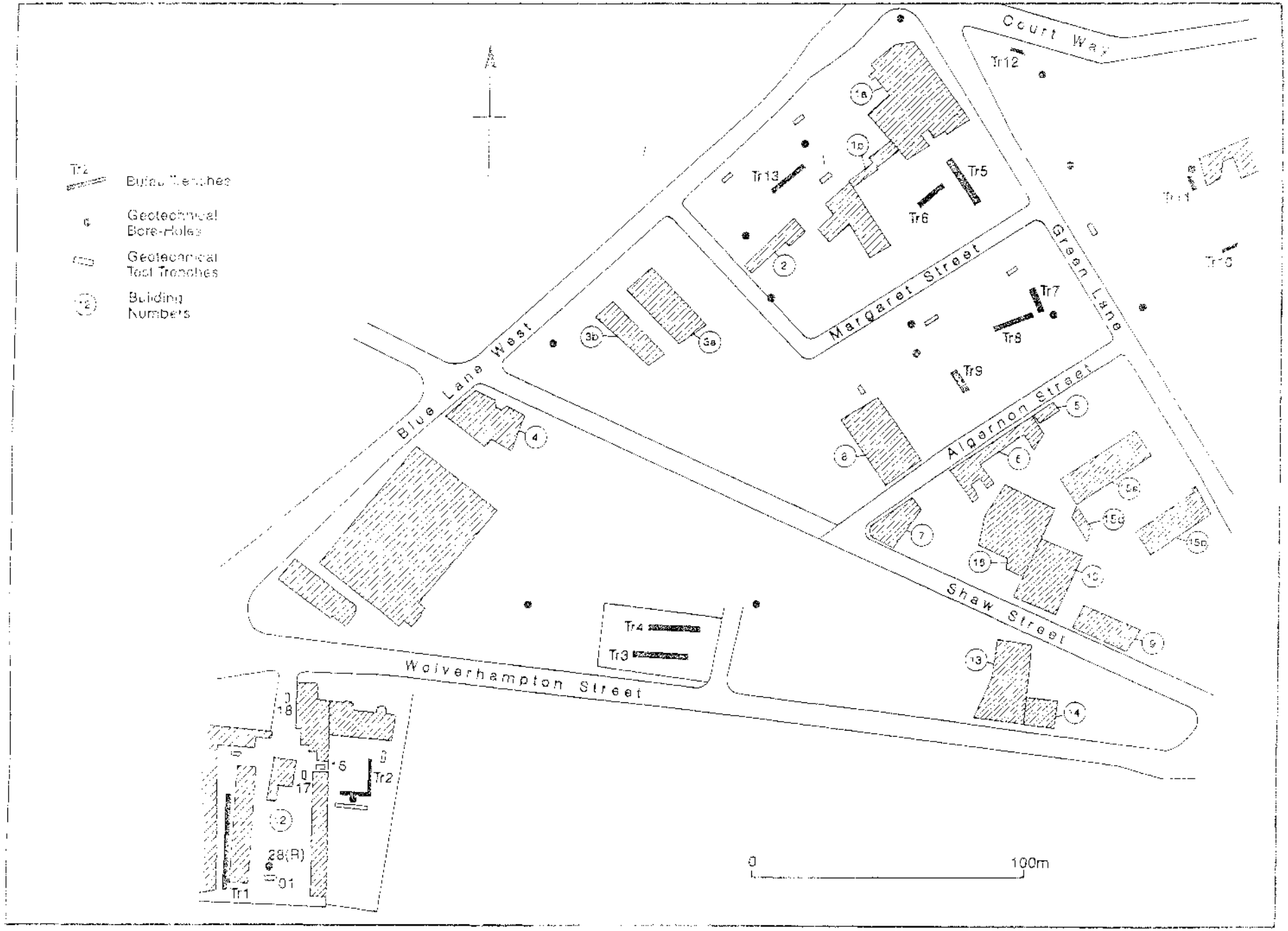

Tr2
Trial Trenches
Geotechnical Bore-Holes
Geotechnical Test Trenches
Building Numbers
Court Way
Tr12
Tr13
Tr5
Tr6
Tr7
Tr8
Tr9
Tr11
Tr10
Margaret Street
Green Lane
Blue Lane West
Algernon Street
Shaw Street
Wolverhampton Street
Tr4
Tr3
Tr1
Tr2
28(R)
01
0
100m

Figure 3

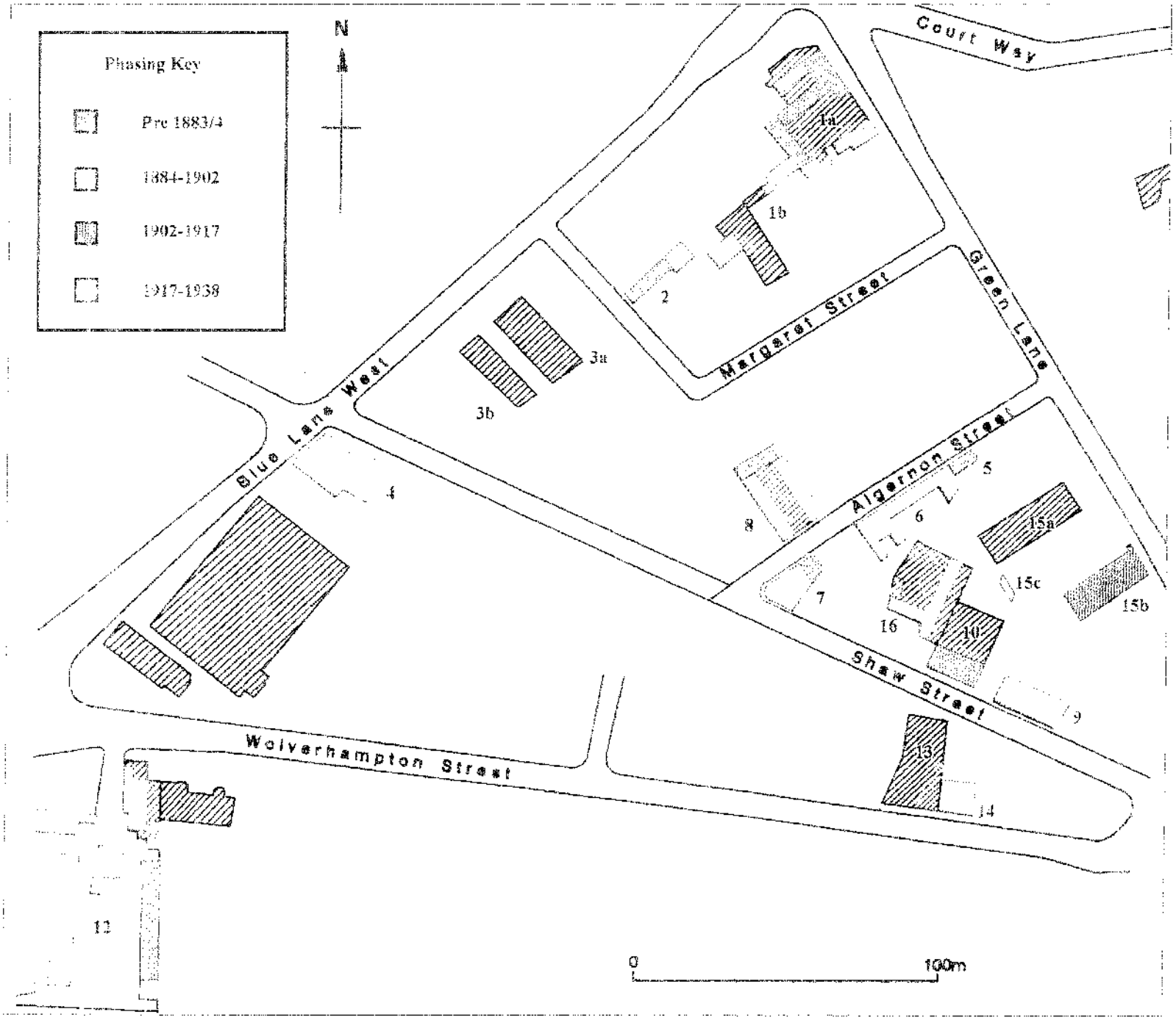

Phasing Key
Pre 1883/4
1884-1902
1902-1917
1917-1938
N
Court Way
1a
1b
2
3a
3b
Margaret Street
Green Lane
Blue Lane West
4
5
6
8
Algernon Street
15a
15c
15b
7
16
10
Shaw Street
9
Wolverhampton Street
13
14
12
0
100m

Figure 4

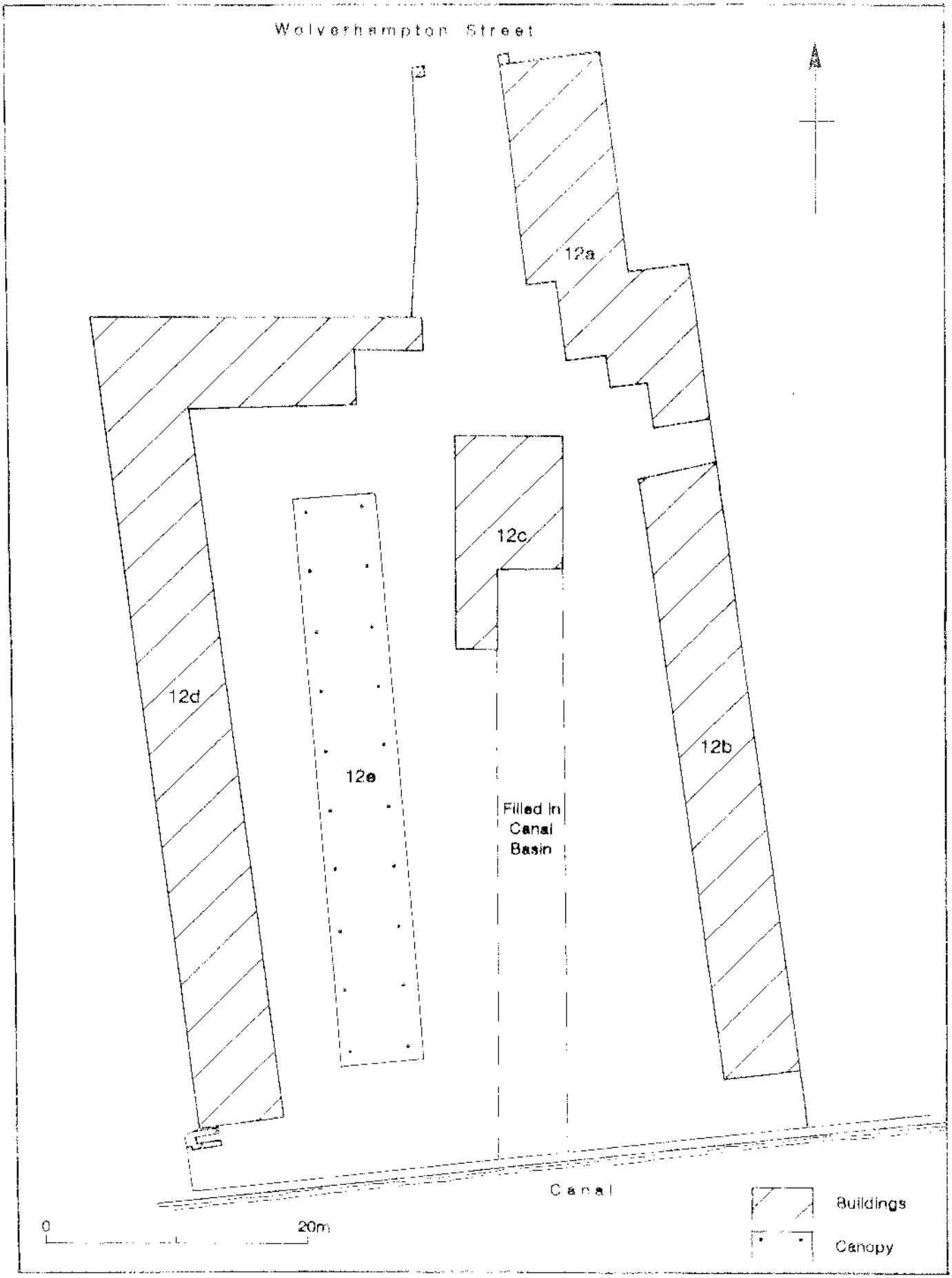

Wolverhampton Street
12a
12b
12c
12d
12e
Filled In
Canal
Basin
Canal
0
20m
Buildings
Canopy

Figure 5

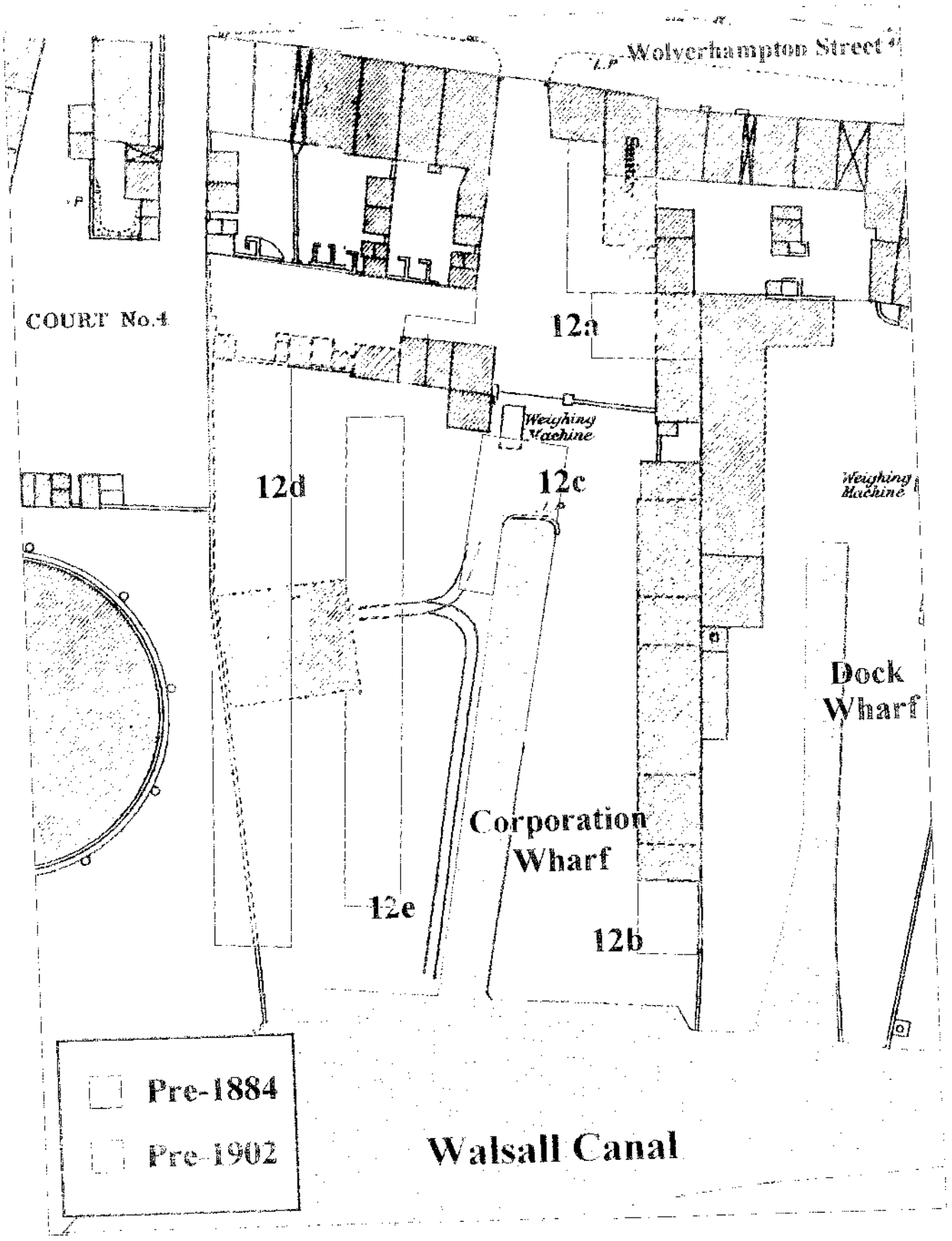

Wolverhampton Street
COURT No.4
12a
Weighing Machine
12d
12c
Weighing Machine
Dock Wharf
Corporation Wharf
12e
12b
Pre-1884
Pre-1902
Walsall Canal

Figure 6

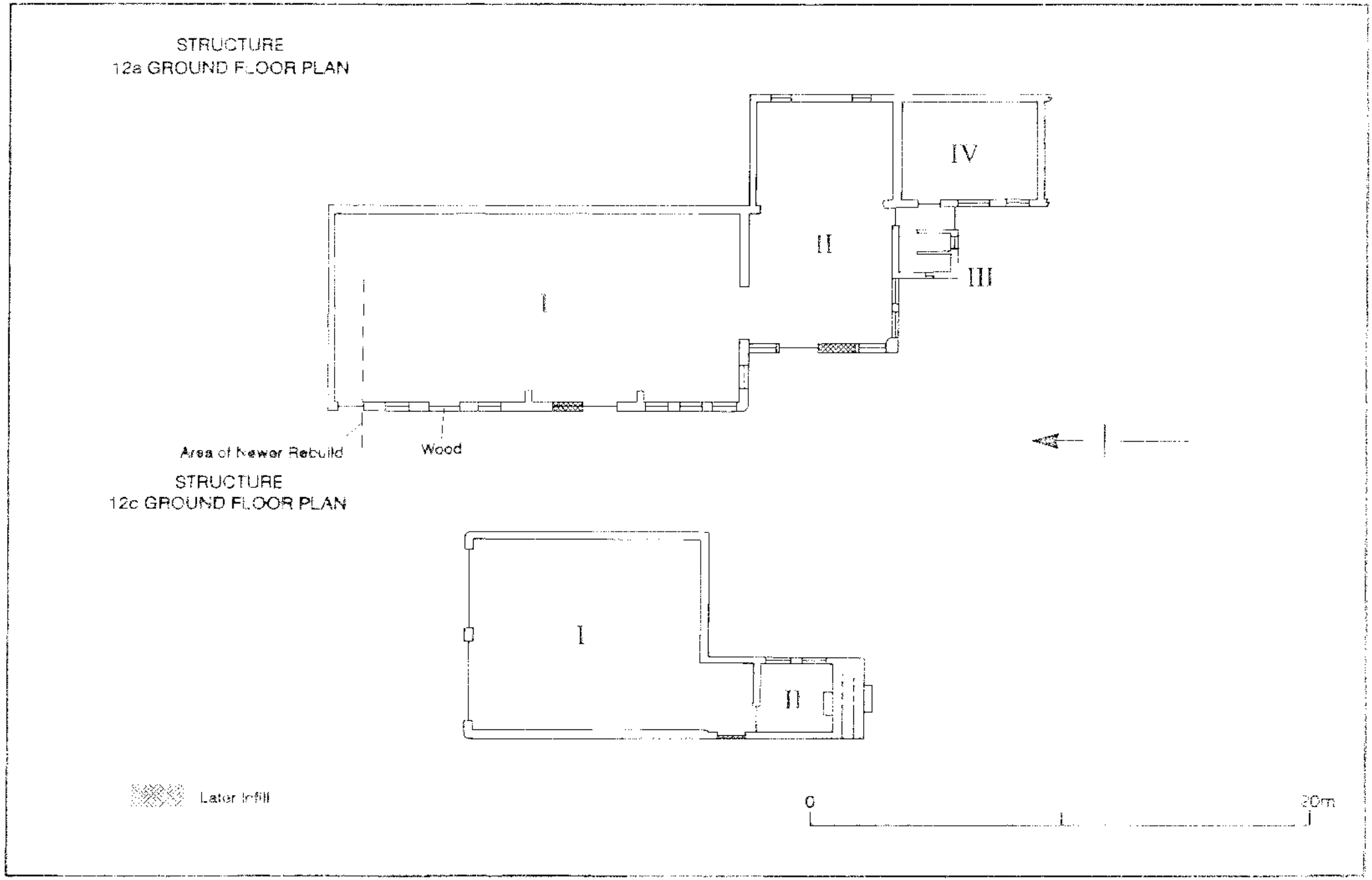

STRUCTURE
12a GROUND FLOOR PLAN
I
II
III
IV
Area of Newer Rebuild
Wood
STRUCTURE
12c GROUND FLOOR PLAN
I
II
Later Infill
0
20m

Figure 7

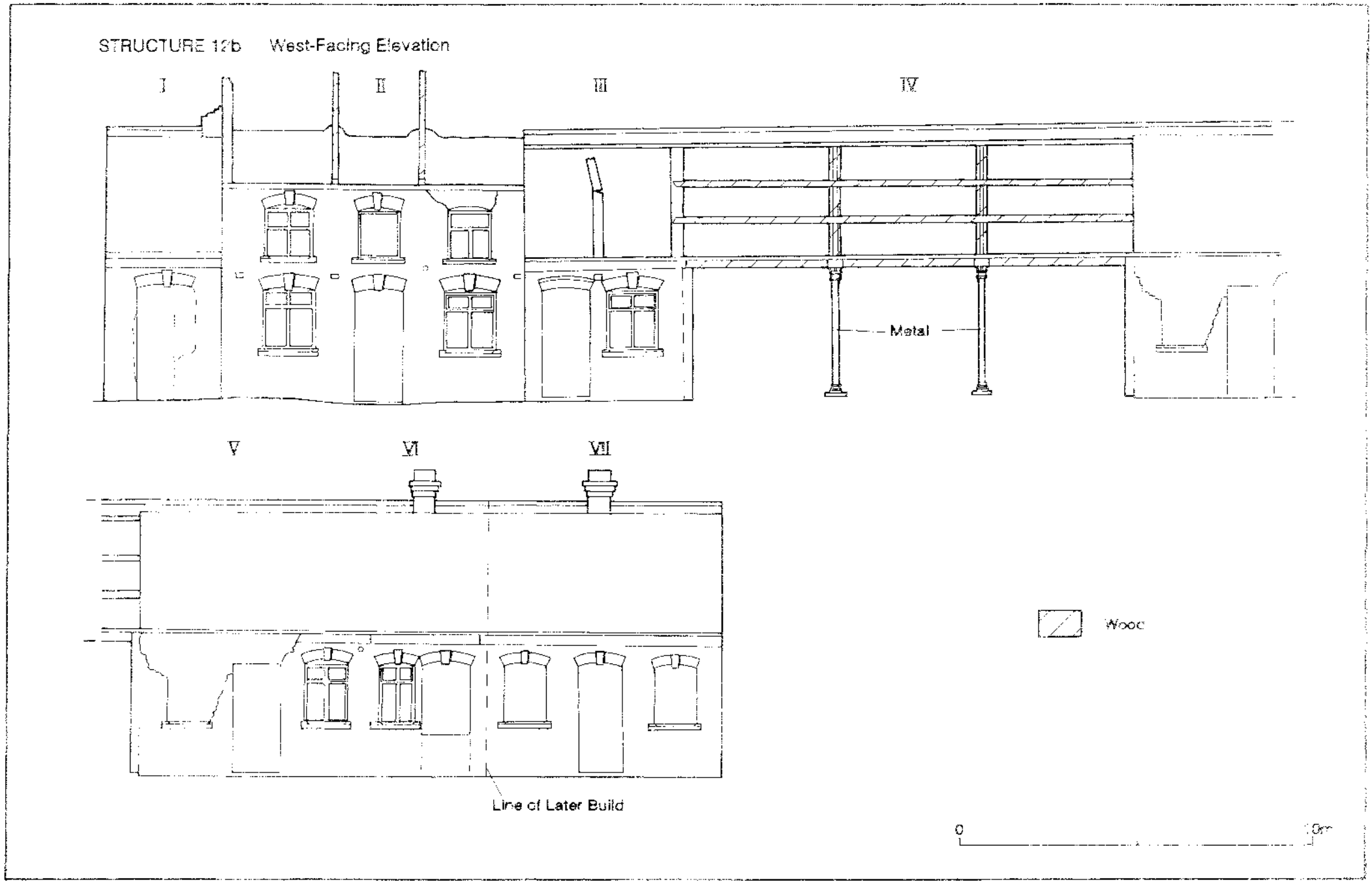

STRUCTURE 12b West-Facing Elevation
I
II
III
IV
Metal
V
VI
VII
Line of Later Build
Wood
0
5m

Figure 8

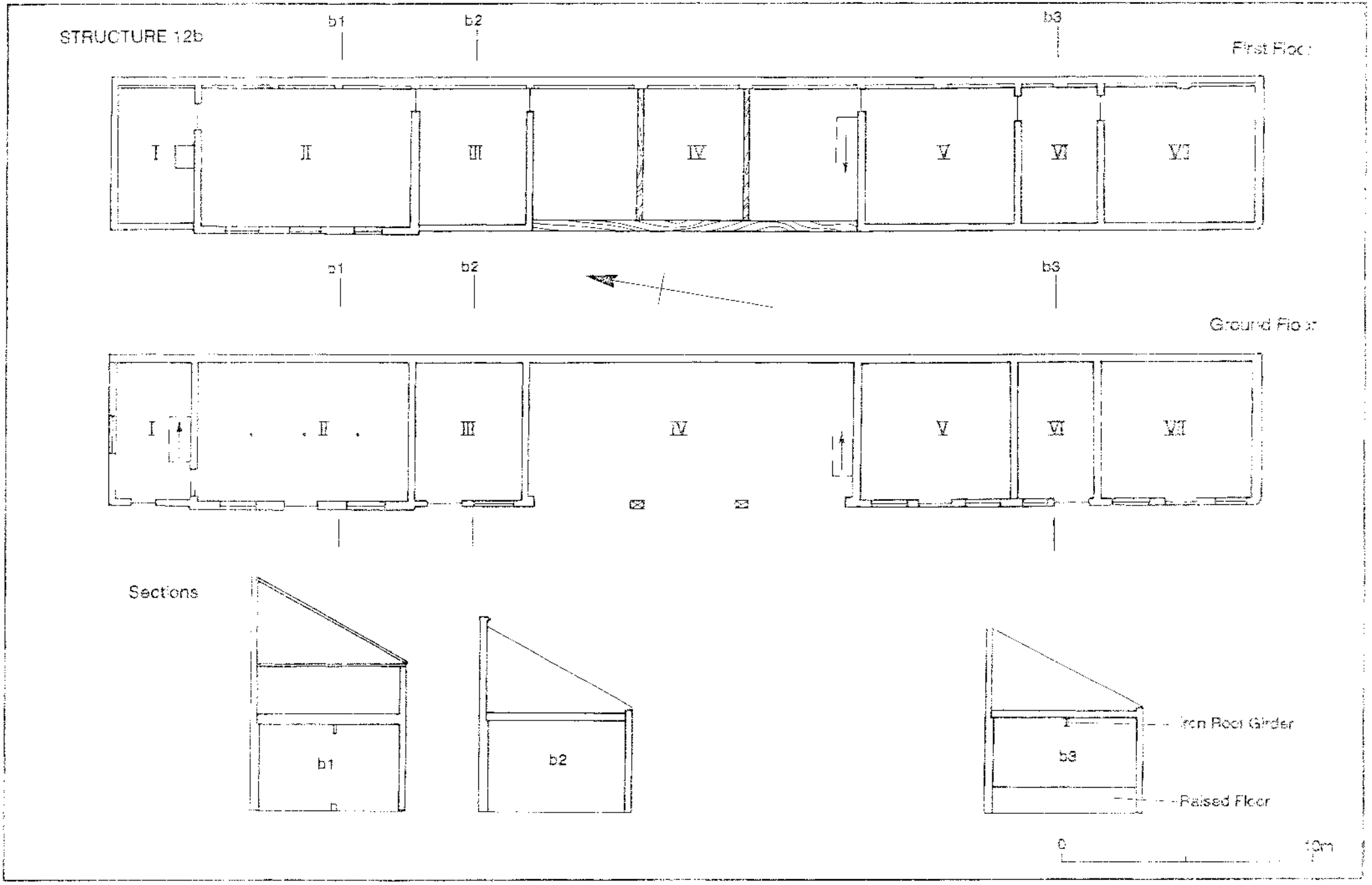

STRUCTURE 12b
b1
b2
b3
First Floor
I
II
III
IV
V
VI
VII
b1
b2
b3
Ground Floor
I
II
III
IV
V
VI
VII
Sections
b1
b2
b3
Iron Roof Girder
Raised Floor
0
10m

Figure 9

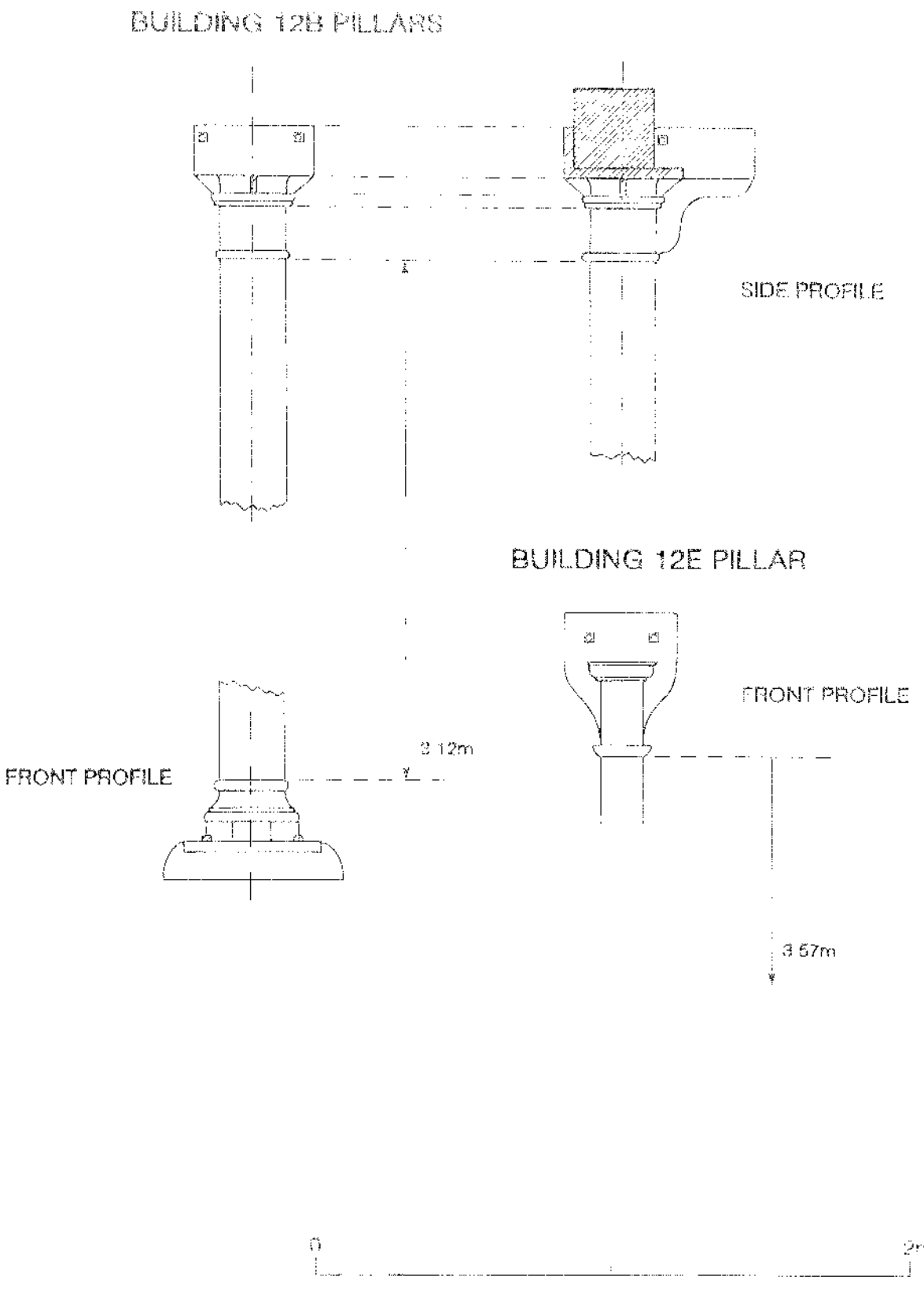

BUILDING 12B PILLARS
SIDE PROFILE
BUILDING 12E PILLAR
FRONT PROFILE
FRONT PROFILE
2.12m
3.57m
0
2m

Figure 10

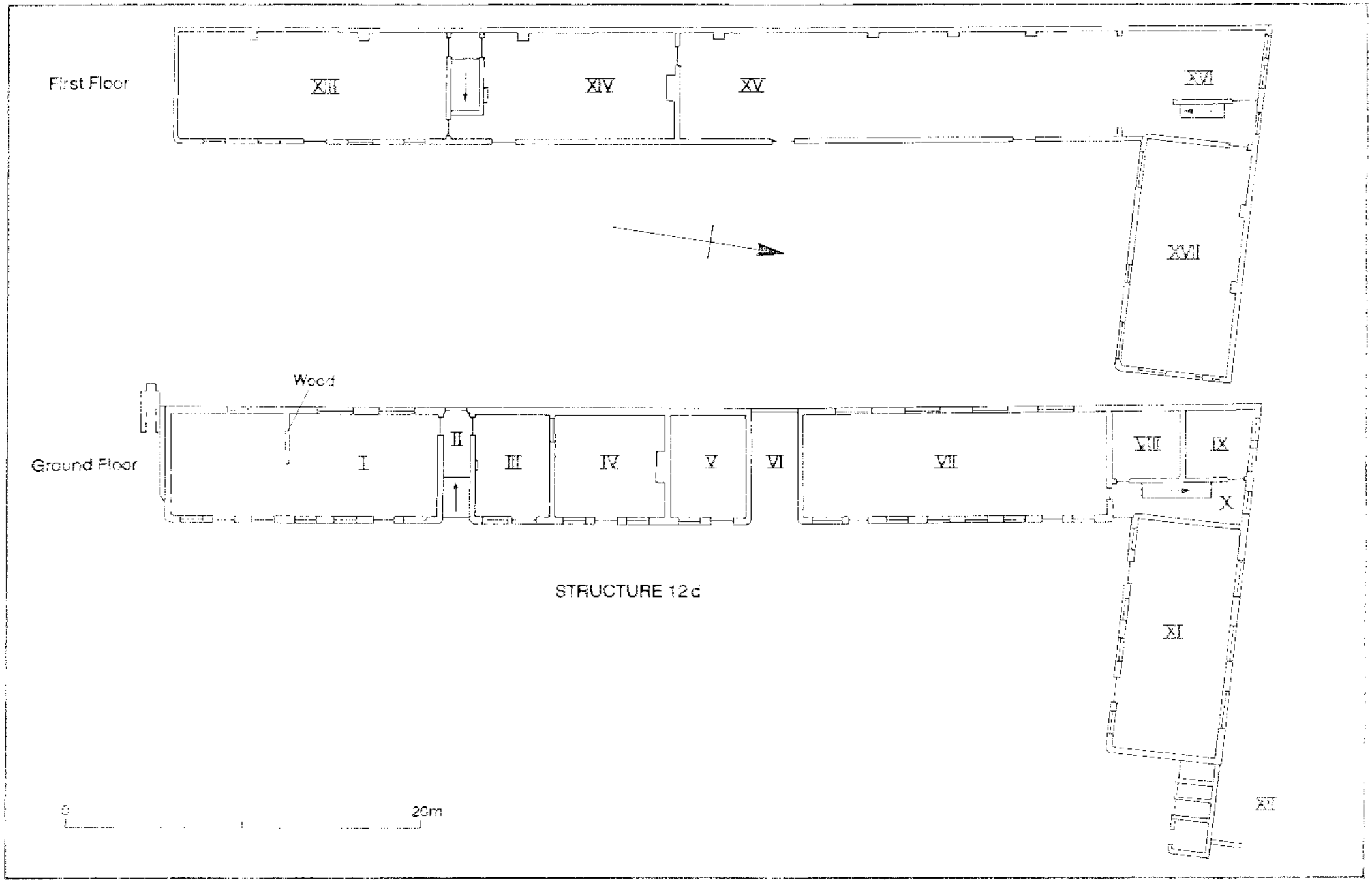

First Floor
XII
XIV
XV
XVI
XVII
Ground Floor
Wood
I
II
III
IV
V
VI
VII
VIII
IX
X
XI
XII
STRUCTURE 12c
0
20m

Figure 11

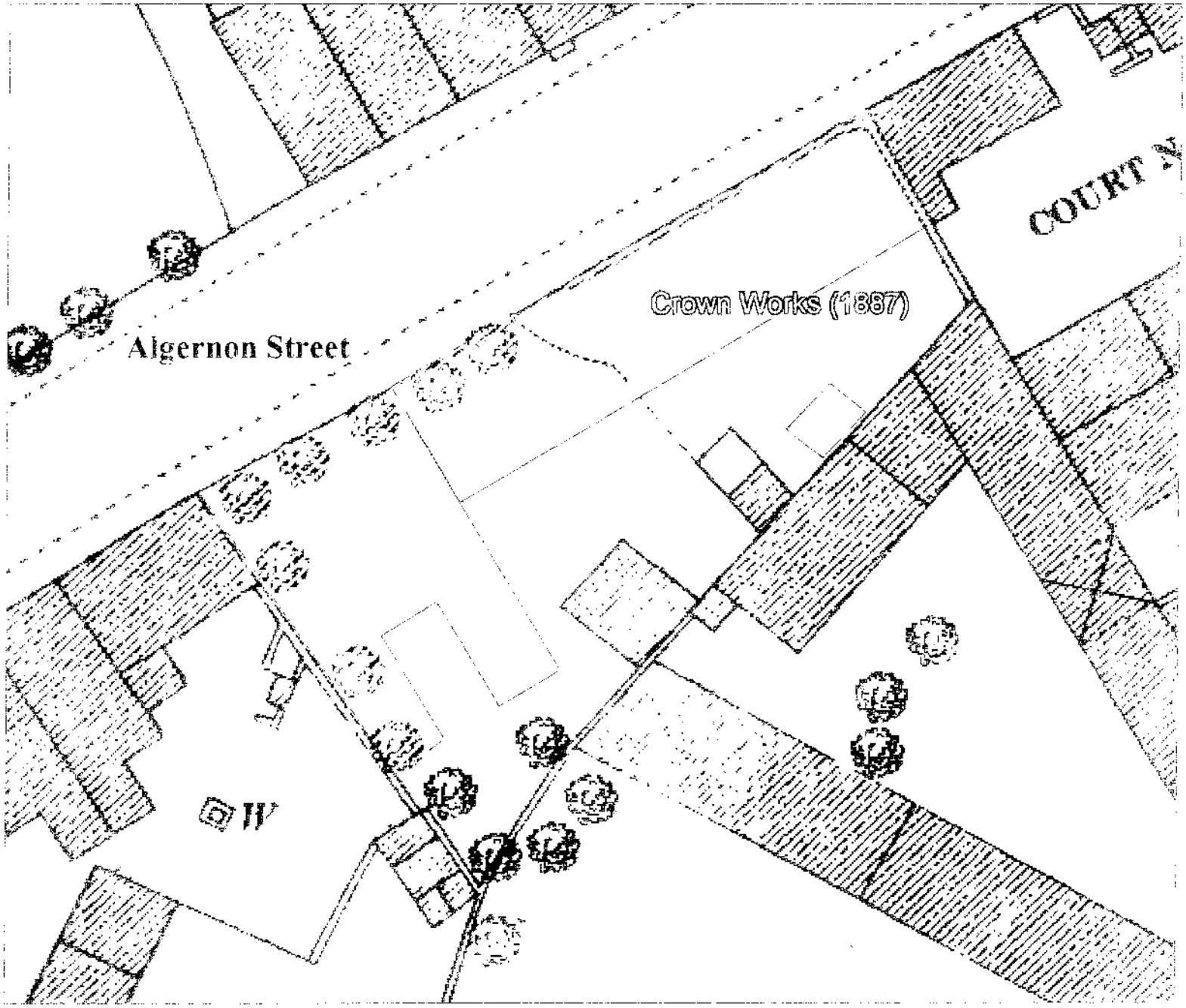


Figure 12

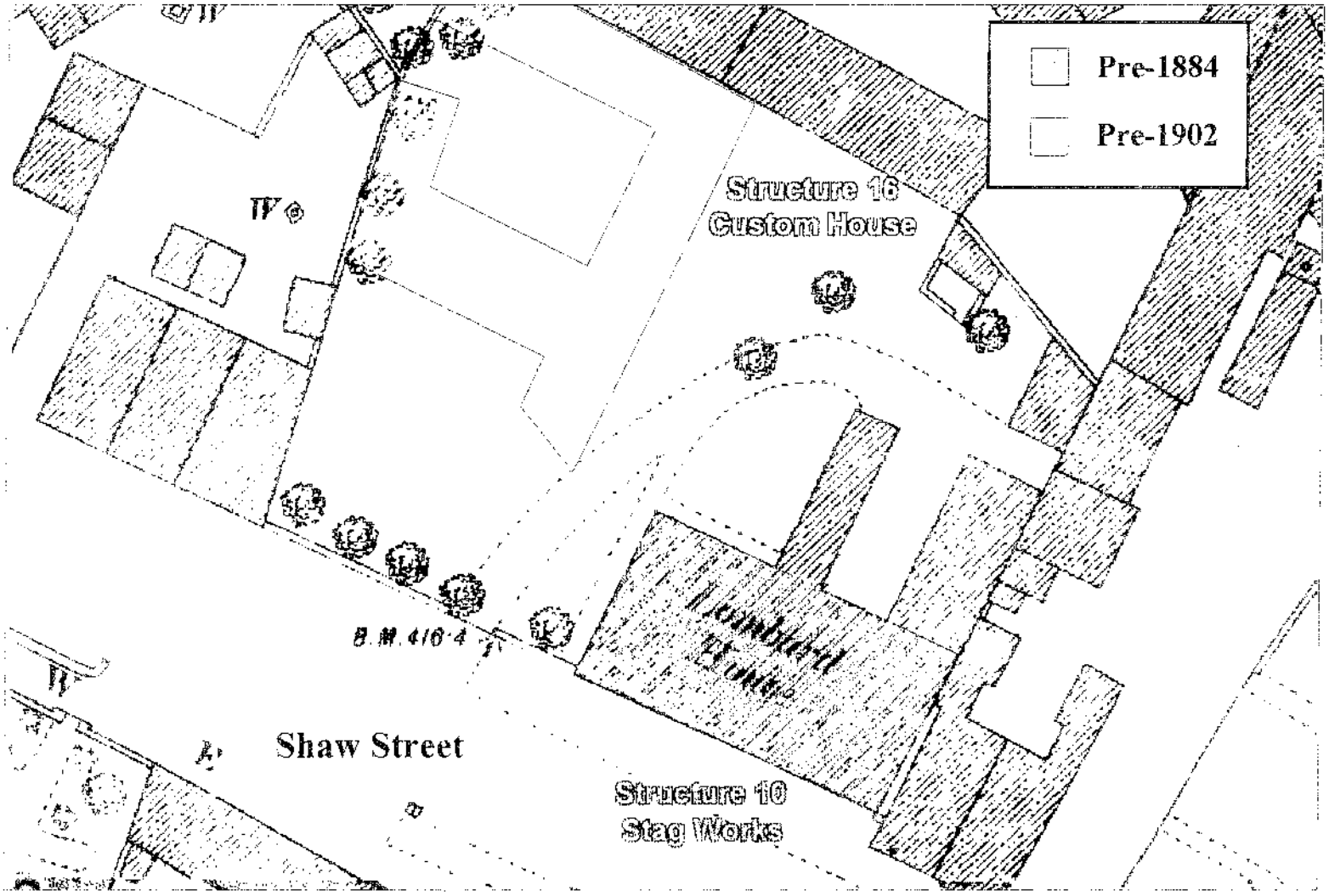

Pre-1884
Pre-1902
Structure 16
Custom House
B.M. 416.4
Shaw Street
Structure 10
Stag Works

Figure 13

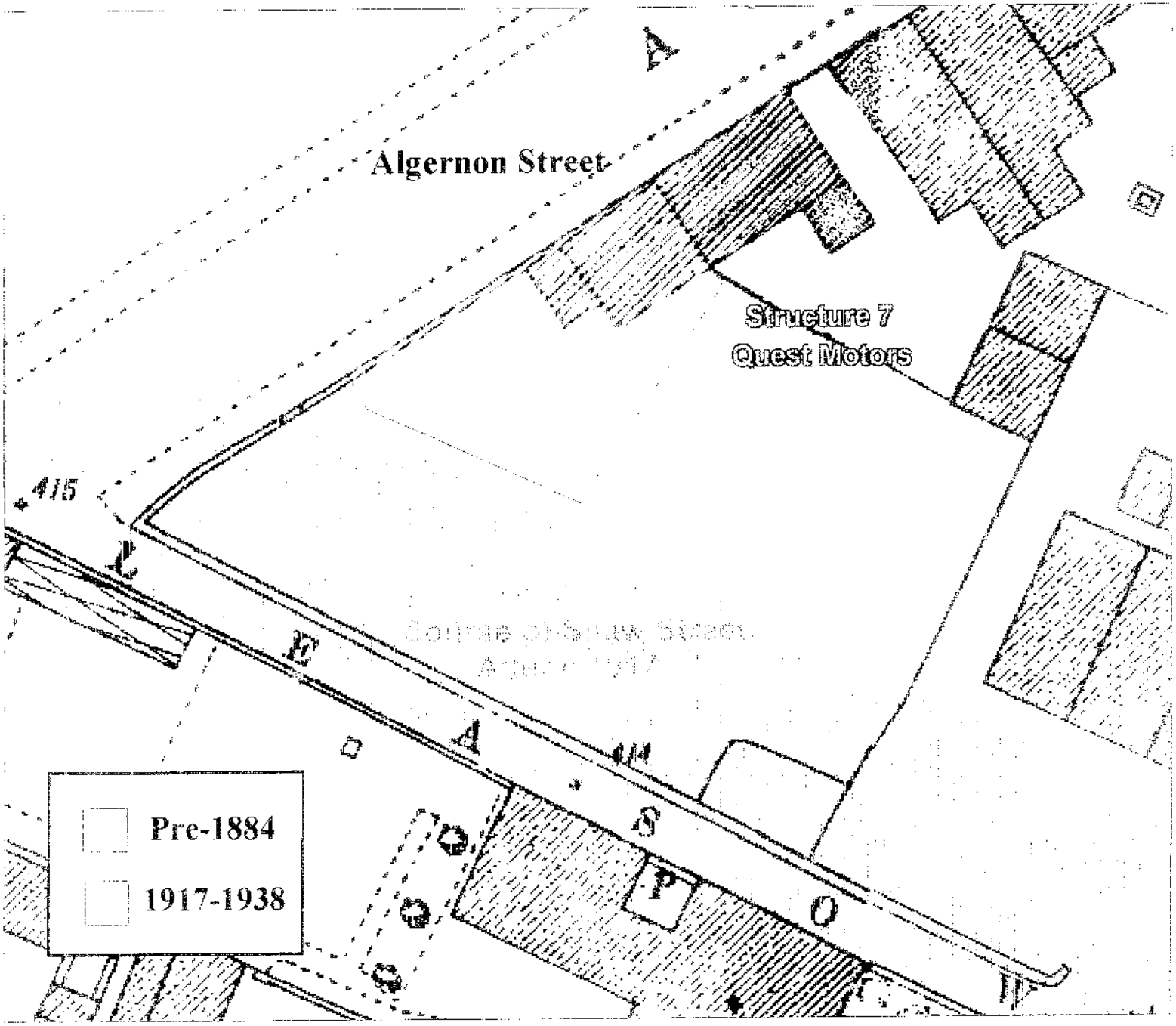

Algernon Street
Structure 7
Quest Motors
415
Pre-1884
1917-1938

Figure 14

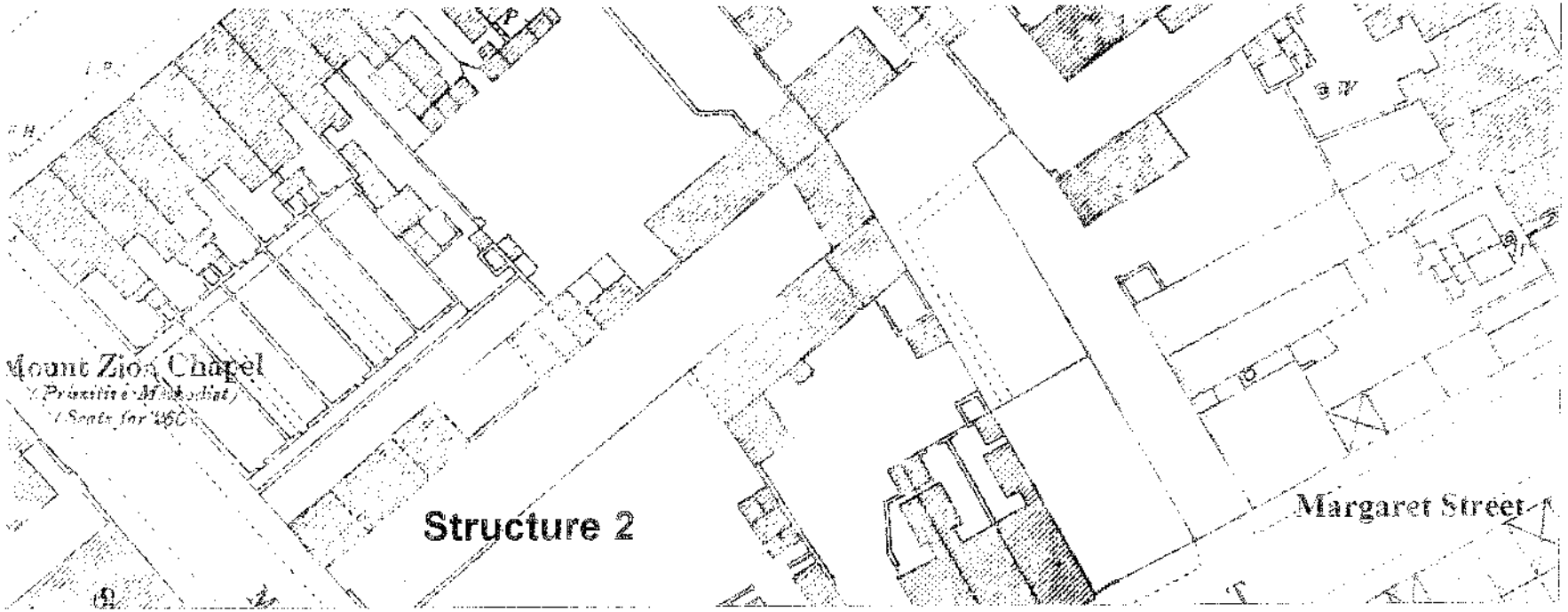


Figure 15

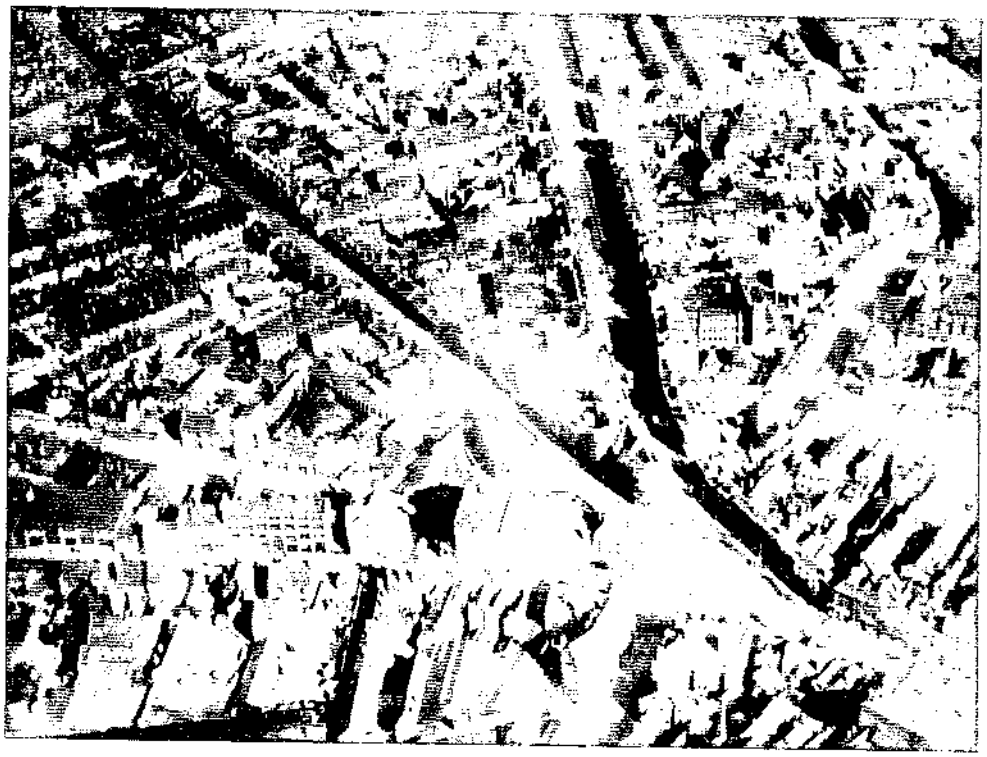


Plate 1

Plate 2

Plate 3

Plate 4

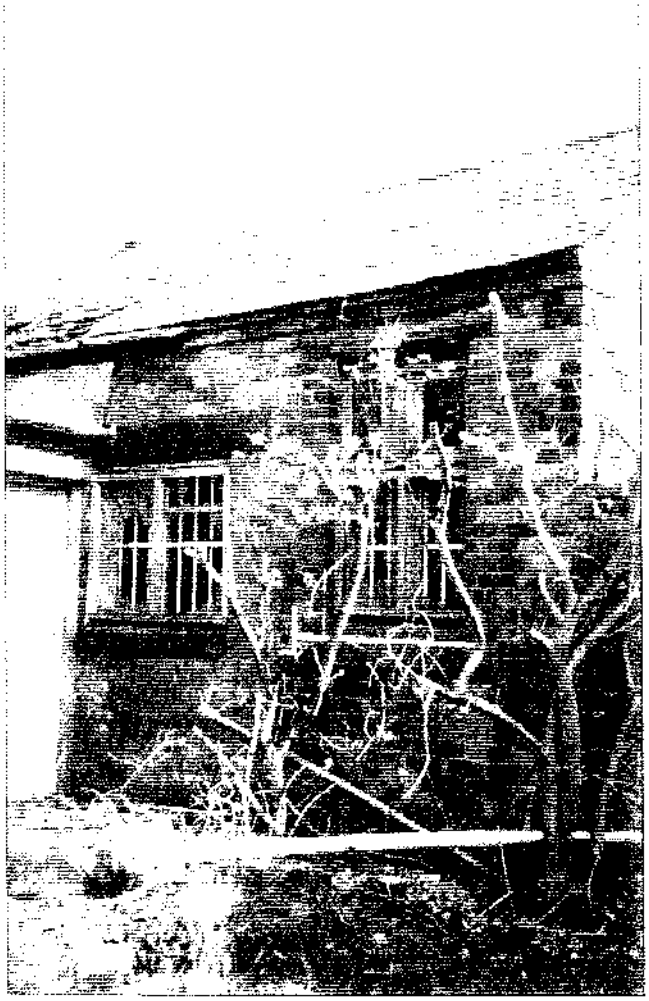


Plate 5

Plate 6

Plate 7

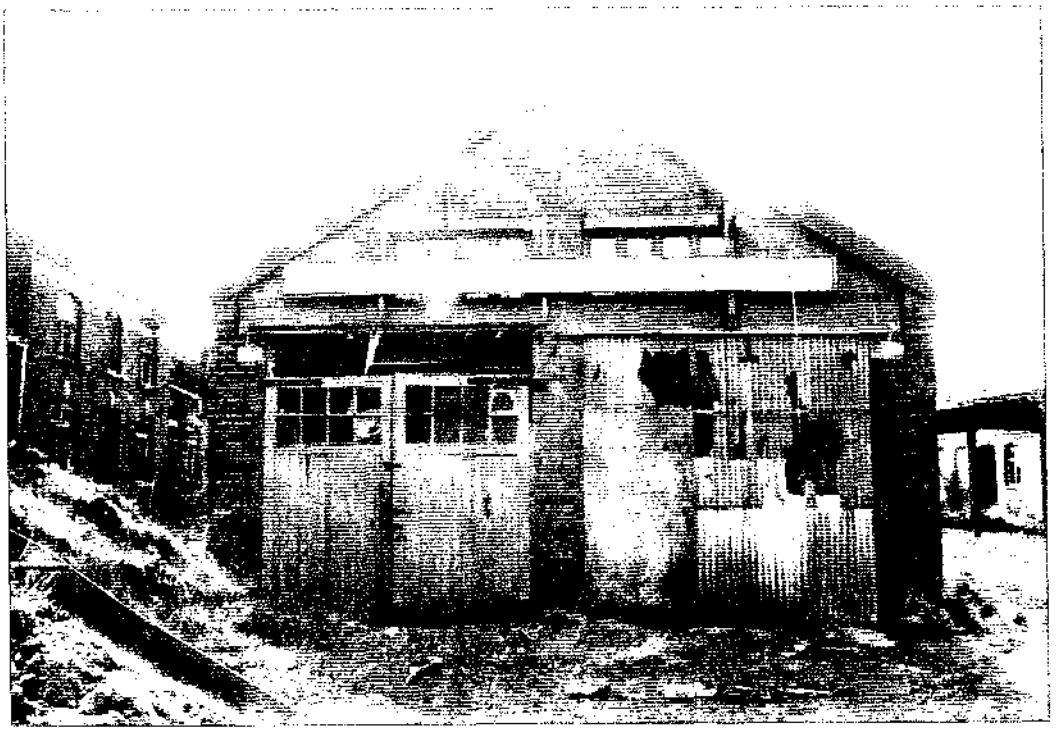


Plate 8

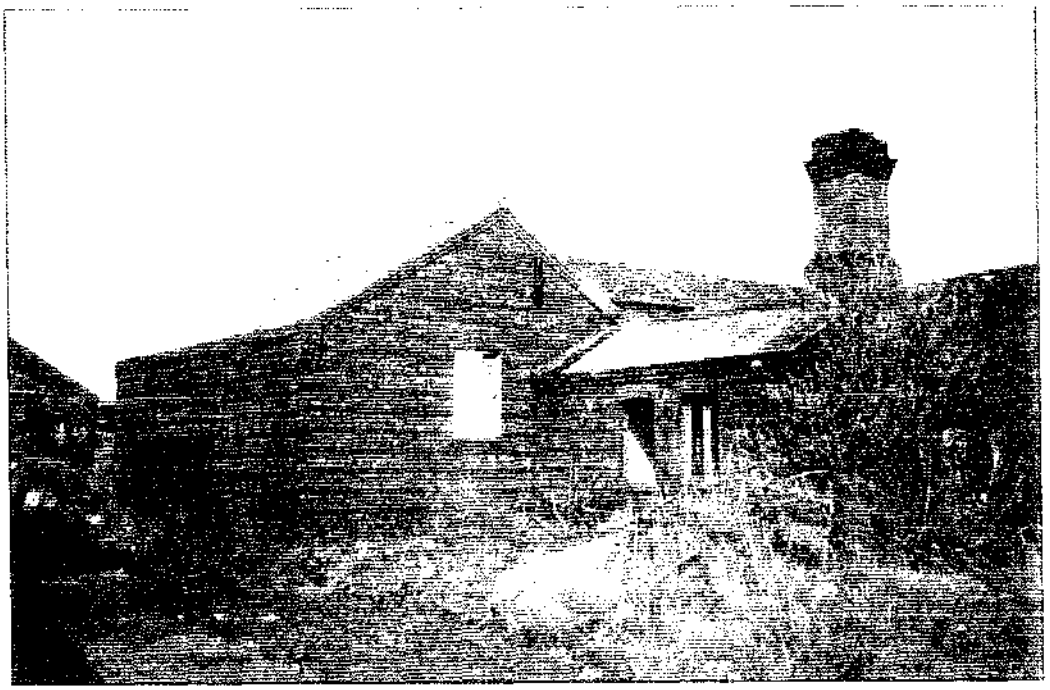


Plate 9

Plate 10

Plate 11

Plate 12

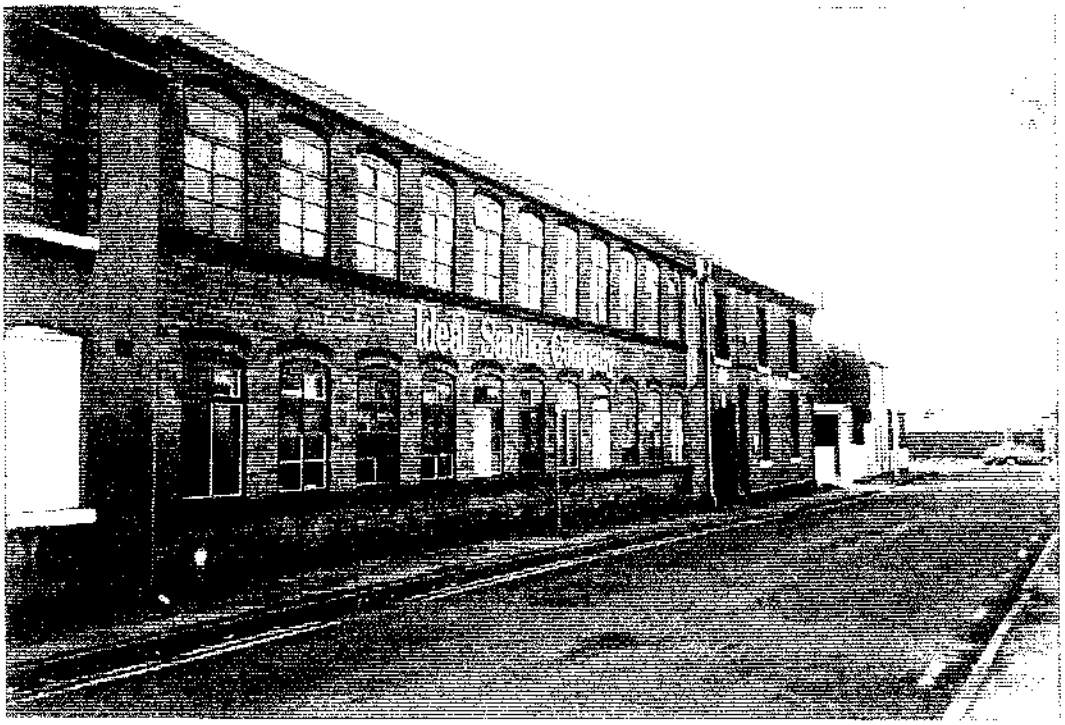


Plate 13

Plate 14

Plate 15

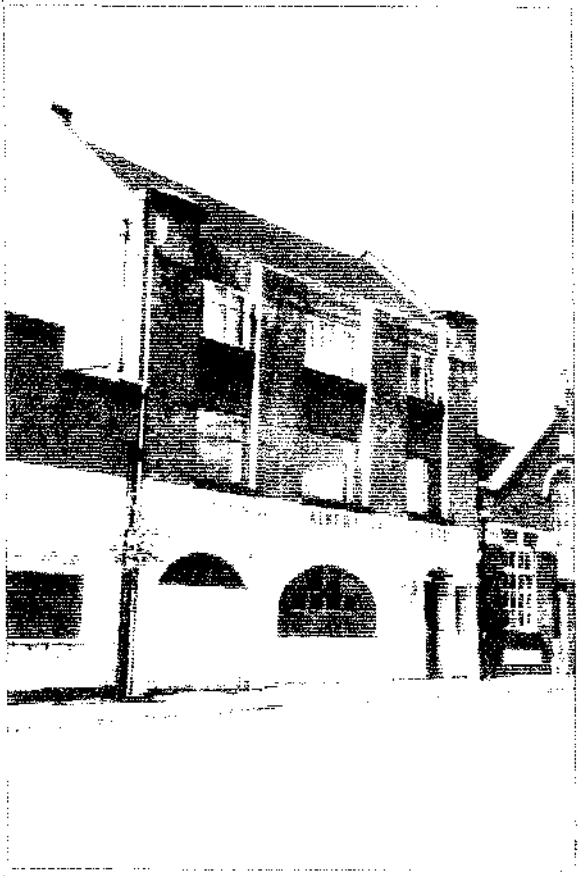


Plate 16

Plate 17

Plate 18

Plate 19

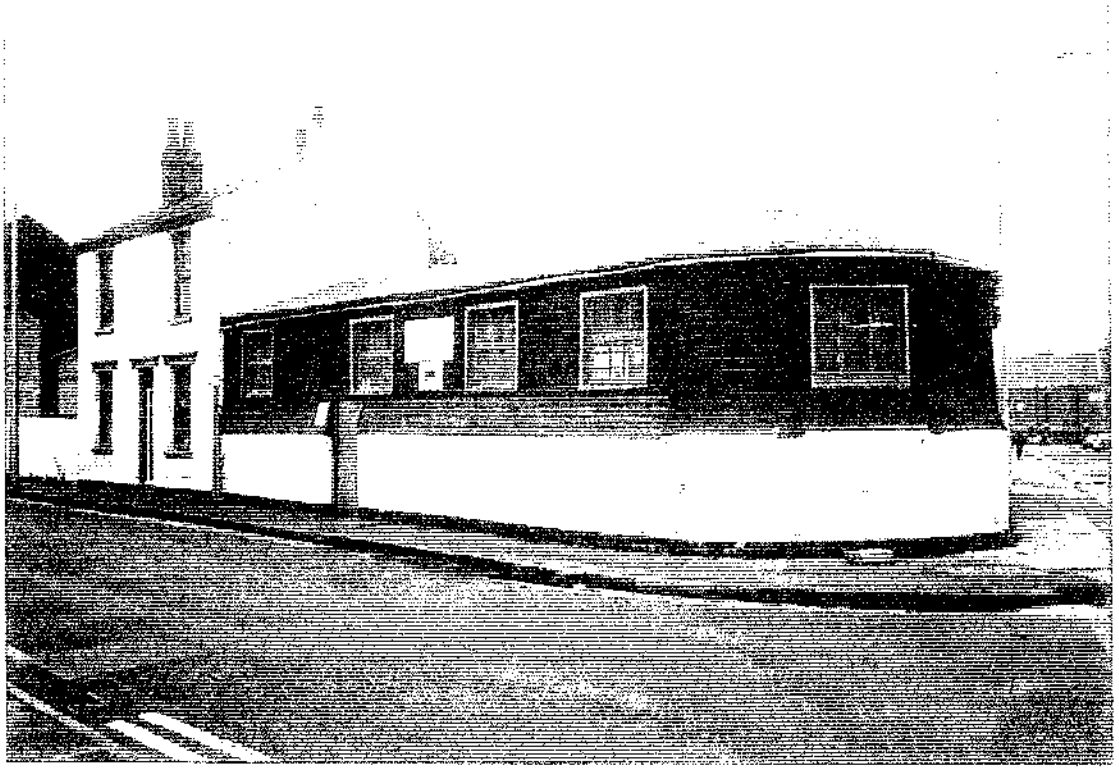


Plate 20

Plate 21

Plate 22

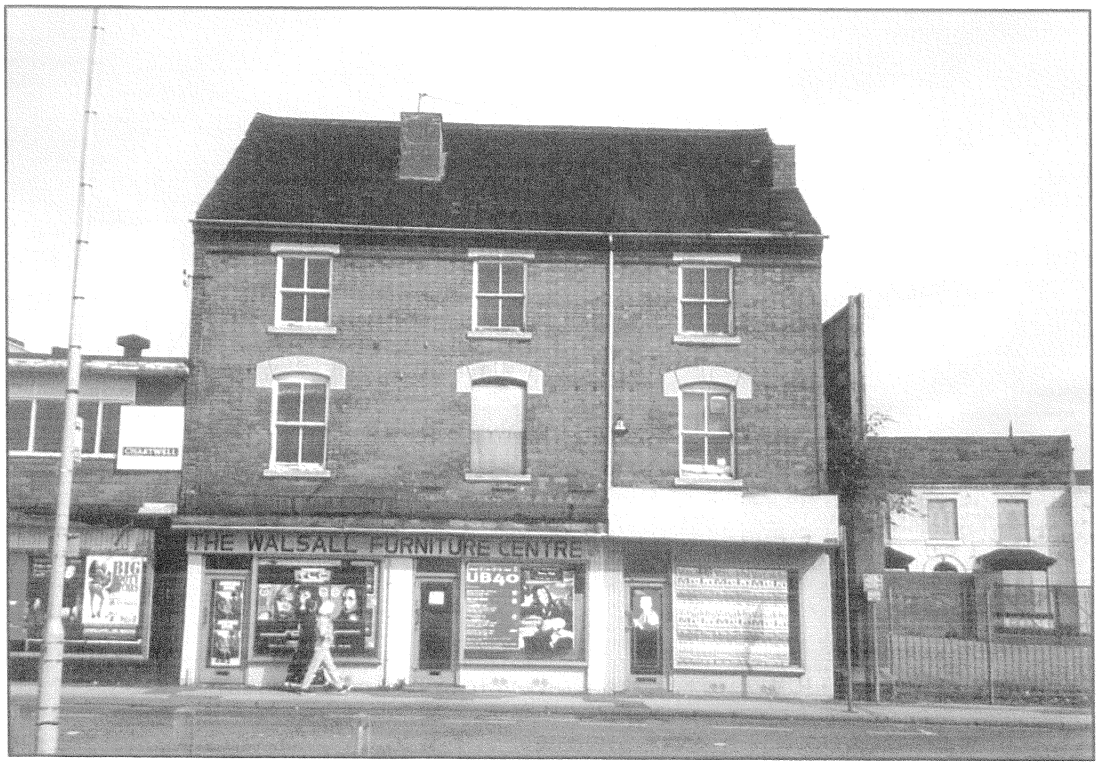
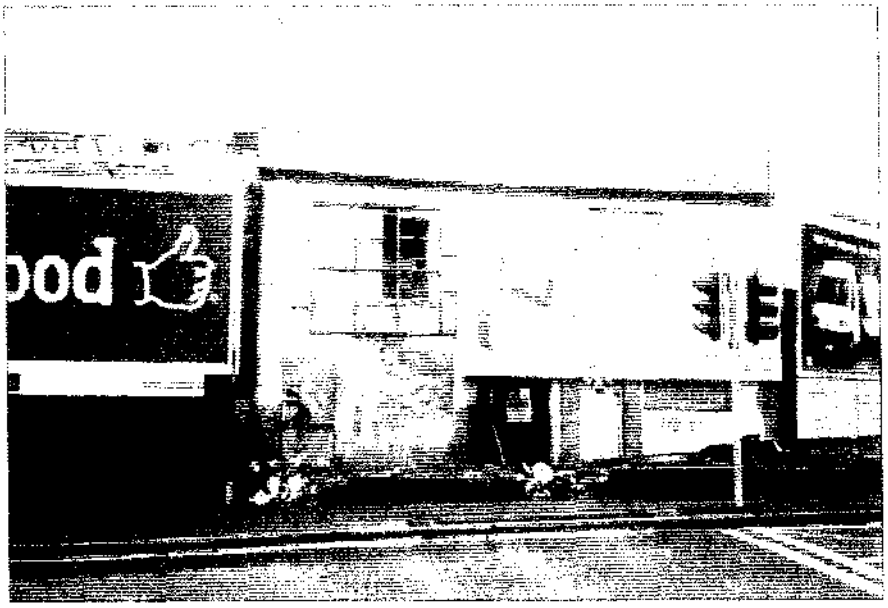


Plate 23

Plate 24



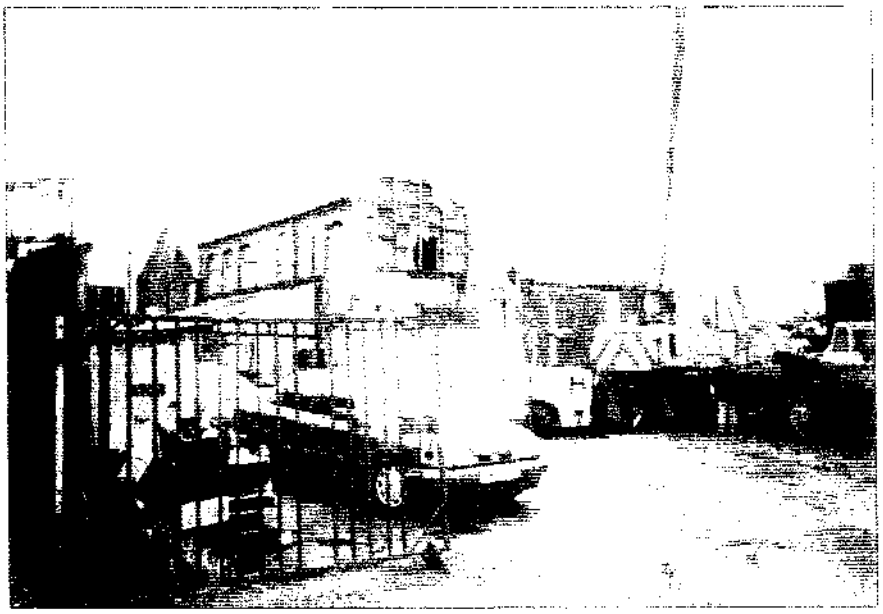
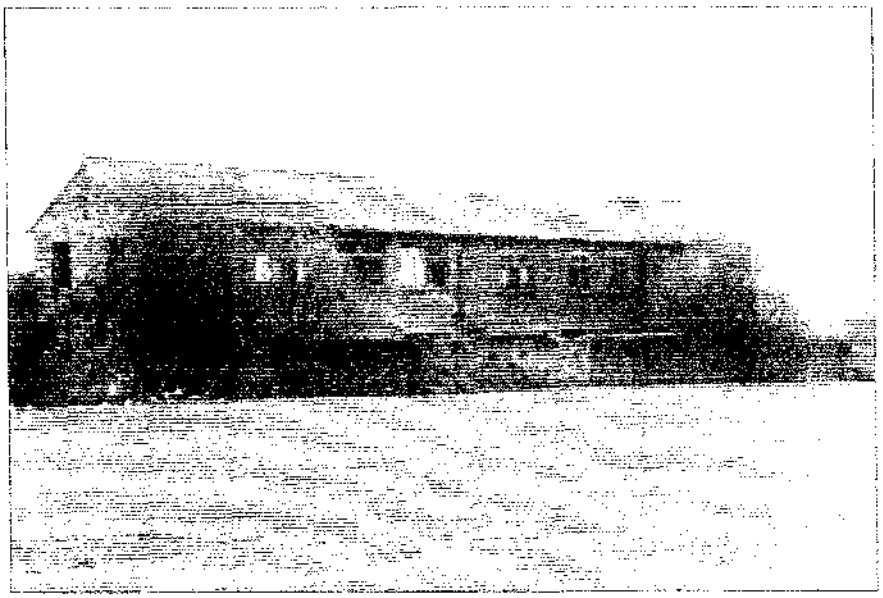


Plate 25

Plate 26



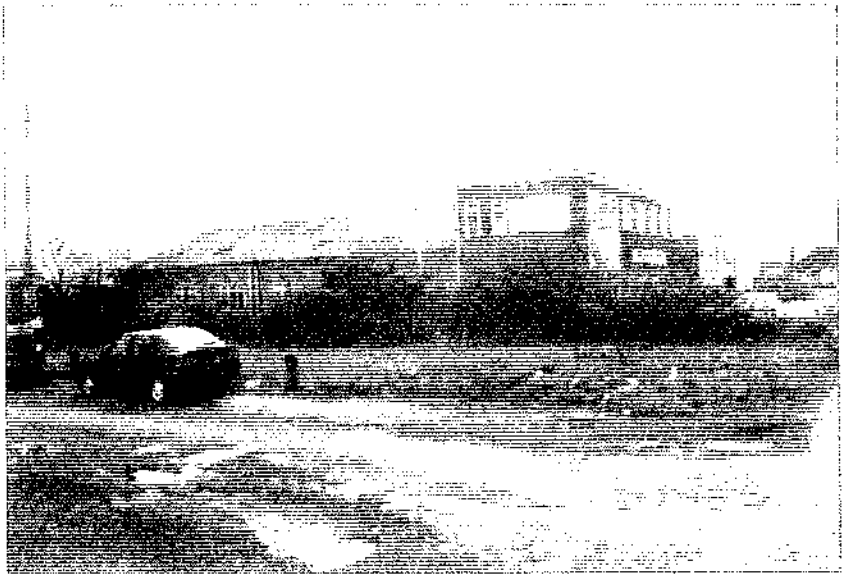


Plate 28

Plate 29