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**Walsall Town Wharf - Phase 2**  
**Archaeology: Desk-top assessment**

by  
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# WALSALL TOWN WHARF - PHASE 2

## Archaeology: Desk-top assessment

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## WALSALL TOWN WHARF - PHASE 2

*Archaeology: Desk-top assessment by Peter Ellis*

### **1 Introduction**

1.1 The following report outlines the results of a first phase of proposed archaeological work forming part of the conditions for planning permission. The report has been prepared in February and March 1999 by Birmingham University Field Archaeology Unit for Chartwell Land. The study area lies on the west of Walsall and is bounded by Green Lane and Stafford Street to the east, the Walsall canal wharf and Wolverhampton Street to the south and Blue Lane West to the north-west (Fig. 1: showing the area in c. 1922).

1.2 A specification for the archaeological work, prepared by Hilary White, archaeology planning officer JDT West Midlands, envisaged that Stage 1 of a three stage response would begin with a desk-top assessment. This would provide the basic data on which later Stage 1 work would be, in part, based.

1.3 In detail, three aims for the assessment were outlined: i) to provide a zone model of the potential survival/destruction of archaeological deposits, ii) to characterise different areas of the site, and iii) to undertake an initial assessment of the standing buildings. The following report outlines the methods used and the sources consulted in Section 2, looks at the main results from the assessment in thematic form in Section 3 with an overview in Section 4, and then, in Section 5, looks at the possible degrees of survival of archaeological deposits. Two appendices are given, the first lists and briefly describes the standing buildings, while the second is a transcription of the 1915 Red Book giving house by house names and businesses.

### **2 Methods**

2.1 The site walkover and recording was limited to the area north of Wolverhampton Street, the southern area not being accessible. None of the buildings or yards in the northern area has been viewed from their interior.

2.2 Documentary work was based initially on the Victoria County History account (VCH 1976) and on the SMR entries for the study area. The work was undertaken at the Walsall Local History Centre, the County Record Office at Stafford and Birmingham Reference Library.

2.3 Ownership of properties has been briefly reviewed through commercial and residential directories comprising Pearce (1813); Pigot and Cox's (1835); Robinson's (1839, 1851); Kelly's (1870, 1884); and the Walsall Red Books (1876, 1885, 1895, 1905, 1915, 1925 and 1935). Not until the 1915 Red Book has it proved possible to definitely link entries with the study area and to list a complete set of data for every

street (Appendix 2). Between 1905 and 1915 the Red Book began to designate precisely which side of particular streets, and which sections of them, were being described. At about the same time all the streets in the study area were fully defined. Thus one of the earlier trade books studied, Pigot and Cox's, only deals with Wolverhampton Street, Blue Lane and Green Lane, listing properties in Blue Lane without a distinction between Blue Lane East and Blue Lane West. For Green Lane it was, of course, not possible to be sure which properties lay within the study area. The other early directories are organised by businesses rather than from definite streets, with the exception of Wolverhampton Street and Green Lane.

2.4 Histories of Walsall by Pearce (1813), Willmore (1887), and Homeshaw (1954) have been examined. PhD and MA theses by Reynolds (1993), Hitchon (nd) and Liddle (1989), held by the Walsall Local History centre have also been looked at. Research on the canal wharf has comprised the standard industrial archaeology accounts.

2.5 Cartographic evidence has comprised an analysis of the OS map sequence and the tithe map of 1840, the King map of 1679 (VCH 1976, 146) and the maps reproduced by Dean and Liddle (1967) from 1763 (Earl of Bradford's), 1775 (Yates'), 1782 (Snapes'), and 1824 (Masons').

2.6 The photographic collection held by the Walsall Local History Centre, which is catalogued by street, has been covered for Blue Lane West (4 items), Margaret Street (1), Shaw Street (5) and in part for Wolverhampton Street (10 items viewed out of 22), Green Lane (6 out of 32) and Townsend Bank (9 out of 33). The collection by Lewis and Woods (1987) has also been examined.

2.7 Reports of nearby excavations by Litherland (1996) and Wrathmell and Wrathmell (1977) have been studied.

2.8 Much of the early post-medieval material held at the County Record Office relating to the Birchills/Town End area has not been catalogued. Source material for the VCH account apparently comprises a mass of boxed documents to which access is restricted without written permission - this has not been sought at this stage (documents D.1287/1/2 from 1576 and D.1287/8/2 from 1763). The documents seen (D.260/M/F/1/8 from 1617) related to other areas in addition to Town End and were not examined in detail. There is clearly data here to research the earlier post-medieval period of the study area in depth, if that is thought worthwhile at a later stage of the project.

2.9 A geotechnical survey was studied (Aspinwall 1998).

### **3 Results of documentary research**

3.1 The following section deals with themes arising from the research while Section 4 provides a chronological overview.

### 3.2 *Townend and Townend Bank*

The study area lies outside the western entrance to the town (Fig. 2). Town End is named directly in 1557 and may be the same as the 'head of the town' named in 1309 (VCH 1976, 147). The conjunction of streets at Town End led Gould to suggest that this was an initial focus (1983). His argument was that if this group of lanes and roads led to a west entrance to the town they should have converged instead on the river crossing further east on Park St, and that Town End might therefore represent instead an initial focus, perhaps pre-Conquest. However, this argument seems unnecessarily complicated given the clear centre of presumably early urban development on Church Hill. An analysis of the layout of Park Street provides a more convincing explanation (Baker 1989). Clearly Town End was the west entrance to a planned medieval town and this would be reflected by the toll gate recorded in later periods at the junction of Wolverhampton Street and Green Lane. Town End bank is frequently mentioned in the documents and may mark some gateway feature. There is still a marked change of slope at the bottom of Stafford Street. In the late 19th century the bank was marked by a change of level from road to pedestrian walkway pronounced enough to allow a level entrance from the walkway to the first floor of the Odd Fellows Inn on Town End Bank (*ibid.*).

### 3.3 *The park*

The position of the west side of the town may well have been decided by the location of lands belonging to Walsall manor, later marked by its park. The north side of the park perimeter is generally agreed to lie along the line marked today by Wolverhampton Street, with a north-east corner at Town End and Marsh Street (Fig. 2; Willmore 1887, 89; VCH 1976, 184). The park was first mentioned in John's reign and was disparked by 1553 (VCH 1976, 184). Late 12th-century ridge and furrow beneath the manor house (Wrathmell and Wrathmell 1976, 29) attests some earlier cultivation before park formation. Somewhere on the north boundary of the park was a gateway, noted as new in 1452-3 (VCH 1976, 184) and last mentioned in 1617 (Willmore 1887, 89).

### 3.4 *Late medieval and early post-medieval land use in and near the study area*

The area north of the park was not part of the town's fields, which lay on the north, east and south sides of the town (VCH 1976, 180). However, there was a common field in the Birchills area and a field called Synderhullefeld in 1337 may be the enclosed pasture called Synderhill named on Green Lane in 1565 (*ibid.* 181). Wismore field, presumably close to the study area, was noted in 1410/11 and there was a meadow there in 1563 (*ibid.* 183; 182). Elsewhere in the Birchills area, wood and waste were mentioned in the early 14th century. Common waste ground at Birchills was mentioned in the 17th century and was gradually reduced by enclosures thereafter for brick making and cottage building (*ibid.* 183). By 1617 the park had been divided up into closes leased to 20 tenants. In that year Michael Shaw left money to charity from three closes in Walsall foreign called Shaw's Leasowe, a name indicative of pasture. This name continued till early this century as the name of a track when it was subsumed in Shaw Street.

### 3.5 *Mining and industry (Figs. 2, 3 and 6)*

Mining was undertaken within the park in the medieval period and the Sinderhill field name noted above may be an indication of industrial activity. Leland, in the 16th century, described Walsall as surrounded by coal, lime and ironstone pits. Coal was mined in the Birchills area in the early 17th century (VCH 1976, 159, 189). A limestone underground pillar and stall mine noted south of Wolverhampton Street in 1813 may have lain within the study area (VCH 1976, 191). It was closed by 1838. Others lay nearby, including one on both sides of Wolverhampton Street which was in use by 1823 and continued until at least 1862 when it was advertised for sale (VCH 1976, 191). There were two limeworks in the street in the middle of the century. Pearce (1813, 134) notes the presence of limestone mines south of Wolverhampton Street near the canal end suggesting that all these records related to activity in the study area. The limestone was used as a flux for ironstone ore. Mining rights were granted in Shaw's Leasowes in an 1826 sale (VCH 1976, 191). Baker (1995) records limestone mining on both sides of Blue Lane West in the 1840s. Brick making was taking place on Wolverhampton Street by 1768 (VCH 1976, 192). Other industrial activities comprised leather tanning and horse furniture production within the study area, attested by trade directories in the 19th century. In general this followed on from the decline of coal mining but could have taken place earlier within the study area. The limestone quarries in the study area were infilled and stabilised in 1994/5 (Aspinwall 1998).

### 3.6 *Suburban development in Birchills*

A map of *c* 1775 shows two major routes leading from the west end of the town to Bloxwich and the west. These routes, Stafford Street, formerly Bloxwich Lane, and Wolverhampton Street were medieval in origin. Hospital Street, formerly Deadmans Lane, between Green Lane and Stafford Street, existed by 1545 and Birchills Lane, later Green Lane, by 1559. Birchills Street and others to its west existed in 1763 (VCH 1976, 159). The arrangement of buildings at Town End on the 1840 tithe map suggests that the line taken by Shaw Street was also early.

A building lay alongside Birchills Lane (later Green Lane) in 1587. Six new cottages were recorded on waste ground at Townend in 1617 (VCH 1976, 160). In 1669 land in Birchills was leased to an ironmonger. Buildings are shown on both sides of Wolverhampton Street on a map of 1679 which perhaps also shows Green Lane with buildings on it (VCH 1976, 145). Maps of 1782 and 1824 show buildings on the south end of Shaw's Leasowe (Fig. 2). The early 19th century saw buildings at the west end of Blue Lane, with development at this time to its north. An 1805 survey records 300 new encroachments at Townend and two other suburban areas (VCH 1976, 183). The study area belonged in part to Lord Hatherton and building leases were granted in the mid-century. Clearance and rebuilding of the study area took place in the 1870s, following the passing of the Artisans and Labourers Dwelling Improvement Act of 1875 (VCH 1976, 221). From the OS map evidence almost all of the study area buildings present before recent demolition were present by 1887. The VCH suggests that the houses and commercial properties on the north side of Wolverhampton Street in 1974 were early 19th century in date (1976, 161).

### 3.7 *Character of the Birchills area*

Numerous indications of the poverty of the area are given in the VCH account (1976, 160, 161). This was the poorest parish in Walsall, only five households keeping a servant out of 5000 households in the 19th century (*ibid*). Liddle tabulates data suggesting a decline in business in Birchills and an increase in unskilled workers in the period 1851 to 1871 (1989, table V/9). The brief analysis of trade directories undertaken for this assessment suggests that the Blue Lane area was especially impoverished. After the rebuilding of the 1870s the area must presumably have benefited from improved housing, but seems nevertheless to have remained a poor area. Baker (1995) suggests that the rebuilding of the 1870s saw a change of use, at least in the area of the junction of Green Lane and Blue Lane, from domestic to commercial use, from 'houses and gardens' to 'houses and premises'.

### 3.8 *The canal*

The Birmingham canal was extended to Walsall in 1799 (Fig. 2). Five docks to the north of its terminal are shown on the tithe map of 1840. The OS 1887 and later maps show Corporation Wharf and Dock Wharf within the study area. These have been infilled. A further canal extension was mooted in 1802 (Hadfield 1966, 90).

### 3.9 *Streets in the study area*

#### 3.9.1 Blue Lane West

This was present in the early 19th century and was substantially built up by the 1830s (VCH 1976, 160). It was, apparently, named after blue clay encountered in its construction. WLHC photo 282/Z shows the Hamemaker's Arms, the predecessor of the present public house, being destroyed in 1937. Kelly's directory for 1870 lists the Hamemaker's Arms, three beer retailers, a cabinet and coffin maker, a butcher, a shopkeeper, a builder and a pawnbroker. Reynolds lists two leather industry establishments from the 1870s and 1880s (1993, Appendix II). The 1915 red book lists grocers and fruiterers, a number of hauliers and carriers, and only a fancy leather manufacturer and a brass caster engaged in industry (Appendix 2). The majority of properties were residential. The presence of the Hamemakers Arms from 1870 suggests a particular concentration of leather industry workers in this area, many, perhaps, on a family scale. Irish workers were particularly noted here in the mid 19th century (VCH 1976, 145). New buildings appear following the building of the north end of Shaw Street between 1902 and 1915 (OS maps).

#### 3.9.2 Green Lane

First noted in the 16th century this was shown on successive maps as Green Lane in 1782, as Middle Lane in 1824 and Birchills Lane in 1840. It was again named Green Lane by the time building leases were granted between 1849 and 1861 (VCH 1976, 161). WLHC photos 65/Z and 66/Z from 1875 shows buildings in Town End, one dated 1854 (Lewis and Woods 1987). The 1905 Red Book lists the west side from

Town End as a corn factor, newsagent, coach and saddlers ironmongers (Albert Jagger - still present today), a general polisher, shaler and trimmer, harness and saddlery works, grocer, horse collar makers, the Rising Sun public house, coach and saddles ironmonger, chain manufacturer, boot repairer, carrier cart gear furniture manufacturer and a brown saddler. In 1870 the south end of Green Lane held two chain makers and a cart gear manufacturer as well as shops. Reynolds (1993) lists numerous leather industry establishments from 1873 in Green Lane. There was a Ragged School at Townend Bank which was converted to a Primitive Methodist chapel in 1850 (VCH 1976, 246). The Salvation Army building, still standing, is dated 1902. Buildings at the south end of the street were demolished and new buildings added between 1902 and 1915 (OS maps).

### 3.9.3 Algernon Street

Laid out in the 1870s, the street replicated an earlier tram line (Figs 2 and 3; VCH 1976, 161). This led north-eastward from the canal from one of the western wharfs according to a map of 1824 (Dean and Liddle 1967). It may have been the tramway joining the canal with quarries in Rushall built in 1823 (VCH 1976, 168). The street was originally named Eld Street after the builder and occupier of one of the first houses on the street. Later (by 1887) it was named after Algernon Hatherton a Walsall notable. In the 1915 Red Book, Jones and Rowley gig saddlers are noted in the surviving Crown works and a wheelwright on the south side, with a horse collar manufacturer, a file manufacturer, an amusements caterer (at the Gondola Works) and a dressmaker on the north side together with four dwellings (Appendix 2). No earlier trade listings have been located. The Crown works, dated 1887, are not shown on the OS map of the same date. Buildings were added on the north side of the street at its west end between 1902 and 1915.

### 3.9.4 Margaret Street

Built in the early 1870s. A WLLC photograph (7289/V) shows L. M. Maloney's grocer's shop c 1910. The 1915 Red Book lists a grocer (Maloney's), a fancy leather worker, a chain and spring hook manufacturer, a coal merchant and a chain burnisher (Appendix 2). No earlier trade listings have been located. A Primitive Methodist chapel was built by 1876, worshippers having moved from Townend Bank. A Sunday school was added in 1877 (VCH 1976, 246).

### 3.9.5 Shaw Street

The southern end was laid out in the 1870s and was then extended north-westward along the line of the path named Shaw's Leasowe in the early 20th century (VCH 1976, 161). As noted above it was named after the Michael Shaw who leased it in 1617. A limestone mine was present in the 19th century. Walsall Local History Centre holds an air photo (G019/Z) from c 1930. Kelly's directory notes a grinder and polisher in 1870 and a pawnbroker in 1884 on Shaw's Leasowe. In 1915 there was an iron foundry, two general horse gear manufacturers, a sign writer, a wholesale clothiers and a coach and motor smith (Appendix 2). A curiously aligned terrace at the north end of Shaw's Leasowe was demolished between 1902 and 1905 to



accommodate the new road (OS 1887 and 1902 maps). The OS 1887 map shows an old air shaft on the south side of the road north of its junction with Algernon Street but on the opposite side.

### 3.9.6 Wolverhampton Street

This was named as the road to Bentley in 1323. It was turnpiked in 1748 (VCH 1976, 166). As noted above limestone mines lay nearby. The corporation gasworks to its south were built between 1840 and 1876. WLHC hold an air photo *c* 1930 (94/Z). The 1885 Red Book lists the following: lamp and hardware manufacturer, the Dun Cow public house, pawnbroker, the Barrell public house, shoemaker, Brownhills Coal wharf, coal merchants, grocers, butcher, coal merchant, Fitch of Bacon public house, blacksmith, Elephant and Castle public house, coal merchant, beer retailer, shop keeper and iron merchants, with three private dwellings. In 1915 the south side held, from east to west, a furniture dealer, the Dun Cow public house, a garage, a fruiterers, a pawnbroker, the Barrell Inn, a lock manufacturers, a confectioners, a fish fryer, a hairdresser, a coal merchant, a dress maker, a cycle accessories manufacturer, the Magnet Works, a coal and salt manufacturers, Showells brewery, four coal merchants, the Fitch of Bacon public house, a grocers and the corporation electricity works. The north side, from west to east, held a painter, a stables, the Engine Inn, the Coop, the White Horse, a laundry, a chain manufacturer, a vet, an organ builder, the Albion Inn, a washing machine manufacturer, a buckle maker, a dealer, an agricultural company, a wardrobe dealer, a fish frier, and two leather manufacturers (Appendix 2). There were more private dwellings on the north than the south side. A Spiritualist church was present earlier this century (VCH 1976, 249). Buildings at the east end were added to what was open space in 1887 by 1903 and 1917 (OS maps).

### 3.10 *Characterisation of the area*

Detailed work on the study area would be able to detect chronological changes and add data to assess social and demographic patterns. Only a broad brush view can be take at this stage.

The earlier post-medieval period in the study area can perhaps be inferred (Fig. 2). The later maps suggest some development at the entrance to the town and along Wolverhampton Street and Green Lane. Beyond there may have been open areas for collecting and sorting stock on market days, and this open area may then have been partly exploited for limestone. It is of interest to note that Birchills Street, present by 1763, predates Shaw Street. It may have been the case that a public footpath, Shaw's Leasowe, led across open land, perhaps mined in part, from the town entrance to Birchills Street and that land for dwellings was leased only on the latter. In other words extramural development may have taken place only on the further side of the study area from the town.

By the early 19th century there were dwellings on Wolverhampton Street and Green Lane and some evidence that the south-east end of Shaw's Leasowe was marked by buildings. The construction of the canal wharves would have led to dealers and transport particularly in coal, with public houses also present on the south side of

Wolverhampton Street. Development seems to have been rapid from the 1830s. Green Lane may well have had a distinct leather and horse furniture business character. Mining may have been present in the remainder of the study area with some housing on Blue Lane where there may also have been small scale leather working businesses. The ownership of the study area by Lord Hatherton may have restricted development.

The later 19th century, after the 1870s rebuilding, can be more clearly characterised (Fig. 3). Businesses, many of them based on a dwelling, seem to outnumber dwellings *per se*. Coal merchants and public houses predominate on the south side of Wolverhampton Street, larger businesses dealing with leather, ironwork and horse and cart gear, were also present on Wolverhampton Street and elsewhere in the study area. The number of pubs (eight in 1915) and pawnbrokers provides social colour. Shops were concentrated toward Town End. The great majority of businesses were also dwellings, with only a small number of the larger businesses having their proprietors listed as resident elsewhere. The area can be typified as a poor late Victorian suburb with diverse businesses focused around the leather and horse gear industry.

#### **4 Overview**

In the medieval period, the southern part of the study area lay within the medieval park (Fig. 2). The northern part was open land on the west outskirts of the medieval town. The area may have been wooded and partly cultivated and may have seen mining from the late Middle Ages. A particular cluster of housing at the junction of Wolverhampton Street, Shaw Street and Green Lane marked early post-medieval suburban development. Later development may have started north of the study area which appears not to have been built over until the 19th century. A clearance and rebuilding took place in the 1870s and it would seem unlikely that any buildings prior to the 1870s survived, except on the north side of Wolverhampton Street. Services associated with the canal, built in 1799, would have dominated the area south of that street.

The archaeology of the area will be dominated by foundations of buildings dating to the 1870s. There may be some survival of earlier structures, particularly to the east. There may not have been extensive cellaring beneath poorer properties although cellars were located in the geotechnical survey (Appendix 3). If leather working was taking place in the 18th and early 19th century, as it was later, then it may have involved tanning pits dug to the rear of properties, both private and commercial. Limestone mine adits and surface features may still be present. The docks off the main canal terminal have been recently infilled, but may still contain abandoned canal boats or machinery. The tram link to the docks may also survive in places. Geotechnical survey indicates extensive deep workings which are likely to be limestone mines.

Surviving buildings (Fig. 5) should be recorded and their histories recovered as fully as possible. In the study area one of the leather working establishments is still functioning and it would be worth recording the modern work practices as well as the building. The scrap metal and car breaking yards on Algernon Street can also be seen as a loose survival of activities associated with the manufacture of coach furniture

## 5 Survival of archaeological deposits (Fig. 4)

5.1 The angle formed by Algernon Street, Blue Lane West and Green Lane may have been least damaged by clearance (Fig. 4: A1). So far as can be seen the current business working there has spread into partly cleared areas. Survival of 19th-century building footings is likely. The geotechnical survey in this area (Appendix 3) located a cellar (TP5) and two deep pits, one possibly the fill of a coal mine (ETP19 and 20). Survival of archaeological deposits within Area A2 to the northeast of Green Lane is likely to be similar to that in Area A1.

5.2 Between Algernon Street and Margaret Street, the ground drops slightly (Fig. 4: B). Clearance seems to have been to a concrete yard level. The ground here is lumpy and has been dumped on. Survival of 19th-century building footings on the Green Lane frontage is likely. Geotechnical survey (Appendix 3) located cellars (TP8), and 1.6-2.7m deep deposits (ETP06, 7 and 8).

5.3 From Margaret Street to Town End remains a functioning area with standing buildings (Fig. 4: C). Some car park clearance has taken place but may not have involved extensive below-ground damage. No geotechnical survey was undertaken here.

5.4 To the north east of Shaw Street excluding the above (Fig. 4: D). At D1 there may well have been extensive levelling to accommodate 19th or 20th-century buildings or, more likely, open yards, attested by a considerable drop of 2m in ground level from Algernon Street. On the Blue Lane West frontage at D2 there has been some landscaping, possibly destructive. Geotechnical survey (Appendix 3) located possible limestone pits (ETP9, 11 and TP10) with deposits above natural elsewhere varying from 0.5m on the Blue Lane frontage to 1.2m.

5.5 Between Wolverhampton Street and Shaw Street is now devoted largely to car parking (Fig. 4: E). There are lower level car parks to the east and in a central area at E1 and E2. The ground drops from the main car park by 1.5m down to Wolverhampton Street. This may reflect the former topography, with a change in ground level to the rear of Wolverhampton Street properties, or it may represent levelling and infilling, in which case buried levels will survive. The Coop supermarket occupies the western area. The public house on the corner of Blue Lane West and Shaw Street stands on the site of one or more public houses since 1870. Geotechnical survey (Appendix 3) comprised a single borehole (BH20B), presumably sited on a limestone mine.

5.6 South of Wolverhampton Street, access was not available (Fig. 4: F). The area represents abandoned yards and stores (Area F1) with some modern housing. Two infilled docks are present. There appears to have been no modern disturbance here. The site of the Victorian gasworks, noted in the brief as of particular interest, lies outside the study area. Geotechnical work here (Appendix 3) located dock infilling (TT02), cellars (ETP26, TP16), and deposits between 1.2 and 2.3 over natural.

## 6 Provisional Recommendations

6.1 The following recommendations are intended as an outline for discussion concerning the detailed specification of work required in order to complete the archaeological evaluation of the development area. This discussion should be between the clients, the relevant archaeological curators and BUFAU. The recommendations provided are subject to the resolution of a number of outstanding issues, to be resolved before further work takes place. The limiting factors consist of:

- completion of the contamination survey of the development area.
- inspection of final design plans for the new development.
- resolution of site access.
- adequate provision for service location prior to any excavation.
- preparation of a risk-assessment for further work.
- agreement on specifications for back-filling and safety fencing of trenching.

### 6.2 Trial Trenching

The original tender specification proposed a maximum 1% sample of the development area, equivalent to ten 30m by 2m trenches (or a combination of different sized trenches equal to 600 square metres). Based upon this sample and with reference to the results of the desk-top assessment it is proposed that trenching be carried out within the appropriate areas of archaeological interest delineated on Fig. 4, on the following basis:

- Area A1 evaluation trenching equivalent to 120 square metres.
- Area A2 evaluation trenching equivalent to 60 square metres.
- Area B evaluation trenching equivalent to 60 square metres.
- Area C evaluation trenching equivalent to 100 square metres.
- Area D1 evaluation trenching equivalent to 20 square metres.
- Area D2 evaluation trenching equivalent to 20 square metres.
- Area E1 evaluation trenching equivalent to 30 square metres.
- Area E2 evaluation trenching equivalent to 30 square metres.
- Area E3 evaluation trenching equivalent to 60 square metres.
- Area F1 evaluation trenching equivalent to 40 square metres.
- Area F2 evaluation trenching equivalent to 60 square metres.

### 6.2 Standing Buildings

An assessment based upon internal and external inspection, and photographic and written recording, of the standing buildings within the development area will take place in tandem with the trial trenching. The aim will be to highlight those buildings of special interest to be studied in more detail as part of the mitigation works.

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## Appendix 1: Standing buildings (Fig. 5)

### 1) Walsall Crane Hire Ltd, Blue Lane West, SMR 6655

Four houses front Green Lane just south of its junction with Blue Lane West, the northernmost is numbered no. 54. These lie behind advertising hoardings and nothing can be said beyond that they are two storey buildings of brick with slate roofs. To the rear of no. 54, and end on to it, is a workshop of brick with a shallow pitched slate roof. Its north side has six windows on its upper floor with brick arches above and a first floor entrance doorway. A second unroofed workshop lies adjacent to it, to the south. To the south-west are the remaining walls of a building with three-course-deep brick arches over a succession of entrances, presumably open sheds.

The buildings on Green Lane are shown on the 1887 OS map, the rear workshop was added by 1902. In 1884, Louisa Benton, second hand clothes, was at no. 53 and John Wilkinson, buckle manufacturer and cart gear manufacturer at no. 54. In 1905 and again in 1915, J. Gnosill and Sons, cart gear furniture manufacturer, were at no. 52 and J. Cotterell, brown saddler, at no. 54. By 1915 Gnosill's was at nos. 50-52.

### 2) Salts Steptoe, Margaret Street

A workshop building lies end on to the western arm of Margaret Street and comprises a long two storey brick building. From examination of its north side, the east end has been recently rebuilt and has corrugated sheet roofing and concrete window lintels. Its east end incorporates the gable wall of an earlier single storey structure. The west end has brick arches over first floor windows and wooden beams above ground floor openings and a slate roof.

The building is shown probably on the 1887 OS map and definitely on the 1902 OS map.

### 3) Skycrest Ltd, Blue Lane West

Two 20th-century brick buildings set back from the road. They may incorporate earlier buildings to their rear.

### 4) Hamemaker's Arms, Blue Lane West

A brick building of the 1930s. A public house is shown on the 1887 OS map. In 1870 William Molyneux was the landlord, in 1883 and 1886 Enos Perrins, and in 1915, J. Astley. A building on the site was demolished in the 1930s (Section 3.9.1 above).

### 5) No 1, Algernon Street

No 1 on the south side toward the Green Lane end is stucco covered. Two storey building with two windows in first floor, two on ground floor flanking doorway. Abuts the Crown Works and is boarded up.

6) Crown Works, Algernon Street, SMR 10813

On the street frontage, the building has a date plaque of 1887 over an arched entrance. To the east of the entrance is a two storey brick-built block, set on offset base courses of blue Staffordshire bricks. A decorative course of blue brick occurs at the level of the ground floor window lintels and the upper windows have brick arches marked by blue bricks. There are 12 upper windows and 11 lower windows, all with brick arches, with a brick blocked doorway at ground floor level beside the arched entranceway. The brickwork is of stretchers with a single decorative course of headers and stretchers. The wooden windows may be original and have their main lower part fixed and an upper section opening with hinges above.

The main block to the west has a doorway and two windows west of the arched entrance and three windows on the first floor. It is set on offset courses of blue brick. The ground floor windows have stone sills and brick arches decorated with lines of indentations, the upper windows have simple brick arches. A frieze of bricks with leaf-shaped decorations runs along the level of the upper window sills which are also of stone. The brickwork is of stretchers with a header and stretcher course every seventh course.

Shown on 1902 OS map but not in 1887. Jones and Rowley, wholesale gig saddlers were in the premises in 1901 and 1915, when they were noted as non-resident.

7) Quest Co. 21 Algernon Street, SMR 10814

A brick building with slate roof. The front has stretcher courses relieved by a header and stretcher course every fifth course. The ground and first floors have wooden sash windows. The ground floor windows and door lie below moulded plaster lintels with decorative motifs at their ends. A brick wall to the west of the building is the same build as the cottage. This supports a clapboard wooden upper wall and this may be a 19th-century attached workshop.

The plan of the building and of the building to its west is present on the 1902 map. The cottage may be that shown in 1887. In 1915, C. Clamp, wheelwright and general smith, was occupying the premises.

8) Deacon and Boardman, Algernon Street

Apparently 20th-century brick building but may incorporate earlier buildings. The ground plan is shown on the 1938 OS map. The area is shown blank in 1902 and with buildings to the rear in 1887. The premises may have been those occupied in 1915 by W. Loveday, horse collar manufacturer and merchant.

9) No. 18, Shaw Street, SMR 10814

A stucco-covered building with two bay windows at ground floor level either side of the doorway. The door has a round-headed arch above with a window light, the arch being decorated with a simple moulding. The three first floor rectangular windows lie

beneath mouldings and there is elaborate decoration below the eaves. No. 18 is present on the 1907 OS map

10) Nos. 26-28, Shaw Street. SMR 10814

A brick building of two storeys with a corrugated sheet roof, the brickwork of stretchers. The first floor windows lie beneath brick relieving arches and there are two elaborate brick courses set out from the wall below beneath the eaves. The buildings are shown on the 1887 OS map. In 1915, C. Careless, signwriter was at no. 26 and D. Bird and Co. at no. 28. By 1925 Bird's had expanded to no. 5 Shaw Street as well, no. 26 was occupied by J. Pedley and R. Lavender with E. Nolan at no. 28.

11) Shaw Street, south side

A boundary wall and doorway of brick survive. The doorway is a 20th-century structure of brick, with pilasters and pediment marking the door itself, and with decorative effects in brick above.

12) Coop stonemasons, Wolverhampton Street

A block of buildings hidden behind hoardings with sheds on either side of an entrance to its east is all of brick, with blue brick decorative courses. The street frontage block is present on the 1887 map, the buildings to the rear by 1902. There were no Coop premises on the south side of Wolverhampton Street in 1915.

13) Nos. 123-5 Wolverhampton Street, Willenhall Press Die Casting, Shaw Street, SMR 10812

Sophisticated 1950s design noted in SMR record. The shops on Wolverhampton Street have large iron-framed first floor windows and black face tiling, the workshop on Shaw Street has inventive window grilles. In 1885, Thomas Franks, iron merchants, was at 123 Wolverhampton Street. In 1915, no. 124 was occupied by C. Walters and no. 125 by A. Jefferson, wardrobe dealer.

14) Nos. 126-8, Wolverhampton Street, SMR 10811

Three storey brick building with tile roof, the brickwork of alternating header and stretcher courses. The windows are picked out with decorative stone dressings, the upper windows with simple chamfered stone lintels, the lower, first floor, windows with more elaborate hoods. The upper lintels coincide with decorative stone work beneath the eaves. To the rear the ground floor doors and windows are marked by blue brick courses. The SMR records that there is original window joinery on the upper floors and that the rear glazing patterns are intact.

The building is shown on OS maps from 1887. In 1895, Joseph Edwards, boot repairer, was at no. 127 and Robert Hodge hairdresser at no. 128. In 1905, Pedley and Co., general saddlers, and John More and Co., saddlery and harness works, were at no. 127 when the premises were the Crown Works. In 1915, no. 126 was occupied by E.



Watkiss, fish friers, with Pedley's at nos. 127/8. Pedley's were still present in 1925 but by 1935 126-8 was residential and occupied by A. Tetherington in no. 126, H. Mawby in no. 127 and W. Davies in no. 128.

15) Albert Jagger, Green Lane, SMR 10815

The Green Lane front has been altered and has, in part, a modern façade. To the rear are brick workshop buildings. One is similar to building survey no. 2 (above), but has replacement wooden windows. The building layout here is shown unchanged from the 1887 OS map, with the exception of new buildings on the Green Lane frontage appearing on the 1938 map. Albert Jagger, coach and saddler ironmonger, was at the premises in 1905 and has been there since. Occupants of premises to the rear in 1915 are listed in Appendix 2.

## **Appendix 2: Residents and businesses, 1915**

Data from the Walsall Red Book for 1915 (non-res = non residential)

### *Blue Lane West*

(east to west)

41 F. Powell, brass and nickel caster  
42 I. Elwell  
43 R. Smith, grocer  
44 A. Thomas, whip thong and fancy leather goods  
45 A. Bradbury  
48 H. Asbury, fruiterer  
49 A. Askins  
50 T. Westley  
51 H. Webster  
52 S. Fellowes  
53 J. Mason  
54 A. Clark  
Mount Zion chapel  
70 F. Evans  
71 Mrs Hughes, wardrobe dealer  
72 Miss Holyhead, grocer draper and book dealer  
74 S. Binns, draper  
77 Mrs S Hudd, china and earthenware dealer  
78/9 B. Hood, carrier  
83/4 J. Clark, grocer  
85 J. Astley, Hamemakers Arms  
88 C. Hill, haulier

*Margaret Street*

(south side)

35 E. Maloney, grocer

(north side)

E. Clarke, fancy leather worker

P. Bull and Son, chain and spring hook manufacturer (non-res)

16 J. Lee, coal merchant and haulier

24 W. and W. Wynne, chain burnisher manufacturers

28 and 30 J. Parker,

32 J. Poxton

*Algernon Street*

(south side)

Jones and Rowleys, gig makers

9 J. Harris

11 T. Tyler

21 C. Clamp, wheelwright and general smith

(north side)

W. Loveday, horse collar manufacturer and merchant

14 J. Birch

14 (back of) F. Malpus, file manufacturer

P. Collins, Gondola Works, amusement caterer (non-res)

16 W. Worrall

18 Miss Smith, dressmaker

*Green Lane*

(south to north)

2 J. Jennings, grocer and corn factor

4 A. Roberts, boot repairer

5-8 A. Jagger, coach and saddlers ironmonger

Salvation Army

5 (back of) F. Toon, barreller

8 (back of) G. Clarke, harness maker

    "    G. Power and Sons, Imperial works, curriers, bridle cutters and manufacturers of brace, belt, girth and roller webs, make up girths, braces, belts, body rollers, saddle cloths, knee caps, horse scrapers, Newmarket serge and linen bandages, waterproof

carriage aprons, horse clothing of every description  
8 (back of) Butler and Hadley, gig and carriage hame manufacturers (non res)  
" G. Taylor cycle maker  
20 S. Shingler, general dealer  
21 W. Wilcox, marine store dealer  
22 J. Wilson  
25 C. Bould, grocer and general dealer  
27 J. Walmsley  
29 Mrs M. Rolston, newsagent and tobacconist  
30 D. Noakes, Rising Sun  
32 D. Griffiths, fishmonger and poultry dealer  
33 R. Thacker, wholesale saddlers ironmongers and harness maker  
38 P. Hewlett, wood turner  
41 E. Steventon, cycle maker  
45 H. Beebee, currier and leather dresser  
50-52 J. Gnosill and Son, hame chain and cart gear manufacturers  
54 J. Cotterell, brown saddler and bridle cutter  
55 H. Whitehouse and Co., Reliable Works, saddlers ironmongers  
57 D. Griffiths - as 32

*Shaw Street*

(north side, east to west)

GPO stores

J. Anderson, malleable iron founders  
S. Glover  
20 S. Venables and Son, spring hook, chain burnisher, cart gear, horse scraper, mane  
drag and comb manufacturer (non res)  
J. Griffiths  
24 E. Smith  
25 D. Bird and Co., Central Works, harness furniture and hame manufacturers, casters  
to the trade in brass, nickel and German silver  
F. Preece  
Holland and Co., wholesale clothiers (non-res)  
26 C. Careless, sign writer  
28 D. Bird

(south side)

W. Ireland, coach and motor smith  
P. Collins  
Walsall and District Coop bakery

*Wolverhampton Street*

(south side, east to west)

1 J. Shaw, wholesale dealer in window glass, lead oil and wall paper hangings  
2 and 3 C. Garfield, Dun Cow  
Walsall garage  
8 E. Wilkes, fruiterer and greengrocer  
10 A. Franks, pawnbroker  
11 H. Toon, Barrell Inn  
11 (back of) Hadley and Mills, lock manufacturer  
12 W. Stanton, confectioner and newsagent  
13 C. Barret, fish frier  
14 A. Hodge, hairdresser  
T. and S. Franks, iron coke, breeze and coal merchants and general dealers  
18 Misses E. and A. Hargrove, dressmakers  
19 S. Wood  
21 Wineberg and Co., manufacturers of cycle accessories  
21 (back of) H. Richardson, Magnet Works  
22 J. Wells  
23 G. Naylor  
24 G. Boot and Sons, Old Wharf, coal and salt merchants  
26 Showells Brewery  
26 G. Warner, coal merchants  
39 J. Joberns and Co., coal, lime and builders merchants  
43 C. Bradbury, general dealer  
55 (back of) A. Allman, coal dealer  
56 W. Lancaster, coal merchant and haulier  
57 E. Lloyd, the Flitch of Bacon  
59 W. Milner, fruiterer  
Walsall town weighing machine office  
63 S. Hawthorne, grocer  
66 G. Clark  
Walsall Corporation Electricity works

(north side west to east)

80 G. Stevenson, painter and paper hanger  
(back of) T Hall, stables  
81 A. Saunders, Engine Inn  
Walsall and District Coop  
87 E. Hodgkiss  
90 E. Perry  
90 1/2 G. Brown  
90 1/4 J. Round  
91 E. Vaughan  
92 B. Perry, White Horse  
94 Boro Hand Laundry Record office

97 W. Cooper, manufacturer of curb, pole, rack and pillar chains  
 H. Rickworth, veterinary surgeon and shoeing smith  
 103 E. Holt, organ builder and tuner  
 104 S. Jennings  
 105 J. Cartledge  
 106 A. Turner  
 107 R. Cooper  
 108 R. Bates  
 109 Mrs A. Thomas, Albion Inn  
 111/112 F. Cocks, washing machine maker  
 J. Bailey and Co. Ltd., Crown Mills, bag frame and buckle makers  
 113 H. Moore  
 114 E. Kelly  
 115 Mrs E. Boot, general dealer  
 Perkins Agricultural Co  
 116 W. Summerlayes  
 117 E. Bridge  
 124 C. Walters  
 125 A. Jefferson, wardrobe dealer  
 126 E. Watkiss, fish friers  
 127/8 Pedley's, wholesale manufacturers of harness saddlery, waterproof goods, curry  
 combs  
 129-35 J. More and Co., bag, trunk, harness and fancy leather goods manufacturer

### Appendix 3: Geotechnical data (Fig. 6)

The following data are taken from Aspinwall 1998; the test sites are located on Figure 6. Made ground is described in detail for each site but is generally 'loose black and brown ashy sand and gravel with brick, pottery, timber, and bottles' (Aspinwall 1998, 1); it also contained concrete and plastic in places. The presence of leather was also remarked.

Test pit no	depth of made ground	comment
ETP06	2.1m	
ETP07	1.6	
ETP08	2.7	concrete at 1.9
ETP09	3+	?limestone mine
ETP11	3.6	"
ETP12	0.5	
ETP19	3.6+	?coal mine
ETP20	2.4	
ETP26	1.2	cellar
TT01	1.9	plastic
TT02	1.7	infilled dock
TP5	1.92	cellar

TP7	0.7	
TP8	1.9	cellar
TP9	1.2	concrete
TP10	3.1	?limestone mine
TP16	1.2	cellar
TP17	1.8	
TP19	1.2	
TP20	2.3	
BH20B	4.3	?limestone mine
BH27	1.9	
BH28R	0.5	water level



**Key**

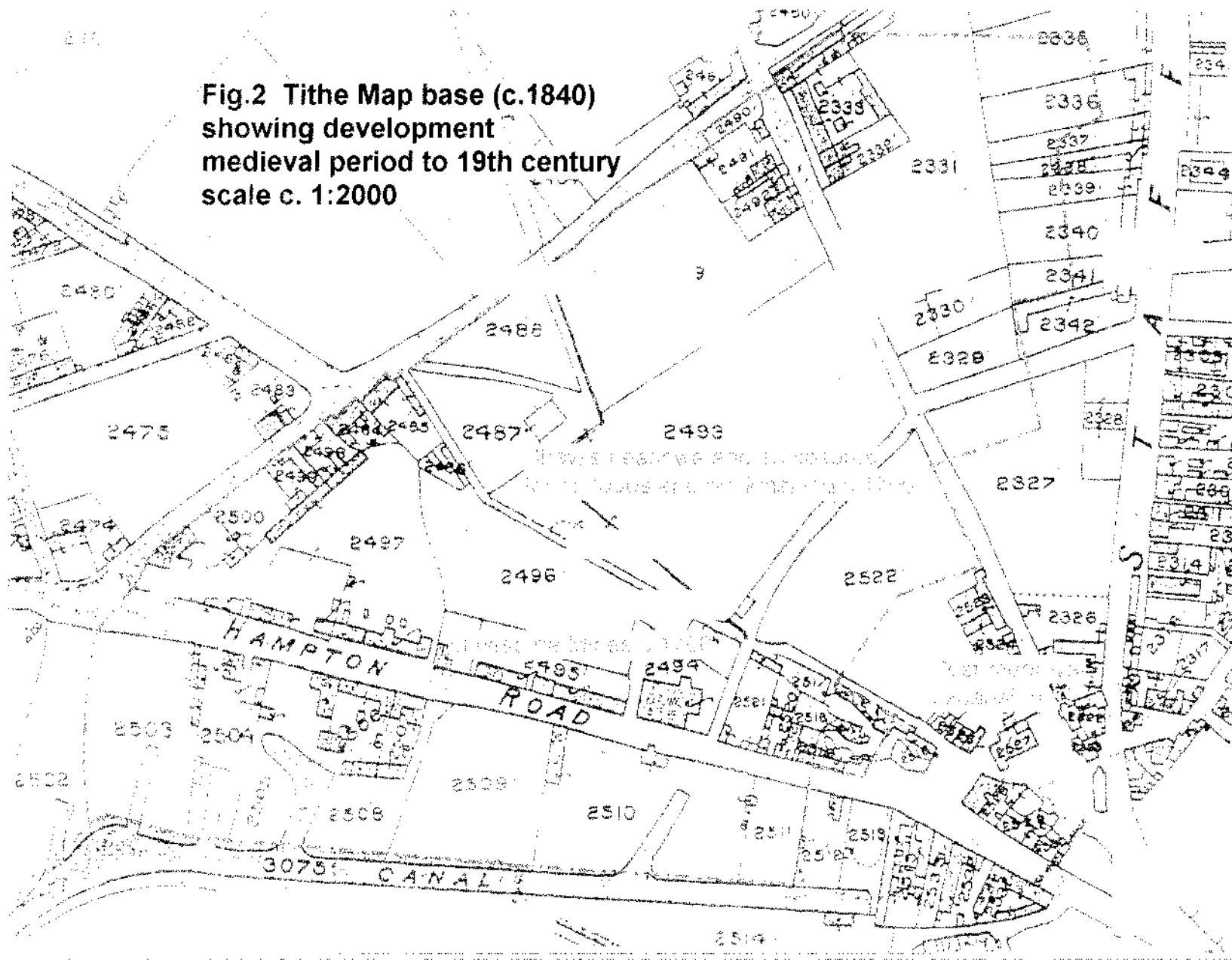
--- Site Boundary

**Fig.1**

Ordnance Survey 1:2500  
3rd Edition (c.1922)

Reduced to c. 1:2850

**Fig.2 Tithe Map base (c.1840)  
showing development  
medieval period to 19th century  
scale c. 1:2000**







Key

----- Site Boundary

Fig.3

Ordnance Survey 1:2500  
3rd Edition (c.1922)

Reduced to c.1:2850



**Key**

- Site Boundary
- - - Archaeological Areas
- - - Area Boundaries

**Fig.4**

Scale c. 1:2000