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**Walall Town Centre Transport Package:
An assessment of the Cultural Heritage Resource**

By

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Walsall Town Centre Transport Package: Cultural Heritage

Summary

An assessment of the cultural heritage resource for an environmental impact assessment of a scheme of improvements to the Walsall Ring Road as part of the Walsall Town Centre Transport Package was carried out by Birmingham University Field Archaeology Unit (BUFAU) in November and December 2002. The assessment reviewed an earlier assessment undertaken by BUFAU (Baker 1994) and identified 26 sites of archaeological or historical interest within the vicinity of the proposed works. Sixteen of these sites comprised standing buildings, and the remainder consisted in the main of potential below-ground deposits. The significance of, and level of impact on, these sites was assessed. Provisional recommendations were made for limited programmes of building recording for those buildings scheduled for demolition, and watching briefs on some sites identified as potentially containing below-ground remains, such as the area north of Littleton Street, where there is a possibility of encountering remains of lime kilns or other structures relating to the regionally important local limestone mining industry, and the area west of Pleck Road where medieval deer park boundary features may be encountered during groundworks.

1.0 Introduction

An assessment of the cultural heritage resource for the environmental impact assessment of the Walsall Town Centre Transport Package was carried out by Birmingham University Field Archaeology Unit (BUFAU) in November and December 2002. The assessment has been prepared for JMP, consultants to Walsall Borough Council, and comprises a review and updating, to the level of DMRB Stage 3, of an assessment previously carried out in 1994 by BUFAU (Baker 1994), which assessed the archaeological implications of the Walsall Ring Road and Inner Relief Road Scheme. The Transport Package involves improvements to the northwest section of the existing Walsall Ring Road, including realignment of various sections of carriageway and changes to the major junctions. Some of this work will involve additional land-take and the demolition or partial demolition of a number of buildings along the route. The location of the section of the Ring Road affected is shown on Fig. 1.

The assessment adheres to the guidelines set down in the Design Manual for Roads and Bridges (DMRB Volume 10, June 1993, as amended), and the *Standard and Guidance for Archaeological Desk-Based Assessments* (Institute of Field Archaeologists 1999).

Archaeological fieldwork, such as trial-trenching or geophysical survey, was outside the scope of this assessment.

2.0 Method

In order to fulfill the requirements outlined by JMP and in order to satisfactorily update the 1994 archaeological assessment, the following was undertaken:

- Review of the previous study, including a more detailed study of the historic remains.
- Further consultation of primary documentary sources, including 18th and 19th-century historic maps, a review of mineral workings and assessment of local records with links to industry, transport and heritage.
- An updated SMR trawl. The study area as defined for this covered a 100m buffer zone on either side of the road route.
- Assessment of potential for unseen archaeology.

Significance and effects were considered in line with the Guidance for Methodology for Multi-Modal Studies (GOMMMS), published by the DETR in 2000.

The study area has been subdivided into three zones, as defined by Walsall Borough Council. Zone 1 covers Pleck Road up to Wolverhampton Road (Fig. 2). Zone 2 covers Blue Lane West up to the junction between Hatherton Street, Littleton Street West and Littleton Street East (Fig. 3), and Zone 3 includes Littleton Street East and the Arboretum junction (Fig. 4). Within these zones, the route is subdivided further into separate sections of road and major junctions in order to describe the baseline conditions. Each site (including below-ground archaeology or upstanding remains, including buildings) identified to be of archaeological or historical interest, was numbered in sequence and their locations are also shown on Figs.2, 3 and 4.

3.0 Sources

The Black Country Sites and Monuments Record (SMR) was consulted for an updated review of recorded archaeological and historical features within the study area. Primary and secondary data, including historic maps and other documents, were consulted at Walsall Local Studies Centre and the University of Birmingham Library.

Maps reproduced in the assessment as figures are listed below:

Fig. 5	1763	William Barker - Plan of Walsall Estate belonging to the Countess Dowager of Mountrath
Fig. 6	c.1800	J. Curtis Junior's map of Walsall
Fig. 7	1832	Dawson's map of Walsall
Figs. 8 & 9	1845	Walsall tithe map
Figs. 10 & 11	1887	First Edition Ordnance Survey
Figs. 12 & 13	1903	Second Edition Ordnance Survey
Fig. 14	1876	The Littleton Street limestone mines as surveyed in 1876

All geotechnical information was taken from Johnson, Poole and Bloomer's (referred to as JPB throughout this report) 1995 report for the Walsall Ring Road and Inner Relief Road.

4.0 Archaeological and Historical Background and Geology

4.1 *Historical Background* by Nigel Baker (1994)

The road scheme involves the northwest quarter of the roughly circular A4148 ring road around the modern town centre.

The pre-industrial built-up area of Walsall was based on the north-west/south-east Park Street - Digbeth - High Street axis lying across the valley of the Ford Brook and Holbrook, with extensions northwards and southwards from the east end represented by Upper and Lower Rushall Street, Ablewell Street, and Dudley Street. Regional routeways (to Wolverhampton and Stafford) fanned out from Townend, the end of the medieval planned development of Park Street.

The extent of the built-up area changed little between the late Middle Ages and the 18th century. With the Industrial Revolution the town began to grow rapidly, particularly along the streets radiating from Townend, towards the coal mining and metal working area of Birchills. The opening

of the canal in 1799, approaching the town from the southwest, encouraged the development of an industrial zone whose location was not directly determined by extractive industries. The poorly-drained valley bottom formed a natural corridor for the railway in 1847; the railway and the watercourses attracted further industrial development while residential areas continued to spread on the higher ground to the west and east.

Pleck Road, southwest of the town centre, divides the area of the medieval park (significantly built up only in the last century) from the canalside industrial zone. The Blue Lane West and Stafford Street sections cut across the fan of streets from Townend, developing rapidly with housing and artisan workshops in the early 19th century. Littleton Street, north of the town centre, traverses the stream valley, with industrial sites sandwiched between residential developments of the mid-19th century.

While this account expresses the relationship between the road scheme and the known historical settlement pattern of the last millennium, it has not been possible to define such a relationship for the prehistoric and Roman periods. No prehistoric or Roman sites have been identified in the road corridor but the geography of these periods in the Walsall area is little known and the possibility of unrecorded sites being encountered during redevelopment cannot be ruled out.

4.2 *Archaeological Background*

Subsequent to the production of the assessment for the ring road and inner relief road in 1994 (Baker 1994), test pits in Lower Rushall Street and Upper Rushall Street were monitored by BUFAU (Mould 1995). Intact archaeological deposits were identified in the test pits, including undisturbed garden or 'back-plot' deposits, a pre-1850s wall, possible re-deposited 15th or 16th century limestone rubble and possibly pre-1850s cellaring, which suggested that archaeological deposits were not completely erased by later 19th century cellaring or by slum clearance in the 1930s. This part of the 1994 study area (the Lower Rushall Street and Ablewell Street/Upper Rushall Street area) was considered to be an area of outstanding archaeological significance in Walsall, the Lower Rushall Street area representing one of the town's growing edges in the late medieval and early post-medieval periods. Although this area is not to be affected by the current scheme, the evidence from the test pits does indicate the potential for the survival of archaeological remains elsewhere within the current study area.

Evaluation of the below-ground archaeology potentially affected by the development of Walsall Town Wharf Phase II was undertaken in 1999 by BUFAU (Coates 1999). The archaeology in this area had been extensively disturbed by limestone mining and the clearance and levelling of late-19th-century housing, and no significant archaeological deposits were found.

Another stage of this project evaluated the historic built environment of the Walsall Town Wharf, Phase II Development Area (Litherland 1999) and identified two industrial complexes of at least local significance. Some of the earliest of the dilapidated buildings evaluated at the Corporation Wharf were considered possibly 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. A ruined block of houses at the junction of Green Lane and Blue Lane West was also studied; no other building stock, apart from the Crown Works on Algernon Street, had survived which had been 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.

4.3 Geology

As summarised by JPB (1995), the route is underlain by made ground to depths of up to about 5.0m, underlain by Glacial Till or Fluvio Glacial Sands and Gravels. A layer of weathered material overlies the bedrock. Productive Coal Measures lie at various locations along the route, ranging from approximately 100-150m in thickness. Blue Flat Ironstone underlies the route around Pleck Road. Beneath the Coal Measures lies the Elton Formation (formerly Laner Ludlow Shales), and beneath this is the Much Wenlock Limestone Formation. Four faults cross the route.

5.0 Baseline Conditions

Zone 1 (Fig. 2)

5.1 The Pleck Road/Rollingmill Street/Ida Road junction.

5.1.1 Summary of proposed works

Alterations to provide improved radii on all corners, additional traffic lanes on Pleck Road at the approach to and exit from the junction, pedestrian refuge islands on Pleck Road. No buildings to be affected but land will be required on all corners of the junction.

5.1.2 Present character

The east side of Pleck Road north of the junction is occupied by modern light industrial structures with some surviving 19th-century buildings intermixed away from the frontage. Ida Road was built up in the early 1890s (Greenslade 1976, 159) and retains its primary building cover, including the Manor Post Office on the corner set back from Pleck Road. The other corners of the junction are open ground, those on the east side representing the sites of cleared buildings, and a pub car-park on the southwest corner.

5.1.3 Historical/archaeological profile

In 1763 (Fig. 5), the land on either side of the junction comprised fields. To the west was an enclosure named *Barn Piece*, occupied by Widow Siddown. The area all along the eastern side of Pleck Road comprised waste, including *Wilsons Wastes* in the area near the present junction. This land was occupied by Richard Davies. By 1800 (Fig. 6), the field pattern had not changed significantly. The major change in evidence was that the Birmingham Canal (SMR 5870) had just been constructed through the waste to the east of Pleck Road. In 1845, when the tithe map was drawn up (Fig. 8), land around this area comprised arable, occupied by various people, including John Smith Anne Maria Pagett, Matilda Pagett and Samuel Barker. Field-names included *Small Lower Parks* (a reflection of the former use of the area to the east as parkland), *Rough Waste Piece* to the east and a retention of the name *Far Barn Piece* to the west. In the area of the southeast corner of the present junction was a garden.

The east side of Pleck Road was developed in the 1850s as a series of large heavy industrial plots backing onto the canal. The Rollingmill Street-Pleck Road corner site was developed in 1852 as a terrace of six houses with a common yard behind (Walsall Local Studies Centre 35/22/14); these (Nos.185-195) survived into the 1960s. These developments can be seen on the 1887 Ordnance Survey map (Fig. 10). The arable fields had been replaced with industrial developments and housing, and new streets had been laid out to accommodate it. The southeast corner of the junction contained terraced housing and the Forge Inn, and the northeast corner also contained housing.

There was no development of the western side of the road junction at this time. However, by 1903 (Fig. 12), there was some terraced housing here. Some of the housing at the northeast corner had already been demolished and replaced with the large Alma Tube Works factory.

The only site recorded on the SMR within about 50m of the route is a moated site at Moat Cottage, Walsall (SMR 2650). No traces of the moat are visible, this area being fully developed with largely 19th-century housing and factories. The moat is said to have been rectangular, dry; and to measure '300 feet' by 290 feet', (Pugh 1970 VCH). It should not be affected by the proposals.

5.1.4 Standing buildings

The Forge and Fettle (Site 1; Plate 1)

Public house. Late 19th century. Eclectic 17th century style combining sub-Gothic with Queen Anne. Red/brown rough textured bricks with high plinth and dressings in ashlar, high hipped plain tile roofs, and brick stacks. 2 stories, 2:1 bays. Main building to left and slightly lower entrance wing set back to right. The centrepiece of the main building is an external chimney stack, pedimented at eaves level; it bears a stone plaque inscribed 'The Forge Inn'. The ground storey is dominated by two large canted bay windows; otherwise mullioned and transomed wooden framed windows with leaded lights. Doorways in the entrance wing and in a single-storey porch to the left hand side of the main block. Both have stone surrounds and festoons over.

5.1.5 Below-ground information

The ground level on the east side of Pleck Road appears to have been lowered to c.0.5m below present road level behind the front wall of the cleared buildings (Baker 1994).

A borehole (BH1) sunk adjacent to the Forge and Fettle Inn encountered tarmacadam and compacted granular base course to a depth of 0.9m, underlain by glacial/fluvioglacial materials. Beneath this, a firm brown, sandy, slightly gravelly clay was encountered. Beneath this, Fluvio Glacial Sand and Gravel was encountered to a depth of 5.3m (JPB 1995).

BH2, at the northeast corner of the junction, encountered made ground to a depth of 0.9m. Close to the northwest corner of the junction, Trial Pit 1 (TP1) found made ground to 0.3m overlying firm Glacial Till. No foundations of former structures were encountered.

5.2 Pleck Road between Rollingmill Street/Ida Road and Bridgeman Street/Moat Road

5.2.1 Summary of Proposed works

Pleck Road to be rekerbed and the carriageway and footways resurfaced. Approximately 150m south of the Bridgeman Street/Moat Road junction and extending northwards to Moat Road the west footway to be widened to 3m to provide a shared footway/cycleway.

5.2.2 Present character

The west side of Pleck Road currently comprises a mixture of buildings and car-parking areas. Walsall Manor Hospital is also situated on this side of the road.

5.2.3 Historical/archaeological profile

Pleck Road, formerly Park Lane, probably formed the east boundary of the medieval manorial deer-park (Site 2), first recorded in the early 13th century and probably created by William Le Rouse; the park survived into the mid-16th century but had been split-up by 1617. The presence of a deer

herd in the park suggests that it was enclosed; part of it was certainly enclosed in 1385-6 to protect timber growing within (Greenslade 1976, 184-5). Horses were also introduced into it at this time (Smith 1987). In 1392, some of the land was leased for pasture. Boundary features, possibly a ditch and bank or pale, may be archaeologically recoverable. Gates were erected at the junction of Pleck Road and Wolverhampton Road in 1452-53 (McDevitt n.d.). In the early 17th century, the land had been split up into units for 20 tenants and was known as Parklands. This part of the park was not built up until the end of the 19th century.

The 1763 map (Fig. 5) shows the area to the west of Pleck Road as *Parklands*. The enclosures were occupied by Widow Siddown, Thomas Adams, and Sam Corbet. To the east were *Livesays Waste* and *Needles Wastes*.

The 1763 map also shows The Moat next to *Whitehouses Piece* to the west of Pleck Road. The 1845 tithe map (Fig. 8) shows this moated site as Moat Cottage. Land on either side of the road was arable, with an irregular area of meadow extending to the canal, known as *Upper Pitty Piece* (see Section 5.4.3 below). The Union Poor House (SMR 6652, **Site 3**, now part of the Manor Hospital) is shown adjacent to the road to the west, and is discussed below in Section 5.3.3. By 1887 (Fig. 10), the eastern side of Pleck Road was fully developed with heavy industry, including the Walsall Tube Works, the Cyclops Iron Works, Crescent Chain and Anchor Works, and the James Foundry. Crescent House and a timber yard were located just south of what was then known as the Walsall Union Workhouse, west of which lay Moat Colliery. By 1903 (Fig. 12), the western side of Pleck Road had also seen development in the form of terraced housing. Coal pits are shown in the former parkland to the west.

5.2.4 Standing buildings

Elite Photography (Site 4; Plate 2)

Early 20th century. Red brick laid in English bond with painted stone dressings, hipped slate roof and brick stack. 2 stories, 6 bays (right hand bay blind); segmental-headed windows, those to ground storey with raised keys. Glazing bar sashes, those to first floor tripartite. Two segmental-headed doors to the left, the right hand one larger and with Gibbs surround.

Former Board of Guardians Offices (Site 5; Plate 3)

Workhouse Board of Guardians Office. 1898-1900. By Henry E.Lavender of Walsall for the Board of Guardians of Walsall Poor Union. Red brick laid in English bond with painted stone dressings and hipped plain tile roof. 2 stories and attic. 1:2:1 bays; gabled bay breaking forward to left, and 3-storey porch tower to right with lead covered ogee cupola on corbelled oversailing eaves cornice. Large mullioned and transomed windows with sill bands, and hood moulds to ground storey. Queen Anne style dormers with segmental-arched open base pediments and flanking volutes. 4-centred arch door with panelled spandrels, two orders of colonettes and an overlight with 5-light panelled tracery, all beneath a stepped hood mould. Large 4-centred arch window above with intersecting tracery.

5.3 The Pleck Road/Bridgeman Street/Moat Road junction

5.3.1 Summary of Proposed works

Substantial widening of the roadway to accommodate additional traffic lanes on both Pleck Road arms. Widening to all corner radii and provision of pedestrian refuge/splitter islands. Demolition of building on northeast corner of junction (No.87 Pleck Road) and partial demolition of another (Bridgeman House) near the southeast corner.

5.3.2 Present character

The junction is dominated by a group of Victorian buildings in an otherwise open landscape. On the west side, south of the junction, is the Manor Hospital; on the east side is the walled yard containing the 19th-century Bridgeman House, now in commercial use. North of the junction, the west side of Pleck Road is open cleared ground in use as a car-park while on the north-east corner is No.87, a dutch-gabled shop of late 19th-century origin, in use as a pub in the 1960s (SMR 6651, **Site 6**).

5.3.3 Historical/archaeological profile

The former medieval deer park west of Pleck Road has already been referred to (see above, *Section 5.2.3*). The ground remained open until widespread building began in the second half of the 19th century. The first edition Ordnance Survey plans of 1887 (Fig. 10) show coal pits in the fields immediately west of Pleck Road; coal-mining in the park is first recorded in 1490-1 (Greenslade 1976, 189). Ironstone mining is also recorded in this area, west of Pleck Road in the park from 1577-8, and east of Pleck Road on the Rough Waste from 1576-82 (Greenslade 1976, 189-90); the precise location of pre-19th century mining activity is unknown.

The Manor Hospital occupies the surviving ranges of the Walsall poor-law union Workhouse of 1838 (SMR 6652, **Site 3**). The main range lies roughly north-south, parallel to Pleck Road, with five out of eight cross-wings surviving. On the Pleck Road side only one cross-wing at the south end survives; one at the north end has been demolished since the 1960s while two central wings had already gone by 1886. The workhouse chapel, a detached building, formerly stood on the Moat Road-Pleck Road corner. On the east side of Pleck Road is the walled yard containing Bridgeman House (**Site 7**), a mid-19th-century neoclassical residence well-known locally as the home of Frank James, a prominent figure in Walsall political life in the later 19th and early 20th century. The house and yard have long been in commercial use, until recently as a depot for the South Staffordshire Water Company. Bridgeman Street was laid out *c.*1836; Moat Road was extant by *c.*1860. Housing on the west side of Pleck Road north of the junction dated from the later 1850s (Greenslade 1976, 159). In fact, two buildings in this location (on the northwest side of the junction) can be seen on the 1845 tithe map.

5.3.4 Standing buildings

Bridgeman House, Pleck Road (Site 7; Plate 4)

House. Mid-19th century. Italianate style. Red brick (Flemish stretcher bond), hipped felted roofs, brick stacks. Irregular (north) front centred on a three-storey central block with pyramidal roof. To the left, breaking forward from the centre block, is a two-storey pedimented section with central door. To the right, is a lower two-storey gabled wing. The house is articulated horizontally by moulded window sill bands and eaves cornices. Glazing bar sash windows, some with semicircular heads. A pair of canted bay windows to the right hand return.

No.87 Pleck Road (Site 6; Plate 5)

No.87 Pleck Road, latterly in use as a public house, dates from *circa* 1900. It is built to a Vernacular Revival design with rendered walls, plain tile roof with brick coped gables, and brick stacks. The building has two storeys delineated by a first floor band. There are side elevations to Pleck Road (two bays) and Bridgeman Street (three bays) but the main entrance front is towards the corner. Here, there is a flat roofed porch, possibly an addition, containing a later 20th century door, and above, a shaped or Dutch gable containing a slit window. There is a second entrance in the Bridgeman Street elevation. All the windows are boarded up but appear to have wooden sills; it could not be ascertained whether they were original.

5.3.5 Below-ground information

BH3 and BH4 in the Manor Hospital car-park encountered made ground to a depth of 0.9m. BH4 also encountered a dark grey clay from 0.9-1.3m, possibly representing a buried former topsoil or made ground. Clay was encountered at 2.2 to 3.1m (JPB 1995).

5.4 Pleck Road between Bridgeman Street/Moat Road and Wolverhampton Road

5.4.1 Summary of Proposed works

Widening of roadway to accommodate additional traffic lanes including north bound and south bound bus lanes on the approaches to and exits from both junctions. No buildings are affected and the widening is all on the west side of the current road.

5.4.2 Present Character

The area to the west of Pleck Road comprises semi-derelict parking land backing onto the rear gardens of terraced housing fronting onto Forrester Street. To the east there is a new residential development comprising three- and four-storey flats.

5.4.3 Historical/Archaeological profile

In 1763 (Fig. 5), the area of land to the east of Pleck Road comprised Livesays Waste, occupied by Richard Davies. There was a field named *Pitty Piece* close to the southwest corner of the junction with Wolverhampton Road, which could refer to the quality of the land, but may also possibly refer to former mining or quarrying activity in the park. After 1845, pits were being sunk all over the area west of Pleck Road as part of James Bridge Colliery to the south in Pleck, although by 1903 resources had been exhausted. Sand and gravel was extracted for a further 20 years. However, the coalfields continued to be exploited on an illegal basis by local inhabitants, who excavated shallow gin pits until well into the 1930s (McDevitt n.d.). Leland, *c.*1540, described Walsall as a small market town with a park, many smiths and bit-makers, and pits of coal, lime and ironstone (Greenslade 1976).

In 1845 (Fig. 8), the land to the west comprised pasture, including a field named *Rickyard Meadow*. In 1887 (Fig. 10), Junction Saw Mills lay to the east of Pleck Road, behind terraced housing. Terraces also lay along the west side of Pleck Road. By 1903 (Fig. 12), this area was further developed with terraced housing on newly-laid out streets.

5.4.4 Standing Buildings

No significant buildings.

5.5 Wolverhampton Road and the Pleck Road/Wolverhampton Road Junction

5.5.1 *Summary of Proposed Works*

Widening of the north side of Wolverhampton Road, and cutting back of the southwest corner of the junction. No buildings are affected but land is required in both localities.

5.5.2 *Present character*

Open cleared ground on the west side of Pleck Road in use as a car-park (unsurfaced). Behind this is an area of amenity grassland. Open ground also on east side. North side of Wolverhampton Road built up with prominent 19th-century industrial buildings, notably the Albion Flour Mill of 1849/1898 (Walsall MBC 1985, SMR 3375, **Site 8**). Immediately west of the mill, Wolverhampton Road crosses over the Walsall Junction arm of the Birmingham canal, built in 1841 (SMR 5873), on a bridge that appears to date from the c.1930s and 1960s-70s (SMR 6653). This was constructed in order to join the Birmingham canal at Walsall to the Birchills branch of the Wyrley Canal. The Birmingham Canal through Walsall was opened from Wednesbury in 1799, its terminus here leading to the construction of several wharves. The canals within the present study area are part of the Walsall Locks Conservation Area (**Site 9**).

5.5.3 *Historical/Archaeological profile*

The medieval park west of Pleck Road has been described above (see *Section 5.2.3*). In 1763, the Wolverhampton Road frontage remained undeveloped in this area. This part of Walsall was known as Townend. The Wolverhampton Road frontage was beginning to be built up by 1845 (Fig. 9), although mainly comprised meadow and gardens, and was fully occupied by industrial and residential premises (including an iron foundry) by the time of the first edition Ordnance Survey plans of 1887 (Fig.11). The Wolverhampton Road/Pleck Road corner remained open until the development of terraced housing around Checketts Street in 1891-3 (Greenslade 1976, 159).

The SMR records various locks and wharves associated with Walsall Canal (SMR 5870) close to where the Walsall Town branch of 1841 (SMR 5873) is crossed by Wolverhampton Road. The whole of the Birmingham Canal here is included in the Walsall Locks Conservation Area; this, and both canals are referred to here as **Site 9**. The canal bridge itself (SMR 6653, **Site 10**) is situated immediately west of Albion Flour Mill (SMR 3375, **Site 8**) and appears to date from the 1930s and the 1960-70s.

Limestone mines (**Site 11**) were being worked at Wolverhampton Street in the first half of the 19th century, although very little information is known about them. The early mines in this area covered an area bordered approximately by Station Street, Navigation Street and Wolverhampton Street. The mines here apparently terminated at the top of Park Street and consisted of a bed of stone nearly ten yards thick, which extended beneath the whole of the coal and ironstone mines in the area (Green 1977). It is also known that these mines were considerably extended at a later date on the other side of Wolverhampton Street, towards the Green Lane area, where as many as 16 shafts were sunk at various times, perhaps between 1800-1870.

5.5.4 *Standing buildings*

Afro-Caribbean Centre, Pleck Road (**Site 12; Plate 6**)

School. Late 19th century. An eclectic mixture of Flemish Gothic and Queen Anne motifs. Red brick laid in English bond, plain tile roofs. The main front comprises a 3-bay range, articulated by

buttresses, with full height segmental-headed windows capped by gablets at roof level. To the left of the range is a low 3-bay annexe with hipped roof, and to the right a tower with pyramidal roof on boldly oversailing bracketed cornice. On the front of the tower is a moulded panel with swan necked pediment over, it is flanked by buttresses continuing upwards as pilasters to support a 4-bay arcade of segmental-headed recesses containing slit openings. Gabled wing set back to the right of the tower

The Orange Tree (Site 13; Plate 7)

Public house. Circa 1900. Vernacular Revival. Rendered with plain tile roof and rendered end stacks. 2 stories with dentilled eaves band. 3 bays; wooden mullioned and transomed windows with leaded lights. The ground storey is dominated by a pair of canted bay windows flanking a central doorway, the whole under a lean-to roof. At first floor level the centre bay contains a panel painted with the inn sign.

The Albion Flour Mill (SMR 3375) (Site 8; Plate 8)

Flour Mill. Dated 1848. Red brick with engineering brick dressings. 4 stories and attic. 2:3:4 bays. Central gabled entrance block and two flanking wings, gabled to the right and hipped to the left. There are vertical breaks in the brickwork between the three sections, the left hand wing is built in English garden wall bond, whereas the rest of the mill is in English bond, but the details are identical. Central two-storey height segmental carriage arch. Semi-circular arched windows with small-pane cast iron frames and radiating glazing bar pattern in the head. Lunettes to second storey of wings. Panel on right hand wing inscribed 'Albion/Flour Mill/Erected/AD 1848'.

Attached to the right is a row of three red brick (English bond) houses with slate roofs. The two left hand houses are of the same construction phases as the right hand wing of the mill. They have three stories (reduced proportions to the second floor) with moulded eaves band, and each has a single window bay. Glazing bar sash windows with painted sills and plaster wedge lintels lined as voussoirs, all but the second floor windows boarded up. The doors have panelled semi-circular arches with raised keystones springing from ovolo-moulded imposts.

There is a vertical break in the brickwork between these two houses and the right hand one, which is clearly a late 19th century addition. This 2-storey, 2-bays building has a central doorway with semi-circular-arch of gauged bricks voussoirs. The windows are boarded over but have console brackets to cyma recta moulded hoods. Slightly oversailing bracketed eaves.

5.5.5 Below-ground information

Boreholes in this area (BH5, 6, 7, 7A, 81 and 82) encountered made ground to depths of 1.0-3.7m (JPB 1995). Trial pits 2-13 encountered made ground to depths of 0.4-3.0m. Ash was present in several of the pits, as was gravel, brick and concrete, slag, wire and glass. BH8, to the south of the canal bridge, encountered made ground to 4.6m, including a concrete layer at the base of this deposit. Beneath this was possible alluvium to 6.9m. BH10, to the north of the bridge found made ground to 3.7m, with possible alluvium beneath it.

Zone 2 (Fig. 3)

5.6 Blue Lane West

5.6.1 Proposed works

Widening to link traffic lanes approaching and exiting these junctions.

5.6.2 Present character

Open, cleared ground on north side of Blue Lane West. Modern large commercial structures on south side, including the co-op building (SMR 6654).

5.6.3 Historical/archaeological profile

Blue Lane apparently took its name from blue clay encountered in its construction (Ellis 1999). In 1763 (Fig. 5), the course of Blue Lane appears to have taken a slightly less linear course than it does now. Only two houses are shown on its southern side, one occupied by Isaac Woodhouse. The south side of Blue Lane, at the Wolverhampton Street corner, began to be developed from c.1830 and was lightly developed as far as Shaw Street, which was removed after 1994, in order to make way for a new retail park, by 1845. The north side of Blue Lane was slower to develop: plots with buildings are recorded in 1845 (Fig. 9) on the Wolverhampton Road/Adams Street and Birchills Street corners (**Site 14**). North of Birchills Street the land remained undeveloped, field-names including the element *Newlands*, retained from 1763. 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). Limestone mining is known on both sides of Blue Lane West at about this date: mining rights were granted in Shaw's Leasowes (north of Blue Lane) in 1826 and there had been mining operations on both sides of Wolverhampton Street since at least 1823.

5.6.4 Standing buildings

No significant buildings.

5.6.5 Below-ground information

Boreholes in this part of the route encountered made ground to depths of between 0.5 and 3.3m. A number of former foundations were also encountered. Glacial Till was found beneath the made ground in all exploratory holes (JPB 1995).

The Wolverhampton Street mines extended into the area to the south of Blue Lane West (see Section 5.5.3).

5.7 The Green Lane roundabout

5.7.1 Summary of Proposed Works

Major realignment of Blue Lane West and Court Way, catered for in design of new retail park. No buildings affected or additional land required.

5.7.2 Present character

The north side of Blue Lane West is currently open ground (gardens). The east side of Green Lane affected by the proposals is currently a car park. To the southwest is the new retail park, whose design, according to annotated maps provided by JMP, caters for the new alignment.

5.7.3 Historical/archaeological profile

The west side of Green Lane at the Blue Lane corner is first shown (schematically) built up on the one inch to one mile map of c.1775, but is then shown vacant on maps of c.1800 (Fig. 6) and 1832 (Fig. 7). This may reflect conventionalised or inaccurate drafting on the earliest map, or it may truly reflect transitory occupation that had ceased by 1800. Green Lane, known earlier as Birchills Lane, is first recorded in 1559 and there was a cottage beside it (somewhere) in 1587 (Baker 1994). Birchills itself was a centre of coal mining with a small population by the mid-17th century; the area between it and Townend had a scattered population by the mid-18th century.

The title map of 1845 (Fig. 9) shows the area in a state of rapid transition with blocks of building appearing at apparently random intervals along the streets in the Blue Lane-Green Lane area. All four corners of the Blue Lane-Green Lane junction were built up with properties described in the apportionments as 'houses and gardens' (**Site 15**). There is an evident contrast with the typical description of properties on Stafford Street nearby as 'houses and premises' which seems to imply that the Green Lane properties were largely domestic in function, at least away from the main frontage, and that the post-1845 workshop buildings (SMR 6655), that survived until the mid-1990s on site, were part of a change of use, possibly dating from around the time that Margaret Street (also now gone) was built in the early 1870s. Buildings extant by 1845, on the east side of Green Lane, at the Blue Lane junction lie beneath the police station, its car park, and the present road to the south of it.

5.7.4 Standing buildings

No significant buildings.

5.7.5 Below-ground information

A significant depth of made ground was encountered in boreholes in this area due to the area having previously been occupied by housing. Made ground existed to depths of between 0.6 and 4.8m, including occasional timber, rubber and slag (JPB 1995).

An unidentified circular feature recorded on J.Curtis Jnr's. map of c.1800, at estimated grid reference 400852/298937 (alongside path to New Inns pub) lies within the area of proposed works on the north side of Blue Lane and may represent an isolated lime pit (Baker 1994).

5.8 Court Way

5.8.1 Proposed works

Total realignment and widening taking place – realigned to south of existing road – and removal of dog-leg alignment at junction with Stafford Street. No buildings affected or additional land required.

5.8.2 Present character

To the north of the existing Court Way is land on which the police station is situated. To the east of this is the Magistrate's Court. To the south is an area of open, landscaped ground.

5.8.3 Historical/archaeological profile

In 1763 (Fig. 5), Court Way (of modern construction) fell within an undeveloped area of land, to the north of development along Park Street. By 1800 (Fig. 6), some building had taken place along the west side of Stafford Street (see Section 5.9.3 below). In 1845 (Fig. 9), the area contained long backplots of buildings fronting onto Stafford Street and some buildings and plots fronting onto the east side of Green Lane. By 1887 (Fig. 11), this area was much more developed with terraces and industrial premises and yard areas.

5.8.4 Standing buildings

No significant buildings.

5.8.5 Below ground information

A significant depth of made ground was encountered in boreholes in this area due to the area having previously been occupied by housing. made ground existed to depths of between 0.6 and 4.8m, including occasional timber, rubber and slag (JPB 1995).

5.9 Stafford Street/Court Way/Littleton Street West/Day Street Junctions

5.9.1 Summary of Proposed Works

Court Way and Littleton Street West arms of junction widened for additional traffic lanes. No buildings affected. Land required from Walsall College car park and from the car park on the north side of Littleton Street West, between Stafford and Day Street.

5.9.2 Present character

Open cleared ground (grassed) on proposed route west of Stafford Street. Open cleared ground (car parks) on north side of Littleton Street.

5.9.3 Historical/archaeological profile.

In 1763 (Fig. 5), this area of Walsall fell within what was then the Wisemore common field, bounded by Stafford Street, Park Street, Ford Brook and Walsall Brook. The section of the west side of Stafford Street affected by the road scheme may have been built up for the first time at the very end of the 18th century: the small-scale map of 1775 (VCH Staffs 17, 144) shows the area as open ground between an isolated block of building(s) to the north on the Green Lane East corner and the scattered cottages colonising the waste around Townend; however, the Curtis map of c.1800 (Fig. 6) shades the frontage in the area under discussion to indicate that it was then built up. The small-scale 1832 map by Dawson (Fig. 7) based on the Ordnance Survey also shows buildings here, and although drawn schematically or conventionally, gives an indication of occasional long back ranges projecting at right-angles from the frontage that can be recognised on the much more detailed 1845 tithe map and later Ordnance Survey plans. These are the 'houses and premises' (**Site 16**) of the tithe apportionments; land-use here in the mid-19th century seems to have differed from that of the adjacent frontage of (the less important) Green Lane, and this is reflected in the different building pattern with rear workshop ranges (greatly increased in number and density between 1845 and 1886) and three-storey rather than two-storey frontage buildings. The east frontage of this part of Stafford Street was developed between 1845 and 1886. Littleton Street West was laid out between c.1832 and 1836 but not built up until after 1845.

5.9.4 Standing buildings

No significant buildings.

5.9.5 Below-ground information

Made ground exists at depths of between 0.5 and 1.2m with the exception of Trial Pit 40 to the south of Court Way, which contained no made ground. The made ground consisted of very silty/clayey sand and gravel with significant quantities of ash, brick fragments and occasional slag, concrete and metal. A number of foundation walls and former floors were encountered, including possible former limestone walls (JPB 1995). This is not surprising given this location above the Littleton Street limestone mines and may possibly indicate the presence of structures associated with the limestone works such as kilns or ancillary buildings (this area is identified in the current assessment as **Site 19**).

On the western side of the railway, hardcore was found to depths of about 0.50m. Beneath this, made ground was found between 3.20 to 5.80m below existing ground level. Alluvium lay beneath the made ground to depths below ground level of between 5.50 and 6.10m. Old limestone workings were struck, and found to be 5.80m in height (JPB 1995).

5.10 Littleton Street West (Day Street to Hatherton Street)

5.10.1 Proposed works

Widening of north side of Littleton Street West to accommodate additional traffic lanes. New carriageway crosses the railway line on a new structure alongside the existing bridge. No buildings are affected. Land is required on the north side of Littleton Street West.

5.10.2 Present character

The north side of the western stretch of Littleton Street West between Stafford Street and Wisemore is open cleared ground in use for car-parking. East of Wisemore are gardens for the Walsall Leather Centre (SMR 8813). East of Lords Drive is an area of rough ground, and further east is an area of car-parking. The railway bridge is a 20th-century brick and steel structure.

5.10.3 Historical/archaeological profile

Hatherton Street had been laid out by 1836, built northwards from Hatherton Road. Littleton Street West was also laid out in the early 1830s and extended eastwards to Lichfield Street within a decade. Littleton Street West was laid out between c.1832 and 1836 but not built up until after 1845. The Littleton Street area was described in the 1850s as one where 'streets and habitations are daily springing up on every side' (Baker 1994). Littleton Street lies diagonally across the route of a short-lived mineral tramway (SMR 6659, **Site 17**) built in 1823 to link limestone workings in the Arboretum area with the Walsall canal (VCH Staffs 17, 151 & 191); this crossed the street at the junction of the present Little Albert Street, continuing northeast across what is now the car park in front of Lime House. Lime House (SMR 9093) is depicted on the 1887 Ordnance Survey map (Fig. 11), set in gardens to the east of the public baths (SMR 9092). Lime House and the Baths are said to represent the last two secular buildings of limestone in the Borough. Lime House was built in the 1860s and was the home of Elias Crapper, erstwhile owner of Littleton Street limestone mines, until his death in 1885. The railway of 1847 followed the valley bottom; it, and the Ford Brook alongside, attracted a north-south band of industrial development serviced from Hatherton Street, principally tanneries and sawmills. The Albion tannery (SMR 3368, **Site 18**) lay on the south side of Littleton Street between the railway and Hatherton Street.

Extensive deep limestone workings (SMR 9026, **Site 19**) were developed in the area west of Hatherton Street in the 19th century, commencing with the Hatherton Limeworks in 1843-5; they continued in production until 1903 and were, prior to 1994, the subject of extensive consolidation programmes. Fig. 14 shows where some of the limestone workings were located in this area.

The Littleton Street limestone mines were the largest and most extensive in the Borough of Walsall and extended over an area defined roughly by Littleton Street, Hatherton Street and the Bloxwich Road (Green 1977), probably including the Portland Street Works shown on the 1887 Ordnance Survey (Fig. 11). It is believed they were started about 1804, and five shafts were sunk at various times, near Littleton Street West. They continued in production until about 1906. It is believed that several years before they closed down, they had extended well beyond St. Peter's Church in Stafford Street. In 1851, they were owned by Elias Crapper, one of the Improvement Commissioners for Rushall, also a coal master and brick-maker, and for many years these mines were known as 'Crapper's Lime Pits.' The stone being mined was the thick beds of the Lower Limestone, which dips to the west and gradually becomes covered by the shales of the coal measures (Green 1977). As well as being used for building (the building known as Lime House, on the north side of Littleton Street, contains stone from the mines), the limestone was used in the production of lime, and was burnt in several lime kilns that once stood on the site, although no above-ground remains of these survive. Louis Lavender bought the mines in 1880, but by the early 20th century, demand for lime had decreased and the mines were forced to close down. In 1970, boreholes were drilled to test the thickness of the limestone in connection with a road construction project; upon breaking through into the mine workings, the pressure in them forced the water out, thus raising the water level across the mines. The mines were subject to a consolidation programme and are now inaccessible.

The industrial premises (formerly Brookes and Orton) which were situated at the northwest corner of the Hatherton Street junction prior to demolition in the mid-1990s, had been a saw mill since their first appearance on the Ordnance Survey first edition plan of 1887; the buildings within appeared to be of various dates at the time of the 1994 archaeological assessment (Baker 1994), but inspection of the site was limited at that time to the street frontage. The yard paving incorporated narrow-gauge tramway tracks. Demolition of standing buildings Nos.47-9 and 51-3 Littleton Street (SMR 6657) also took place in the 1990s.

5.10.4 Standing buildings

Littleton Street Youth and Community Centre, 44-45 Littleton Street West (local list), (Site 20; Plate 9)

Late 19th century. Elements of Queen Anne Revival. Red brick laid in Flemish bond with terracotta dressings, slate roof. Three storeys, seven bays, segmental-headed windows, with raised keys to ground storey, containing wooden framed fixed lights with moulded window sill bands. Pedimented gables on corbelled pilasters over right hand bay and second bay from left. Beneath the right hand gable is a carriage arch with moulded impost. Beneath the left hand gable is a door and window under a single arch and segmental-headed pediment. Wide doorway to centre.

The Leather Museum, 56-57 Wisemore, (Site 21; Plate 10)

Leather goods manufactory. Late 19th century with later alterations and additions. In a restrained classical style. Red brick (English garden wall), slate roof and brick stack. 3 stories with full height

pilasters to ends and centre, and moulded first floor and eaves bands, 15 irregular window bays, segmental-headed windows with small-pane cast iron frames and ovolo-moulded sill bands. Doors in fourth and fifth bays from right, the right hand one with raised key.

2-storey, 3-bay building to left attached to factory by single-storey link. Segmental-headed windows at first floor level with stone sills linked by decorative terracotta bands. Segmental-headed double door to left and semi-circular arched window to right, both with hood moulds. To the left of this a 3-storey, 7-bay building with moulded window sill and eaves bands and segmental-headed windows with cast iron frames.

5.10.5 Below-ground information

The limestone mine consolidation programmes have generated extensive documentation as workings have gradually been infilled (not seen at time of writing). Boreholes in the Littleton Street East/Forster Street area have recorded natural sand immediately under the surface. Boreholes in the vicinity of the Ford Brook downstream, in the Hatherton Road area, have recorded dark clay and organic fills to depths of 2-3 metres, but such material is unlikely to contain ancient cultural debris in the area under discussion (*Arch. of Walsall, 25,28 and Fig.11. WMBC files 35 and 111.*).

Made ground was encountered in all exploratory holes between the railway and Hatherton Street to depths varying from 1.50 to 2.70m below ground level (JPB 1995). Alluvium was identified beneath the made ground and occasionally contained organic pockets. JPB (1995) considered that the results of their investigations in the area along Littleton Street West suggested the presence of a buried channel feature, associated with the former Ford Brook, and coincident with the railway cutting where it passes beneath Littleton Street West. A feature which appears to be a former watercourse is depicted on the 1845 tithe map (Fig. 9, **Site 26**).

Zone 3 (Fig. 4)

5.11 Littleton Street West/Littleton Street East/Hatherton Street junction

5.11.1 Proposed works

Existing junction altered to accommodate additional traffic lanes on the Littleton Street West and East approaches and exits. Hatherton Street is also widened on its approach to the junction from the north to accommodate an additional traffic lane. Buildings affected on north side of Littleton Street East and some additional land is required.

5.11.2 Present Character

Waste ground lies on the northwest corner of the junction, separated from the existing carriageway by a high brick wall. At the northeast corner of the junction, the Littleton Arms public house and adjacent buildings (SMR 6658) front onto Littleton Street East. The Littleton Arms comprises a well-preserved Victorian public house, in its present configuration by 1886. It and its associated commercial range are described in more detail below. In the southeast corner of the junction is a car-park.

5.11.3 Historical/archaeological profile

In 1845 (Fig. 9), this junction remained undeveloped, although some development had taken place on the southern section of Hatherton Road. However, only forty years later, the whole area had been developed with residential buildings to the east of Hatherton Road, and industrial premises to the west, influenced by the position of the railway, the corridor either side of which had become home to industries of various kinds. The northwest corner of the junction contained a saw mill with a travelling crane, the southwest corner contained Albion Tannery (SMR 3368, **Site 18**), the northeast contained a public house and terraces, and the southeast corner contained further terraced housing. This situation remained relatively unchanged at the beginning of the 20th century, although the tannery had seen some expansion of its premises. The tannery building is a much altered but now rare example of a tannery built c.1900, for Stokes & Co., tanners, curriers and japanners.

Section 5.10.3 above describes the extent of limestone mining in this area.

5.11.4 Standing buildings

Fitters' Arms, Hatherton Street, (Site 22; Plate 11)

Public house. Mid to late 19th century. Rendered brick, felted roof, brick end stacks. 2 stories, 4 bays. At ground level a carriage arch to the right, and two canted bay windows flanking a semi-circular arched 3-panel door. Sash windows with sill band to first floor and hood moulds on console brackets.

Former Albion Tannery, Hatherton Street, (Site 18; Plate 12)

Mid-19th century. Red brick, felted roof and brick stacks. 3 storeys, 7:3 bays. Main range to the left and wing with pedimented gable breaking forward to the right. The wing has a central 3-centred carriage arch. Segmental-headed windows with small-pane cast iron frames, others with square heads under wooden lintels with wooden cross frames. Office contained within the two left hand bays; door to left with plain pilaster doorcase, semi-circular head, raised key, and fanlight

with radiating glazing bars; 24-pane glazing bar sash windows to first floor. To the rear is a large first floor bay window.

Littleton Arms and Attached Industrial Buildings, Littleton Street East, (Site 23; Plate 13)

Public house. Mid to late 19th century with later alterations and additions. Red brick, felted roof, brick integral lateral stacks. L-shaped plan building on corners of Hatherton and Littleton Streets. 2 stories. 3-bay Hatherton Street front, and more widely spaced 3-bay Littleton Street front, the latter being the result of extending the building to the east. Ground storey pub fronts with Gothic details incorporating doorways at the corner, and on both fronts, the Littleton Street doorway being within the extension. Large paired plate glass windows with colonettes and shouldered heads interspersed with panelled pilasters.

Attached to the east side of the public house, and perhaps associated with it are substantial industrial/commercial premises. Mid to late 19th century. Red brick, slate roof. Tall gabled centre with lower two-storey ranges to left and right. 4:1:3 bays, segmental-headed openings. The left hand range has a carriage arch to the right and first floor windows with louvred openings. The right hand range has a carriage arch to the left and a narrow doorway to the right, all openings have raised keystones.

5.12 Littleton Street East

5.12.1 Summary of Proposed Works

Widening of north side to accommodate additional traffic lanes. Buildings to be demolished on north side of Littleton Street East and some additional land is required.

5.12.2 Present character

Buildings including the Littleton Arms, as described above, front onto the western part of Littleton Street East. Behind these is an area of waste land. On the south side is an area of landscaping and a car park. To the east of the junction with Teddesley Street there is a landscaped area backing onto residential development.

5.12.3 Historical/archaeological profile

In 1845 (Fig. 9), this area remained undeveloped as fields but, by 1887 (Fig. 11), terraced housing fronted onto either side of Littleton Street up to Forster Street.

5.12.4 Standing buildings

No significant buildings.

5.13 The Arboretum Roundabout

5.13.1 Proposed works

Junction re-designed to become a channelised, traffic signal controlled junction.

5.13.2 Present character

The roundabout occupies a cleared area adjacent to the Arboretum and residential districts of various dates.

5.13.3 Historical/archaeological profile

The Arboretum (SMR 5710, Registered Park or Garden (II) - GD2732, Conservation Area, **Site 24**) was opened as a public park in 1874, its principal feature being flooded limestone quarries worked from the late 18th century to the 1840s. Walls, lodges and other buildings were designed by the Staffordshire County surveyor, Rob Griffiths. Lichfield Street was planned in 1830 as a new route northwards to Lichfield, and developed gradually with fashionable middle-class housing over the following twenty years (VCH Staffs 17, 151-2.). The roundabout area is adjacent at its southeast corner to the much older (late medieval - early post-medieval) built-up area of Lower Rushall Street, long plots on the west side of which stretched down to the Holbrook. This area was extensively colonised by tanneries in the 19th and early 20th centuries (Arch. of Walsall, 35-8.).

In 1845 (Fig. 9), the area had seen some development along the east side of Lichfield Street, terraces with backplots extending to a branch of the River Tame. This location, close to a water supply, would have been ideal for the tanning industry. By 1887 (Fig. 11), Denmark Road (now Broadway North) had been laid out, and Hatherton Lake (the Arboretum area) created. The Grammar School (**Site 25**, described below) had also been built.

5.13.4 Standing buildings

Arboretum Gatehouse and Clock Tower (SMR 5710). (Site 24; Plate 14)

Late 19th century. Red brick laid in Flemish bond with ashlar dressings, slate roofs with crow stepped gables on moulded kneelers, and lateral external brick stacks with lozenge shaped chimneys. H-plan. Central clock tower with pyramidal roof, attached by two single-storey links, each containing a gateway with segmental pointed arch, to two gabled wings. Low single-storey wing to each side. 1:1:3:1:1 bays. Mullioned and transomed windows with cambered brick arches.

Queen Mary's High School (SMR 8963). (Site 25; Plate 15)

Grammar school. Dated 1840. Jacobethan style. 2 stories, 3:5:3 bays. Red brick with ashlar quoins and dressings. Slate roof with crested ridge tiles and Dutch gables, external end stacks each with 4 flues. Slightly recessed main block with flanking paired Dutch gabled wings. Entrance arcade of 4-centred arches to ground floor of main block, now mostly converted to windows, transomed and mullioned windows above with 4-centred arch lights and hood mould band stepped over the windows. Right hand wings have similar detailing, but the left hand wing is plainer. Later 19th century extension block set back to the left in a similar style.

5.13.5 Below-ground information

Trial pit 59, at the northwest corner of the roundabout, encountered made ground to a depth of 1.8m. TP60, at the northeast corner, encountered former road surfacing to 0.40m. TPs 61 and 62 and BH87 encountered concrete obstructions at the southwest corner of the roundabout; one of these obstructions was believed to be the culverted Ford Brook (JPB 1995).

6.0 Conclusion

6.0.1 The origins of the Industrial Revolution in the West Midlands.

Arguably the greatest contribution that the archaeological resource in Walsall - and work taking place in the context of the Ring Road - can make to the development of historical research in the West Midlands is in the study of the industrialising economy at the end of the Middle Ages and through into the 17th century. In part, this will be studied from the remains of extractive industries and primary production sites, but the examination of ordinary urban and suburban domestic workshop sites and their organisation, development and scale, remains essential.

6.0.2 The development of working-class/artisan housing.

Throughout the road corridor contact will be made with the remains of working-class and artisan housing. No recommendations have been made here for its recovery, other than by the recording of standing structures. This approach has been adopted on the basis that ground-plan information that could be recovered by the excavation of houses, cleared in the 1930s or 1960s, would not represent a significant advance on information available from standing buildings surviving elsewhere, from the block-plans of the 1:500 Ordnance Survey sheets of 1886 and later, from the documentation accompanying the clearance orders, and from, for example, the house-to-house inspection books of 19th-century Sanitary Inspectors. However, if it had been possible to identify areas in the road corridor where the floor plans of housing pre-dating *c.*1845 could be expected to have survived later development and eventual clearance, then these would have been recommended for recovery by, at least, controlled mechanical stripping. A recent Royal Commission report on the Black Country noted 'the slum clearance programmes of the last forty years have effectively removed virtually all representative working-class housing of before *c.*1880' (RCHME 1991). For the Walsall area, the research possible in the context of this rapid evaluation suggests that only a few, scattered, buildings of this type survive from the period before *c.*1850, and that little systematic work on the development of plan-forms has taken place (although see Liddle 1998). Court housing in particular may be less well recorded in early photographs than housing on the street frontages. This subject area has undoubted importance for the social and economic (and popular) history of the region, and its undeveloped state is a serious barrier to the formulation of archaeological research strategies objectives concerned with the understanding of the making of the modern landscape.

7.0 Significance and Effects

The significance of each site or building identified in this assessment is summarised using GOMMMS tables, as stated in Section 2.0. The tables are contained in Appendix 1, followed by a table which provides a score of the impact on each site. The scores have been arrived at using the seven-point scale provided by GOMMMS. The level of impact arrived at, and the respective scores, are given as following any mitigation work recommended.

8.0 Recommendations

Any recommendations made here are provisional and subject to amendment or approval by the Black Country Archaeologist.

- Pleck Road/Rollingmill Street/Ida Road junction
- Pleck Road between Rollingmill Street/Ida Road and Bridgeman Street/Moat Road

It may be considered appropriate to maintain a watching brief by a suitably qualified archaeologist during any groundworks undertaken on the west side of Pleck Road due to the potential for survival of remains of medieval park boundary features (**Site 2**). Coal and ironstone mining activity from the late Middle Ages onwards is also an unpredictable but recurrent feature of this area.

- The Pleck Road/Bridgeman Street/Moat Road junction
- Pleck Road between Bridgeman Street/Moat Road

It may be considered appropriate to maintain a watching brief by a suitably qualified archaeologist during any groundworks undertaken on the west side of Pleck Road due to the potential for survival of remains of medieval park boundary features with recording of the early workhouse wings (**Site 3**) as a secondary target. Features relating to 19th-century coal mining activity may also survive, although exact locations of such activity is not known.

Bridgeman House (**Site 7**) and No. 87 Pleck Road (**Site 6**) should be recorded before demolition or partial demolition. They should be subject to a Level 1 (RCHME) photographic survey.

Groundworks for widening of the carriageway on the west side of Pleck Road may encounter medieval park boundary features and the footings of three former wings of the union workhouse and its detached chapel. The internal arrangements of the workhouse buildings are well recorded from 1899 onwards (WLSC 322/19-26): though some new ground-plan information may be gained from the footings of the wings demolished before 1886 this is not seen as a priority. Work for widening north of the junction may be likely to contact the footings of mid-19th-century terraced housing, but the general disposition of this housing is cartographically recorded at a large scale, both in the 19th century and prior to clearance in 1956 (WLSC 322/38,3 9); given its post-1850 date and the likelihood of surviving parallels elsewhere, further archaeological recording here is not seen as a priority. Mining activity may be encountered but is not predictable.

- Wolverhampton Road and the Pleck Road/Wolverhampton Road Junction

It may be considered appropriate to maintain a watching brief by a suitably qualified archaeologist during any groundworks undertaken due to the potential for survival of remains of medieval park boundary features. The remains of 19th-century buildings on the west side of Pleck Road and the north side of Wolverhampton Road may be encountered during groundworks. Canal structures should not be affected.

- Blue Lane West

Groundworks for the widening of the north side of Blue Lane may encounter footings of buildings built between 1832-1845 on the Adams Street and Birchills Street corners (**Site 14**) and between 1845 and 1887 in the section between. The buildings on the Adams Street corner had been cleared

by 1914-17 and coherent survival seems unlikely. Unrecorded mine-workings of early 19th-century and later date are an unpredictable possibility. It may be considered appropriate to maintain a watching brief by a suitably qualified archaeologist during any groundworks.

- The Green Lane Roundabout

Groundworks here may encounter the remains of buildings pre-dating 1845, which stood in the (southwest) angle between Green Lane and Blue Lane (**Site 15**), and the site of housing developed after 1845 on the east side of Green Lane. It may be considered appropriate to maintain a watching brief by a suitably qualified archaeologist on the site of the pre-1845 buildings.

The site of housing on the east side of Green Lane is recorded to an extent by the cartographic records associated with their clearance in 1936 (WLSC 470/34 (clearance orders of 1936)) and by pre-demolition photographs of this part of the street frontage. No further archaeological response is suggested for this section of the scheme.

- Court Way
- Stafford Street/Court Way/Littleton Street West/Day Street Junctions

Groundworks may encounter the buried remains of early 19th-century buildings on the west side of Stafford Street (**Site 16**). However, it is felt that the recovery of partial plan-information left after intensive later 19th-century development and recent demolition and clearance may not offer a significant advance on information already available from pre-clearance large-scale mapping, photographic evidence for the frontage buildings, and the evidence of adjacent standing buildings. It may be considered appropriate to maintain a watching brief by a suitably qualified archaeologist during groundworks.

- Littleton Street West (Day Street to Hatherton Street)
- Littleton Street West/Littleton Street East/Hatherton Street junction
- Littleton Street East

The construction of a new carriageway to the north of Littleton Street may encounter the footings of cleared housing of c.1850 and later, particularly at the west end. The 19th-century limestone workings are at a depth of 50-70 metres and road construction is unlikely to impinge on them (or vice-versa). However, this area is part of an early 19th-century industrial landscape, focused on the mining of limestone, a landscape which has now lost much of its context through demolition and re-development. Any surviving below-ground features relating to this industry should be considered of at least regional importance. Therefore, it is suggested that groundworks are monitored by watching brief due to the potential survival of remains of the mineral tramway of 1823 and possible lime kiln sites.

It is provisionally recommended that the buildings scheduled for demolition – the Littleton Arms and its adjacent buildings – should be subject to a Level 3 (RCHME) recording programme prior to their demolition.

- The Arboretum Roundabout

No archaeological response is suggested for this part of the scheme.

9.0 References

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 1832 Dawson's map of Walsall
 1845 Walsall tithe map
 1876 The Littleton Street limestone mines as surveyed in 1876
 1887 First Edition Ordnance Survey
 1903 Second Edition Ordnance Survey

Composite plan showing the 1876 and 1903 Surveys of Littleton Street Mines, traced by H.E. Green in 1978

Appendix 1

The Pleck Road/Rollingmill Street/Ida Road Junction

The Forge and Fettle

Public house. Circa 1900. Eclectic 17th century style combining sub-Gothic with Queen Anne. Red/brown rough textured bricks with high plinth and dressings in ashlar, high hipped plain tile roofs, and brick stacks. 2 stories, 2:1 bays. Main building to left and slightly lower entrance wing set back to right. The centrepiece of the main building is an external chimney stack, pedimented at eaves level; it bears a stone plaque inscribed 'The Forge Inn'. The ground storey is dominated by two large canted bay windows; otherwise mullioned and transomed wooden framed windows with leaded lights. Doorways in the entrance wing and in a single-storey porch to the left hand side of the main block. Both have stone surrounds and festoons over

The Pleck Road/Bridgeman Street/Moat Road Junction

Elite Photography, Pleck Road

Early 20th century. Red brick laid in English bond with painted stone dressings, hipped slate roof and brick stack. 2 stories, 6 bays (right hand bay blind); segmental-headed windows, those to ground storey with raised keys. Glazing bar sashes, those to first floor tripartite. Two segmental-headed doors to the left, the right hand one larger and with Gibbs surround.

Former Board of Guardians Offices, Pleck Road

Workhouse Board of Guardians Office. 1898-1900. By Henry E. Lavender of Walsall for the Board of Guardians of Walsall Poor Union. Red brick laid in English bond with painted stone dressings and hipped plain tile roof. 2 stories and attic. 1:2:1 bays; gabled bay breaking forward to left, and 3-storey porch tower to right with lead covered ogee cupola on corbelled oversailing eaves cornice. Large mullioned and transomed windows with sill bands, and hood moulds to ground storey. Queen Anne style dormers with segmental-arched open base pediments and flanking volutes. 4-centred arch door with panelled spandrels, two orders of colonettes and an overlight with 5-light panelled tracery, all beneath a stepped hood mould. Large 4-centred arch window above with intersecting tracery.

Bridgeman House, Pleck Road

House. Mid-19th century. Italianate style. Red brick (Flemish stretcher bond), hipped felted roofs, brick stacks. Irregular (north) front centred on a three-storey central block with pyramidal roof. To the left, breaking forward from the centre block, is a two-storey pedimented section with central door. To the right, is a lower two-storey gabled wing. The house is articulated horizontally by moulded window sill bands and eaves cornices. Glazing bar sash windows, some with semicircular heads. A pair of canted bay windows to the right hand return.

No.87 Pleck Road

No.87 Pleck Road, latterly in use as a public house, dates from *circa* 1900. It is built to a Vernacular Revival design with rendered walls, plain tile roof with brick coped gables, and brick stacks. The building has two storeys delineated by a first floor band. There are side elevations to Pleck Road (two bays) and Bridgeman Street (three bays) but the main entrance front is towards the corner. Here, there is a flat roofed porch, possibly an addition, containing a later 20th century door, and above, a shaped or Dutch gable containing a slit window. There is a second entrance in the Bridgeman Street elevation. All the windows are boarded up but appear to have wooden sills; it could not be ascertained whether they were original.

The Pleck Road/Wolverhampton Road Junction

Afro-Caribbean Centre, Pleck Road

School. Late 19th century. An eclectic mixture of Flemish Gothic and Queen Anne motifs. Red brick laid in English bond, plain tile roofs. The main front comprises a 3-bay range, articulated by buttresses, with full height segmental-headed windows capped by gablets at roof level. To the left of the range is a low 3-bay annexe with hipped roof, and to the right a tower with pyramidal roof on boldly oversailing bracketed cornice. On the front of the tower is a moulded panel with swan necked pediment over, it is flanked by buttresses continuing upwards as pilasters to support a 4-bay arcade of segmental-headed recesses containing slit openings. Gabled wing set back to the right of the tower

The Orange Tree

Public house. *Circa* 1900. Vernacular Revival. Rendered with plain tile roof and rendered end stacks. 2 stories with dentilled eaves band. 3 bays; wooden mullioned and transomed windows with leaded lights. The ground storey is dominated by a pair of canted bay windows flanking a central doorway, the whole under a lean-to roof. At first floor level the centre bay contains a panel painted with the inn sign.

The Albion Flour Mill

Flour Mill. Dated 1848. Red brick with engineering brick dressings. 4 stories and attic. 2:3:4 bays. Central gabled entrance block and two flanking wings, gabled to the right and hipped to the left. There are vertical breaks in the brickwork between the three sections, the left hand wing is built in English garden wall bond whereas the rest of the mill is in English bond, but the details are identical. Central two-storey height segmental carriage arch. Semi-circular arched windows with small-pane cast iron frames and radiating glazing bar pattern in the head. Lunettes to second storey of wings. Panel on right hand wing inscribed 'Albion/Flour Mill/Erected/AD 1848'.

Attached to the right is a row of three red brick (English bond) houses with slate roofs. The two left hand houses are of the same construction phases as the right hand wing of the mill. They have three stories (reduced proportions to the second floor) with moulded eaves band, and each has a single window bay. Glazing bar sash windows with painted sills and plaster wedge lintels lined as voussoirs, all but the second floor windows boarded up. The doors have panelled semi-circular arches with raised keystones springing from ovolo-moulded imposts.

There is a vertical break in the brickwork between these two houses and the right hand one, which is clearly a late 19th century addition. This 2-storey, 2-bays building has a central doorway with semi-circular-arch of gauged bricks voussoirs. The windows are boarded over but have console brackets to cyma recta moulded hoods. Slightly oversailing bracketed eaves.

Wolverhampton Road/Blue Lane West Junction

Nothing

The Green Lane Roundabout

Nothing

Stafford Street

Nothing

Littleton Street

The Leather Museum, 56-57 Wisemore

Leather goods manufactory. Late 19th century with later alterations and additions. In a restrained classical style. Red brick (English garden wall), slate roof and brick stack. 3 stories with full height pilasters to ends and centre, and moulded first floor and eaves bands, 15 irregular window bays, segmental-headed windows with small-pane cast iron frames and ovolo-moulded sill bands. Doors in fourth and fifth bays from right, the right hand one with raised key.

2-storey, 3-bay building to left attached to factory by single-storey link. Segmental-headed windows at first floor level with stone sills linked by decorative terracotta bands. Segmental-headed double door to left and semi-circular arched window to right, both with hood moulds. To the left of this a 3-storey, 7-bay building with moulded window sill and eaves bands and segmental-headed windows with cast iron frames.

44-45 Littleton Street West (Littleton Street Youth and Community Centre)

Late 19th century. Elements of Queen Anne Revival. Red brick laid in Flemish bond with terracotta dressings, slate roof. Three storeys, seven bays, segmental-headed windows, with raised keys to ground storey, containing wooden framed fixed lights with moulded window sill bands. Pedimented gables on corbelled pilasters over right hand bay and second bay from left. Beneath the right hand gable is a carriage arch with moulded imposts. Beneath the left hand gable is a door and window under a single arch and segmental-headed pediment. Wide doorway to centre.

Fitters' Arms, Hatherton Street

Public house. Mid to late 19th century. Rendered brick, felted roof, brick end stacks. 2 stories, 4 bays. At ground level a carriage arch to the right, and two canted bay windows flanking a semi-circular arched 3-panel door. Sash windows with sill band to first floor and hood moulds on console brackets.

Former Albion Tannery, Hatherton Street

Mid-19th century. Red brick, felted roof and brick stacks. 3 storeys, 7:3 bays. Main range to the left and wing with pedimented gable breaking forward to the right. The wing has a central 3-centred carriage arch. Segmental-headed windows with small-pane cast iron frames, others with square heads under wooden lintels with wooden cross frames. Office contained within the two left hand bays; door to left with plain pilaster doorcase, semi-circular head, raised key, and fanlight with radiating glazing bars; 24-pane glazing bar sash windows to first floor. To the rear is a large first floor bay window.

Littleton Arms and Attached Industrial Buildings

Public house. Mid to late 19th century with later alterations and additions. Red brick, felted roof, brick integral lateral stacks. L-shaped plan building on corners of Hatherton and Littleton Streets. 2 stories. 3-bay Hatherton Street front, and more widely spaced 3-bay Littleton Street front, the latter being the result of extending the building to the east. Ground storey pub fronts with Gothic details incorporating doorways at the corner, and on both fronts, the Littleton Street doorway being within the extension. Large paired plate glass windows with colonettes and shouldered heads interspersed with panelled pilasters.

Attached to the east side of the public house, and perhaps associated with it are substantial industrial/commercial premises. Mid to late 19th century. Red brick, slate roof. Tall gabled centre with lower two-storey ranges to left and right. 4:1:3 bays, segmental-headed openings. The left hand range has a carriage arch to the right and first floor windows with louvred openings. The right hand range has a carriage arch to the left and a narrow doorway to the right, all openings have raised keystones.

The Arboretum Roundabout

Arboretum Gatehouse

Late 19th century. Red brick laid in Flemish bond with ashlar dressings, slate roofs with crow stepped gables on moulded kneelers, and lateral external brick stacks with lozenge shaped chimneys. H-plan. Central clock tower with pyramidal roof, attached by two single-storey links, each containing a gateway with segmental pointed arch, to two gabled wings. Low single-storey wing to each side. 1:1:3:1:1 bays. Mullioned and transomed windows with cambered brick arches.

Queen Mary's High School

Grammar school. Dated 1840. Jacobethan style. 2 stories, 3:5:3 bays. Red brick with ashlar quoins and dressings. Slate roof with crested ridge tiles and Dutch gables, external end stacks each with 4 flues. Slightly recessed main block with flanking

paired Dutch gabled wings. Entrance arcade of 4-centred arches to ground floor of main block, now mostly converted to windows, transomed and mullioned windows above with 4-centred arch lights and hood mould band stepped over the windows. Right hand wings have similar detailing, but the left hand wing is plainer . Later 19th century extension block set back to the left in a similar style.

Site 1

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	The Forge and Fettle public house Pleck Road. Eclectic with Queen Anne predominating. Brick, plain tile roofs. 2 stories, 2:1 bays.	Local.	Not on the SMR or local or statutory lists, but locally significant	The late 19 th century was a boom period for pub construction. The rate, however, has been high, and as the architecture of the genre tends to be eclectic and idiosyncratic, many pubs have a uniqueness that is rare. The forge and fettle is one of these.	The building itself will not be affected.
Survival	Complete	Local	Local	The rate of destruction or alteration of late 19 th pubs has been exceedingly high, so this survival has a degree of rarity.	Not affected
Condition	Good	Local	Local	Not rare	Possible increased pollution and vibration from increased traffic.
Complexity	Single main period illustrative of the variety of architectural style in Pleck Road.	Local	Local	Not rare	Not affected
Context	Part of the late 19 th century development of Ida Road and Pleck Road.	Local	Local	Not rare	Not affected
Period	Late 19 th century	Local	Local	Late 19 th century pubs in general are not rare.	Not affected

Site 2

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Site of former medieval deer park bounded to the east and north by Pleck Rd and Wolverhampton Rd respectively.	Local	Local (no statutory protection, not registered)	Not rare. About 3500 known in the country.	Limited. Any remains discovered relating to this feature should be mitigated by recording.
Survival	No longer survives as such.	Local	Local	Not rare.	Not affected.
Condition	Was built-up by end of 19th century.	Local	Local	Not rare.	Not affected.
Complexity	Became used as agricultural land from late 14th century and was built up from late 19th century.	Local	Local	Not rare.	Not affected.
Context	Was part of former medieval landscape of the town.	Local	Local	Not rare.	Context has already largely been removed.
Period	13th century	Local	Local	Not rare.	

Site 3

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Former Walsall Poor Law Union workhouse site. Upstanding remains in use as part of Manor Hospital. Below-ground: On Pleck Rd, side crosswing at N end demolished in 1960s, 2 central wings gone by 1886.	Local.	Local.	Not rare.	Standing building not affected, but road widening may affect below-ground remains of demolished wings. Impact limited as the internal arrangements of the workhouse buildings are well recorded from 1899 onwards. Sections demolished before this could be recorded in mitigation if encountered.
Survival	Moderate. 5 out of 8 crosswings and main N-S range survive.	Local.	Local.	Not rare.	
Condition	Good.	Local.	Local.	Not rare.	
Complexity	Some parts demolished and other s added for use as hospital.	Local.	Local.	Not rare.	
Context	Part of 19th-century townscape.	Local.	Local.	Not rare.	Not affected.
Period	1838	Local.	Local.	Not rare.	

Site 4

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Elite Photography, Pleck Road. Industrial/commercial premises. Brick, slate roof. 2 stories, 6 bays. Glazing bar sashes. Door with Gibbs surround.	Local	Not on SMR, local or statutory lists, but it has aesthetic merit, and local historical significance, being a late element in the 19 th century development of Pleck Road.	Not rare.	Not affected
Survival	Largely intact	Local	Local	Not rare	Not affected
Condition	Good	Local	Local	Not rare	Not affected
Complexity	Single period	Local	Local	Not rare	Not affected
Context	Diagonally opposite the former Board of Guardians Offices (qv).	Local	Local		Not affected
Period	<i>Circa</i> 1900	Local	Local	Not rare	Not affected

Site 5

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Former Workhouse Board of Guardians office, Pleck Road. Now empty. Jacobethan style with elements of Queen Anne. Brick, plain tile roof	Local	Statutory Grade II listing. Significant at a local level as part of the 19 th century development of Pleck Road. Significant at national level as a relatively complete (including interiors) example of a Workhouse Board of Guardians office.		Not affected
Survival	Largely intact	National	National		Not affected
Condition	Good	National	National		
Complexity	Largely single period.	National			Not affected
Context		Local			Not affected
Period	1898-1900	Local			Not affected

Site 6

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	87 Pleck Road. Former public house, now empty. 2 storeys, corner position. Rendered walls, plain tile roof with Dutch gable.	Local	On SMR but not the local or statutory lists.	Not rare	Building will be demolished by proposed works. However, on available information its significance is limited and recording by photograph survey will be sufficient mitigation.
Survival	Exterior good. Interior not known.	Exterior – local Interior – possibly greater than local if it survives.	Exterior not significant. If interior survives it could be significant.	Exterior not rare. Survival of interior would be rare.	If a good contemporary interior survives the impact of demolition will be greater and more detailed recording may be required as mitigation.
Condition	Exterior good. Interior not known	Local	Exterior not significant. If interior survives it could be significant.	Exterior not rare. Interior would be rare if original.	If a good contemporary interior survives the impact of demolition will be greater and more detailed recording may be required as mitigation.
Complexity	Building of a single period. Illustrative of the diversity of 19 th century architectural style along Pleck Road.	Local	Local significance	Not rare	Not great
Context	A surviving element of the late 19 th century development of Pleck Road. Divorced from its original context of contemporary housing.	Local	Local significance	Not rare	Not great
Period	Late 19 th century	Local	Limited significance	Not rare	Not great

Site 7

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Bridgeman House, Pleck Road. Large Italianate House. Brick with slate roofs. 3-storey central tower-like block and flanking 2-storey wings.	Local	Not on local or statutory lists, but significant as a reasonably complete period house of architectural pretension.	Not rare	The partial demolition that is proposed will compromise the architectural integrity of the building and detract from its significance. Recording prior to demolition can only ameliorate the effects from an academic point of view.
Survival	Only minor alterations	Local	Local significance	Not rare	The effect of the demolition will be to destroy a substantial part of the house and therefore have a serious effect on the level of survival.
Condition	Good	Local	Local significance	Not rare	Condition of the remaining section of the house should not be affected if the work is carried out in a responsible manner.
Complexity	Single phase, single-function building. Illustrative of the diversity of 19 th century architectural style along Pleck Road.	Local	Local significance	Not rare	Partial demolition will not detract from the complexity of what is, essentially, a single-phase building.
Context	A surviving element of the 19 th century development of Pleck Road.	Local	Local significance	Not rare	Context will suffer to a degree, in that the historic relationship of the house to Pleck Road will be altered.
Period	Mid-19 th century	Local	Of local significance as the former home of Frank James, a prominent figure in Walsall political life in the later 19th and early 20th century	Not rare	Not great.

Site 8

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	The Albion Flour Mill. Now empty. Brick. 4 stories & attic. 2:3:4 bays. Central gabled entrance block & 2 flanking wings. Attached terrace of houses.	Local	On the local list of buildings of special architectural or historic interest, but not on statutory list.	Local rarity	Minimal
Survival	Good. Only minor alterations to main front.	Regional. See context	Regional	Regional	Minimal
Condition	Fair, but requires renovation.	Regional. See context	Regional	Regional	Minimal
Complexity	3 structural phases are apparent. There are vertical joints in the brickwork between the central block and wings. One wing is of the same build as a pair of attached houses. A 4 th phase is represented by an addition of another house to the terrace.	Local	Local	Local	Minimal
Context	Associated with the adjacent canal locks and wharves.	Regionally important in view of its association with the canal. Within a conservation area.	Regional	Regional	Minimal
Period	One of the wings is dated 1848, and the details of the mill have a mid-19 th century appearance.	Local	Local	Local	Minimal

Site 9

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Walsall Canal, Walsall Town Arm, and associated features within Walsall Locks Conservation Area.	Regional.	Within designated Conservation Area.	Not rare.	Not affected physically, although construction of new bridge over the canal may detract from amenity value.
Survival	Good.	Regional.	Regional.	Not rare.	
Condition	Good.	Regional.	Regional.	Not rare.	
Complexity	Original canal built in 1799, and second branch added in 1841.	Regional.	Regional.	Not rare.	
Context	Integral part of 19th-century industrial landscape and economy of Walsall, although this landscape has changed.	Regional.	Regional.	Not rare.	
Period	1799 (Walsall Canal) 1841 Walsall Town arm	Regional.	Regional.	Not rare.	

Site 10

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Canal bridge where Wolverhampton Rd crosses over canal branch of 1841	Limited/Local.	Not designated. Not contemporary with canal so not of great significance.	Not rare.	Not affected physically.
Survival	Good.	Limited/Local.	Not significant.	Not rare.	Not affected.
Condition	Good.	Limited/Local.	Not significant.	Not rare.	Not affected.
Complexity	Two stages of construction, both 20th-century.	Limited/Local.	Not significant.	Not rare.	Not affected.
Context	Feature associated with the larger canal landscape and Conservation Area.	Limited/Local.	Only significant as part of wider canal landscape of Conservation Area.	Not rare.	New bridge being built alongside it may detract from amenity/aesthetic value of setting within Conservation Area.
Period	1930s and 1960s-70s.	Limited/Local.	Not significant.	Not rare.	Not affected.

Site 11

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Wolverhampton St Limestone mines, covered an area bordered approximately by Station St, Navigation St and Wolverhampton St., apparently terminating top of Park St, and consisted of a bed of stone nearly ten yards thick, which extended beneath the whole of the coal and ironstone mines in the area	Site of regional importance, or possibly national importance.			
Survival	Not known.				
Condition	Not known.				
Complexity	The mines were considerably extended in the later 19th century on other side of Wolverhampton St, towards Green Lane area; about 16 shafts were sunk at various times, 1800-1870.				
Context	Limestone mining was a major local industry (peculiar to Dudley & Walsall) and could be considered of national importance. Further mines lay at Littleton Street (Site 19).				
Period	19th century				

Site 12

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Afro-Caribbean Centre, Wolverhampton Road. School. Flemish Gothic/Queen Anne style. Brick with plain tile roofs. One storey with tower.	Local	Not on statutory or local lists, but of local interest.	Moderate rarity in a local context, but not regional or national contexts.	Not affected
Survival	Only minor alterations	Local	Local	Not rare	Not affected
Condition	Good	Local	Local	Not rare	Not affected
Complexity	Street front of one period	Local	Local	Not rare	Not affected
Context	A surviving element of the late 19 th century development of Pleck Road.		Local	Not rare	
Period	Late 19 th century	Local	Local	Not rare	Not affected

Site 13

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	The Orange Tree public house, Wolverhampton Rd. Vernacular revival. Rendered walls, plain tile roof. 2 stories, 3 bays. Central door & flanking canted bay windows.	Local	Not on statutory or local lists but of local interest.	Not rare	Not affected
Survival	Exterior survives largely intact.	Local	Local significance	Not rare	Not affected
Condition	Good	Local	Local significance	Not rare	Not affected
Complexity	Single-phase front elevation.	Local	Local significance	Not rare	Not affected
Context	A surviving element of the late 19 th century development of Pleck Road.	Local	Local significance	Not rare	Not affected
Period	Late 19 th century	Local	Local significance	Not rare	Not affected

Site 14

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Potential below-ground remains of buildings at corner of Birchills St.	Limited/local.	Not designated. This subject area has importance for the social and economic (and popular) history of the region, and its undeveloped state is a serious barrier to the formulation of archaeological research strategies objectives concerned with the understanding of the making of the modern landscape.	Upstanding buildings of this date are rare in this area. The survival of below-ground ground-plans is not known. Little systematic work on the development of plan-forms has taken place. Court housing in particular may be less well recorded in early photographs than housing on the street frontages.	Survival not known, so impact unknown. Is likely to be low, and may be mitigated by recording.
Survival	Not known.	Limited/local.	Low.		
Condition	Not known.	Limited/local.	Low.		
Complexity		Limited/local.	Low.		
Context	Part of former early 19th-century townscape, of which there are few survivors.	Limited/local.	Low.		
Period	1832-45	Limited/local.	Low.		

Site 15

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Potential below-ground remains of buildings at the corner of Green Lane/Blue Lane.	Limited/local.	Not designated. This subject area has importance for the social and economic (and popular) history of the region, and its undeveloped state is a serious barrier to the formulation of archaeological research strategies objectives concerned with the understanding of the making of the modern landscape.	Upstanding buildings of this date are rare in this area. The survival of below-ground ground-plans is not known. Little systematic work on the development of plan-forms has taken place. Court housing in particular may be less well recorded in early photographs than housing on the street frontages.	Survival not known, so impact unknown. Is likely to be low, and may be mitigated by recording.
Survival	Not known.	Limited/local.			
Condition	Not known.	Limited/local.			
Complexity	Not known.	Limited/local.			
Context	Not known.	Limited/local.			
Period	1832-45	Limited/local.			

Site 16

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Potential below-ground remains of buildings along west side of Stafford St.	Limited/local.	Not designated. This subject area has importance for the social and economic (and popular) history of the region, and its undeveloped state is a serious barrier to the formulation of archaeological research strategies objectives concerned with the understanding of the making of the modern landscape.	Upstanding buildings of this date are rare in this area. The survival of below-ground ground-plans is not known. Little systematic work on the development of plan-forms has taken place. Court housing in particular may be less well recorded in early photographs than housing on the street frontages.	Survival not known, so impact unknown. Is likely to be low, and may be mitigated by recording.
Survival	Not known.	Limited/local.			
Condition	Not known.	Limited/local.			
Complexity	Not known.	Limited/local.			
Context	Not known.	Limited/local.			
Period	c.1800.	Limited/local.			

Site 17

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Site of former short-lived mineral tramway site built to link limestone workings in the Arboretum area with the Walsall canal. It crossed the street at the junction of the present Little Albert St., continuing northeast across what is now the car-park in front of Lime House. The yard paving of the industrial premises (formerly Brookes and Orton) which were situated at the northwest corner of the Hatherton Street junction prior to demolition in the mid-1990s, incorporated narrow-gauge tramway tracks in 1994.	Local.	Local.	Not rare.	There is a possibility that remains of this may be encountered. As most of it has already been destroyed, including adjacent industrial buildings of similar date, any adverse effect should be mitigated by recording.
Survival	Not known.	Limited.	Limited.	Not rare.	Not known.
Condition	Not known	Limited.	Limited.	Not rare.	Not known.
Complexity	Not known.	Local.	Local.	Not rare.	Not known.
Context	Part of former industrial landscape associated with limestone mining, a major 19th-century local industry. However, much of its contemporary context has been removed.	Local.	Local.	Not rare.	There should be no significant impact as much of the contemporary context has already been removed.
Period	1823			Not rare.	

Site 18

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Former Albion Tannery, Hatherton Street. Now empty. Brick, felted roof. 3 stories, 7:3 bays with pedimented carriage entrance block to right.	Local	On SMR & local list of buildings of special architectural or historic interest but not statutory list. Of local significance in that it is characteristic of the 19 th -century development of this area.	Not rare	Cutting back the southwest corner of the Hatherton Street/ Littleton Street junction will encroach on the site of the demolished wing but will not affect the building itself.
Survival	Half demolished since 1985 when Ironbridge recorded a central entrance block.	Local	Local	Not rare	Not affected.
Condition	Fair.	Local	Local	Not rare	Not affected
Complexity	One main period	Local	Local	Not rare	Not affected
Context	A survival from the 19 th century industrial development of the area.	Local	Local	Not rare	Loss of group value with the Littleton Arms, which is to be demolished. This will be to the detriment of the 19 th century townscape.
Period	Mid-19 th century.	Local	Local	Not rare	Not affected

Site 19

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Littleton St limestone mines defined roughly by Littleton Street, Hatherton Street and the Bloxwich Road. Surviving features inc. proprietor's house (Lime House). Largest in Walsall. Pithead area seems to be at what is shown as Portland Works on OS 1884. Very dilapidated buildings N & NW of Lime House probably belong to mine & limeworks (not affected).	Regional.	Regional importance.	Rare.	Should be no physical impact on mines themselves, although there may be an adverse impact on potential surviving below-ground remains of associated structures such as lime kilns.
Survival	Not known. Mines have been consolidated and are inaccessible.			Rare.	
Condition	Not known. Mines have been consolidated and are inaccessible.			Rare.	
Complexity	Worked over a century and expanded throughout this period at various times.			Rare.	
Context	Limestone mining was a major local industry (peculiar to Dudley & Walsall) and could be considered of national importance. Further mines lay at Wolverhampton Street (Site 11).			Rare.	
Period	1843 (or earlier)-1906			Rare.	

Site 20

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	44-45 Littleton Street West. Leather manufactory. Queen Anne style Brick with terracotta dressings, slate roof. 3 stories, 7 bays.	Local	On SMR & local list of Building of Architectural or Historic Interest but not on statutory list.	Not rare	Not affected
Survival	Largely intact	Local	Local	Not rare	Not affected
Condition	Good	Local	Local	Not rare	Not affected
Complexity	Largely single-period	Local	Local	Not rare	Not affected
Context	Close to the Leather Museum , another leather manufactory of similar period.	Local	Local	Not rare	Not affected
Period	Late 19 th century	Local	Local	Not rare	Not affected

Site 21

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	The Leather Museum. Leather goods manufactory. Brick with slate roof. 3 stories, 15 bays. Also attached 2-storey, single-bay building.	Local	On SMR & local list of buildings of special architectural or historic interest, but not on statutory list.	Not rare	Not affected
Survival	Mostly survives, but some late 20 th century rebuilding to the 3 rd storey.	Local	Local	Not rare	Not affected
Condition	Good. Well maintained.	Regional	Regional	Moderately rare	Not affected
Complexity	Largely of a single period.	Local	Local	Not rare	Not affected
Context	In a area of contemporary industrial buildings.	Local	Local	Not rare	Not affected
Period	Late 19 th century.	Local	Local	Not rare	Not affected

Site 22

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Fitter's Arms public house, Hatherton Street. Rendered brick walls, felted roof. 2 stories, 4 bays. Canted bay windows flanking doorway. Carriage arch.	Local	Not on local or statutory lists, but of local interest.	Not rare	Not affected
Survival	Intact exterior	Local	Local	Not rare	Not affected
Condition	Good.	Local	Local	Not rare	Not affected
Complexity	Single main period	Local	Local	Not rare	Not affected
Context	Attached to a row of near contemporary terrace housing, and related to the 19 th century industrial development of the area. E.g. the former Albion Tannery (q.v.) is also on Hatherton Street.	Local	Local	Not rare	Not affected
Period	Mid to late 19 th century	Local	Local	Not rare	Not affected

Site 23

PART 1		PART 2		PART 3	
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Littleton Arms public house and attached industrial buildings, Littleton Street East. The Littleton Arms is an L-shaped, brick-built, 2-storey building occupying a corner position. 3 bays to both street fronts. Substantial industrial/commercial premises attached to east, perhaps connected with public house	Local	On SMR but not the local or statutory lists of buildings of architectural or historic interest. Of local significance, however, though the significance could be greater depending on the function of the industrial premises. For example, if these buildings incorporated a brewery connected with the public house.	Not rare based on an exterior inspection	Demolition will have a negative impact in that it will deplete the stock of 19 th century buildings. Scale of impact depends on the results of an internal inspection of the industrial buildings. Impact will be mitigated by a Level 3 record.
Survival	Exterior survives largely intact. Interior of pub altered.	Local	Local, based on an exterior inspection.	Not rare, based on an exterior inspection	
Condition	Public house in good condition. Industrial buildings appear structurally sound, but neglected.	Local	Local, based on an exterior inspection.	Not rare, based on an exterior inspection	
Complexity	At least two phases. Eastern bays of public house later than main block.	Local	Local.	Not rare	
Context	An important part of the 19 th century townscape. Group value with the former Albion Tannery, and the Fitters' Arms and attached terrace housing, both on Hatherton Street.	Local	Local.	Not rare	Negative impact of the loss of part of the historic 19 th century townscape, particularly the character of the area centred on this road junction cannot be mitigated.
Period	Mid to late 19 th century.	Local	Local	Not rare	

Site 24

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Arboretum gatehouse and clock tower. Brick & ashlar dressings, slate roofs. H-plan. One and two stories with central clock tower. 1:1:3:1:1 bays.	Local	Within a conservation area and on the SMR, but not locally or statutorily listed. However, it is of local importance for both aesthetic and historic reasons.	Not rare	Not affected
Survival	Complete.	Local	Local	Not rare	Not affected
Condition	Good.	Local	Local	Not rare	Not affected
Complexity	Single-period.	Local	Local	Not rare	Not affected
Context	Part of the 19 th century streetscape. Group value with the High School on the other side of the Road	Local	Local		Not affected
Period	Late 19 th century	Local	Local	Not rare	Not affected

Site 25

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Queen Mary's High School. Jacobethan style. Brick with ashlar dressings, slate roofs. 2 stories, 3:5:3 bays, with dutch gabled flanking wings.	Local	On SMR but not on statutory list. Local significance.	Not rare	Unaffected
Survival	Good	Local	Local significance	Not rare	Unaffected
Condition	Good	Local			Unaffected
Complexity		Local			Unaffected
Context	Group value with the Arboretum gatehouse and clock tower (cf) with which it defines the historical character of this part of the town	Local	Local		Unaffected
Period	Dated 1840	Local			Unaffected

Site 26

PART 1		PART 2			PART 3
Feature	Description	Scale it Matters	Significance	Rarity	Impact
Form	Buried channel associated with Ford Brook.	Local	Limited.	Not rare.	Not known. If foundations for road widening go this deep, there may be potential for archaeological deposits or organic remains in alluvial deposits being encountered.
Survival	Not known. Alluvial deposits encountered during borehole survey (JPB 1995).	Local	Limited.	Not rare.	Not known.
Condition	Not known.	Local	Limited.	Not rare.	Not known.
Complexity	Not known.	Local	Limited.	Not rare.	Not known.
Context	Associated with now-culverted Ford Brook.	Local	Limited.	Not rare.	Not known.
Period	Not known.	Local	Limited.	Not rare.	Not known.

Assessment of Impact

Site No.	Site	Effect
1	The Forge and Fettle Public House, Pleck Road	Neutral
2	Site of medieval deer park	Neutral
3	Former Walsall Poor Law Union workhouse site.	Neutral
4	Elite Photography, Pleck Road	Neutral
5	Former Workhouse Board of Guardians Office	Neutral
6	87 Pleck Road	Slight adverse
7	Bridgeman House	Slight adverse
8	The Albion Flour Mill	Neutral
9	Walsall Canal, Walsall Town Arm, and associated features within Walsall Locks Conservation Area.	Slight adverse on amenity value
10	Canal bridge	Slight adverse on setting
11	Site of Wolverhampton Street limestone mines	Neutral
12	Afro-Caribbean Centre, Pleck Road	Neutral
13	The Orange Tree Public House	Neutral
14	Potential below-ground remains of buildings at corner of Birchills St.	Neutral
15	Potential below-ground remains of buildings at the corner of Green Lane/Blue Lane.	Neutral
16	Potential below-ground remains of buildings along west side of Stafford St.	Neutral
17	Site of former mineral tramway	Neutral
18	Former Albion Tannery, Hatherton Road	Slight adverse
19	Site of Littleton Street limestone mines and potential below-ground survival of associated structures.	Neutral/slight adverse
20	44-45 Littleton Street West	Neutral
21	The Leather Museum	Neutral
22	Fitters' Arms, Hatherton Street	Neutral
23	Littleton Arms, Littleton Street East	Moderate adverse
24	The Arboretum Gateway and Clock Tower	Neutral
25	Queen Mary's High School	Neutral
26	Buried channel associated with Ford Brook.	Neutral

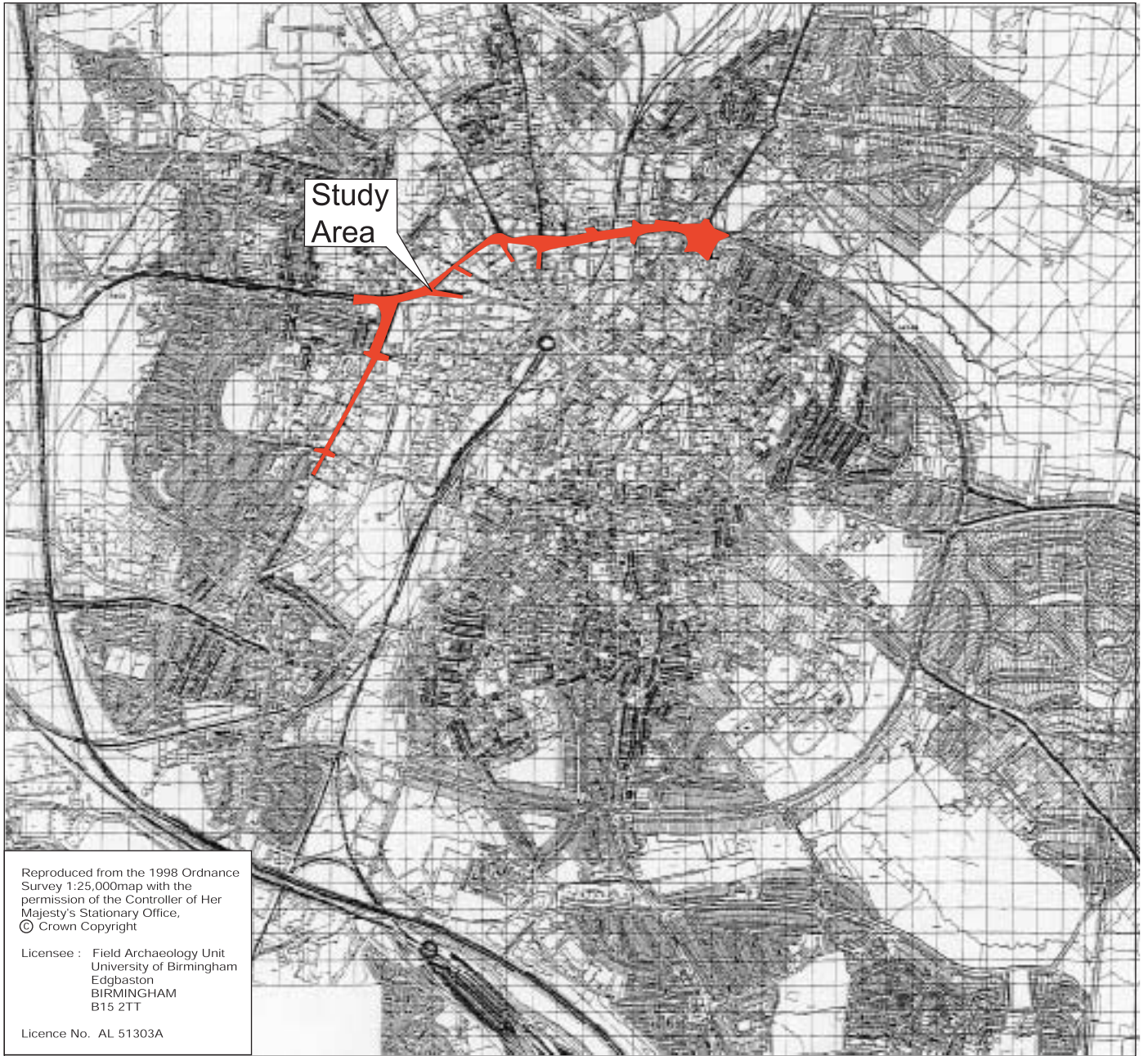


Fig.1

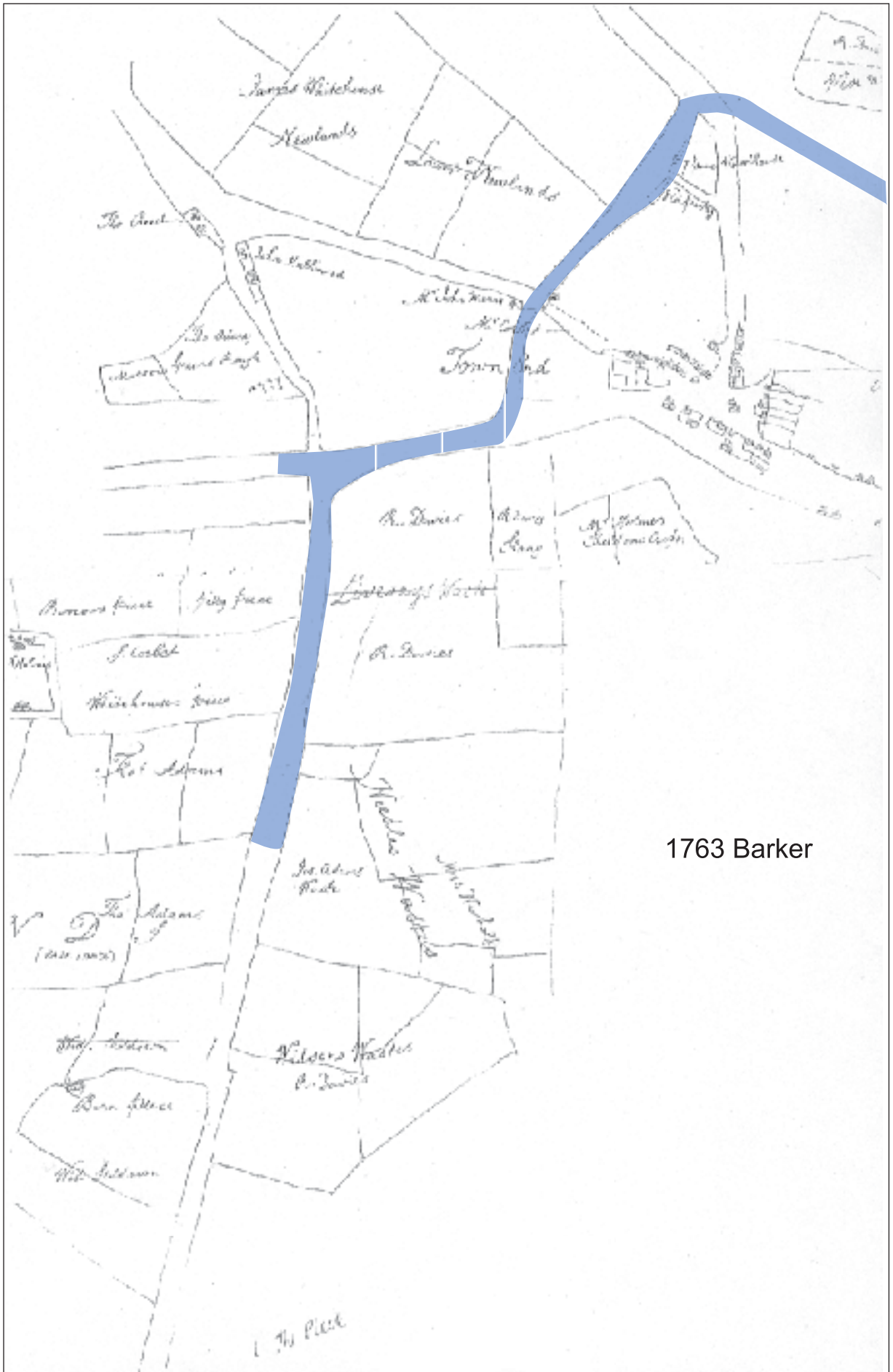
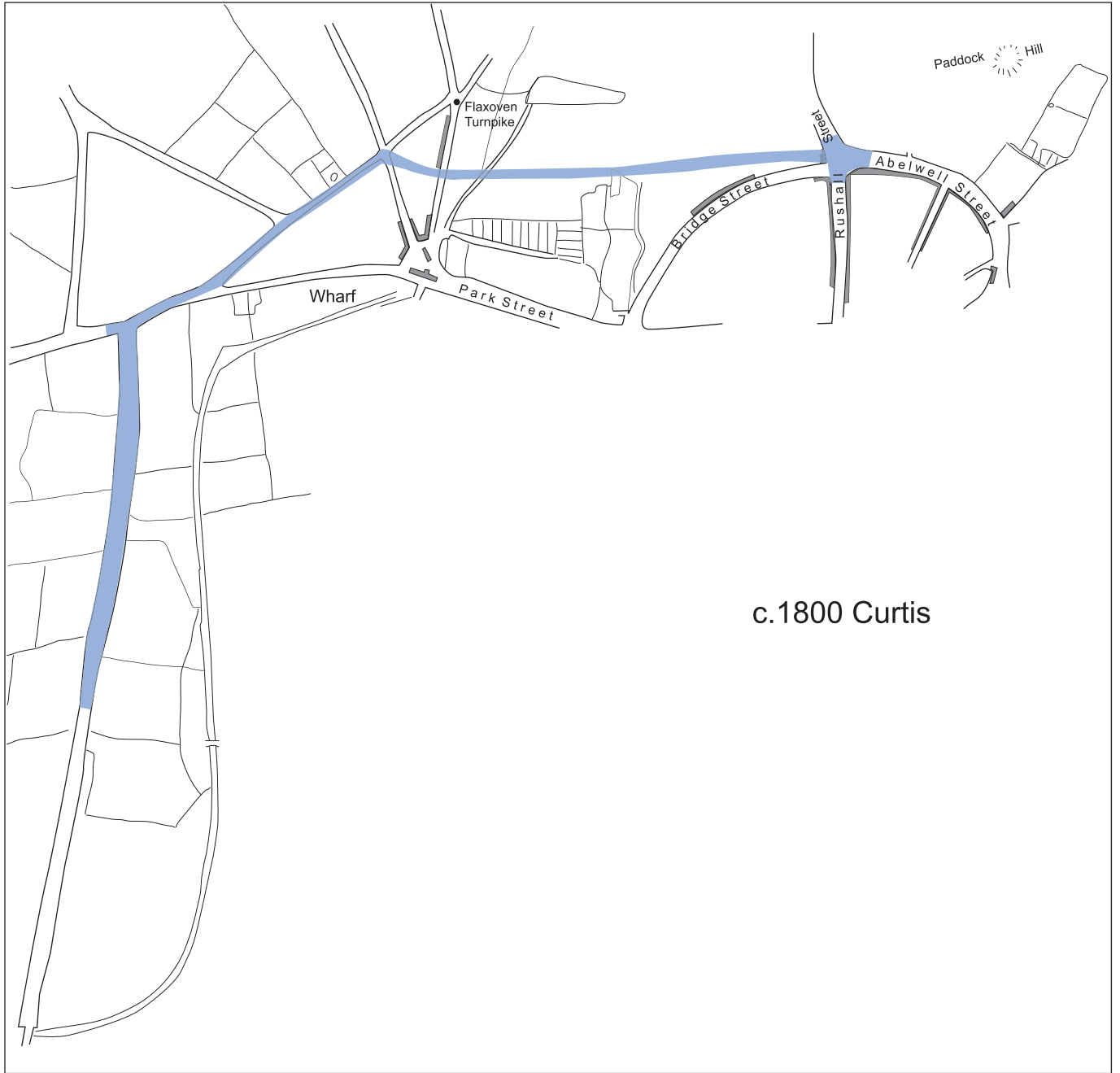


Fig.5



c.1800 Curtis

Fig. 6

1832 Dawson

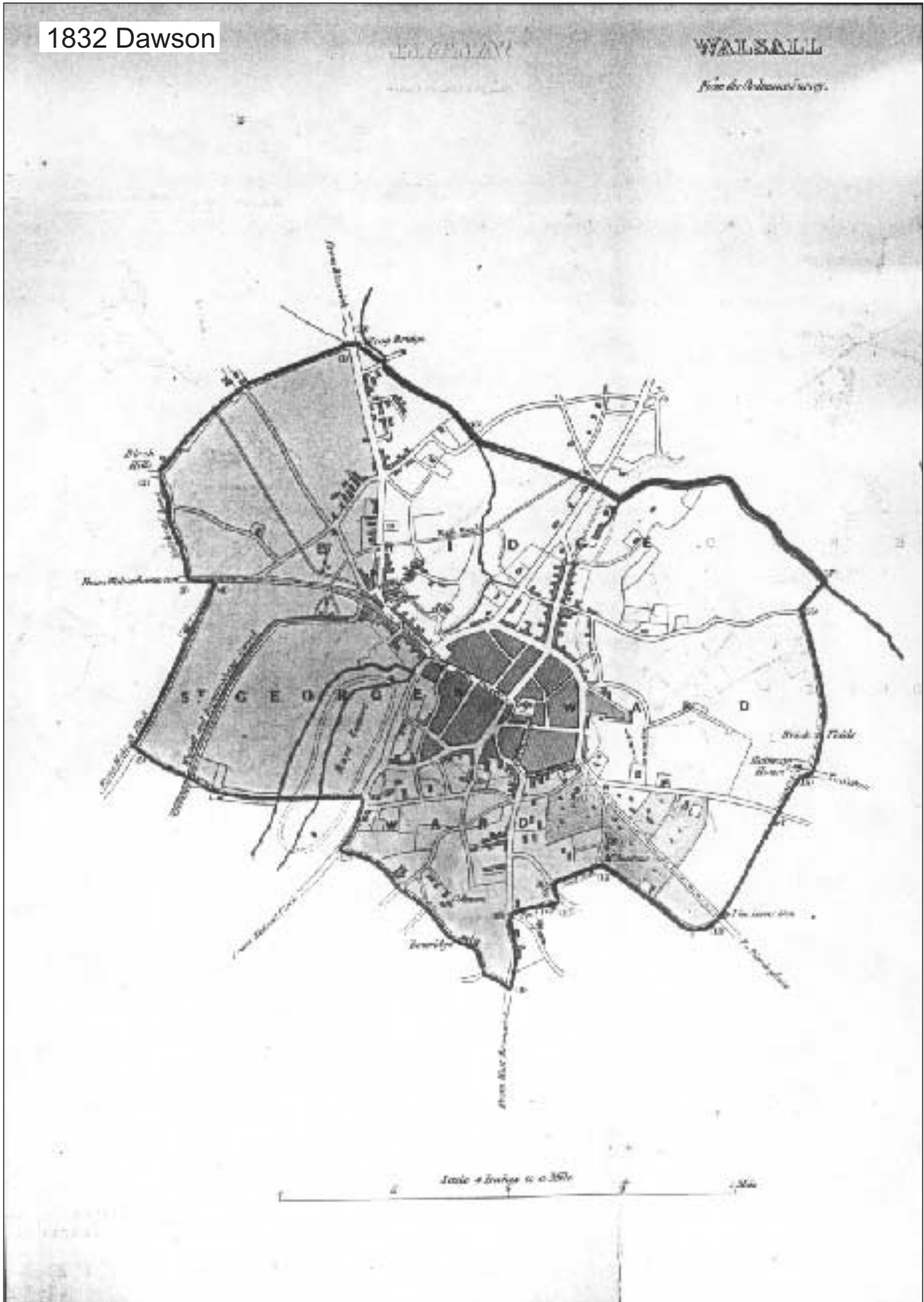


Fig.7



Fig 8

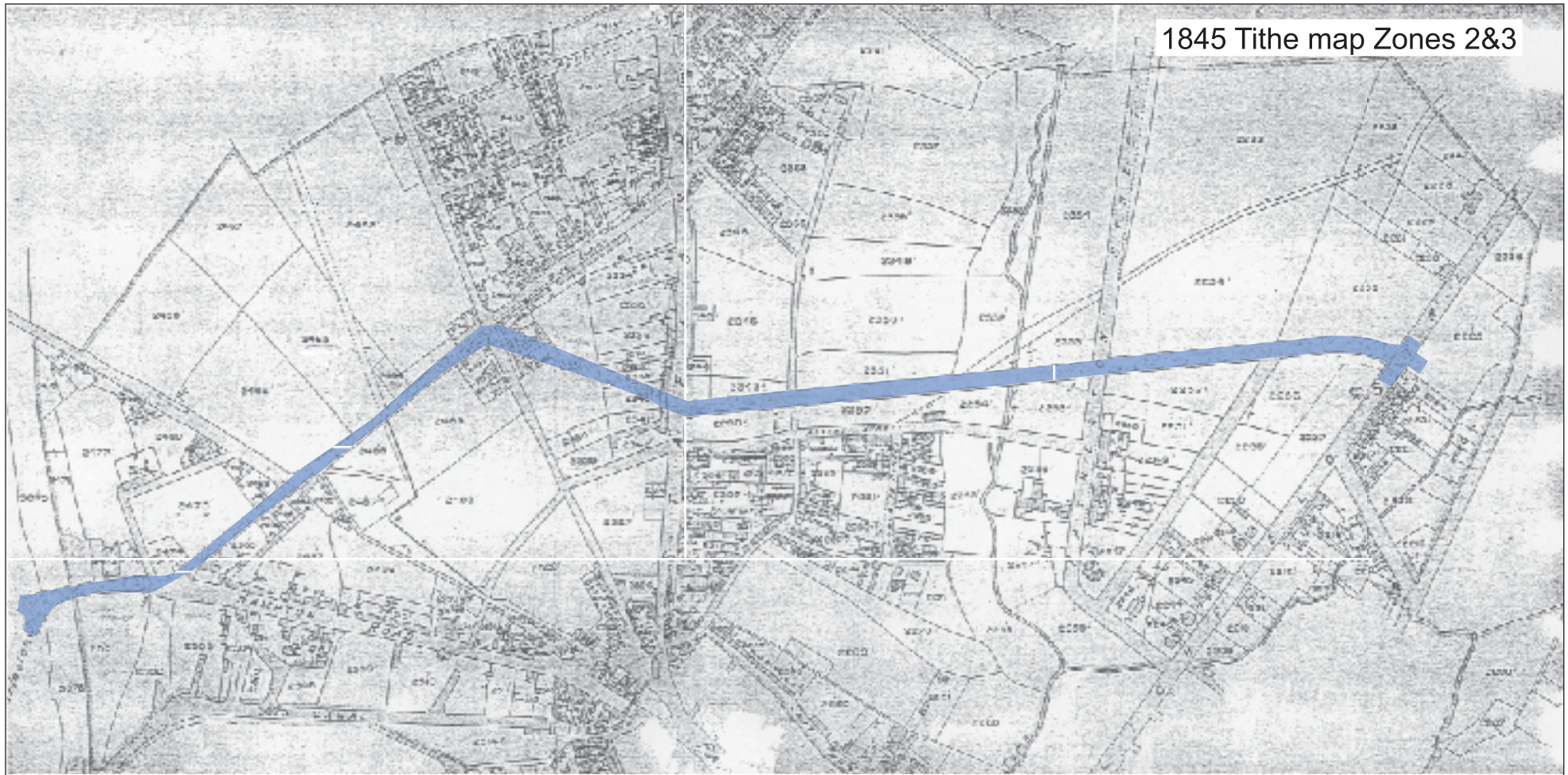


Fig.9



Fig.10



Fig.11

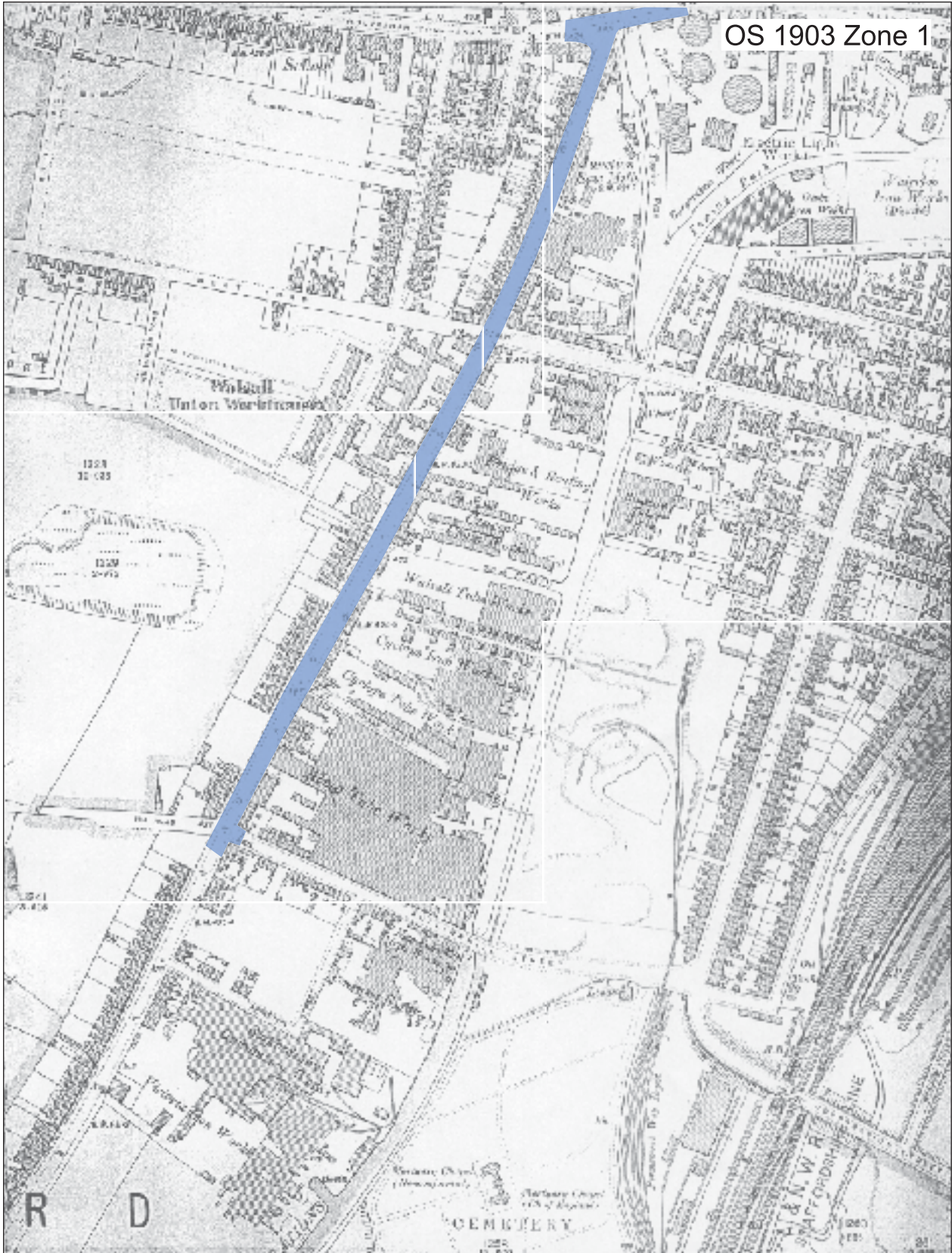


Fig. 12



Fig.13

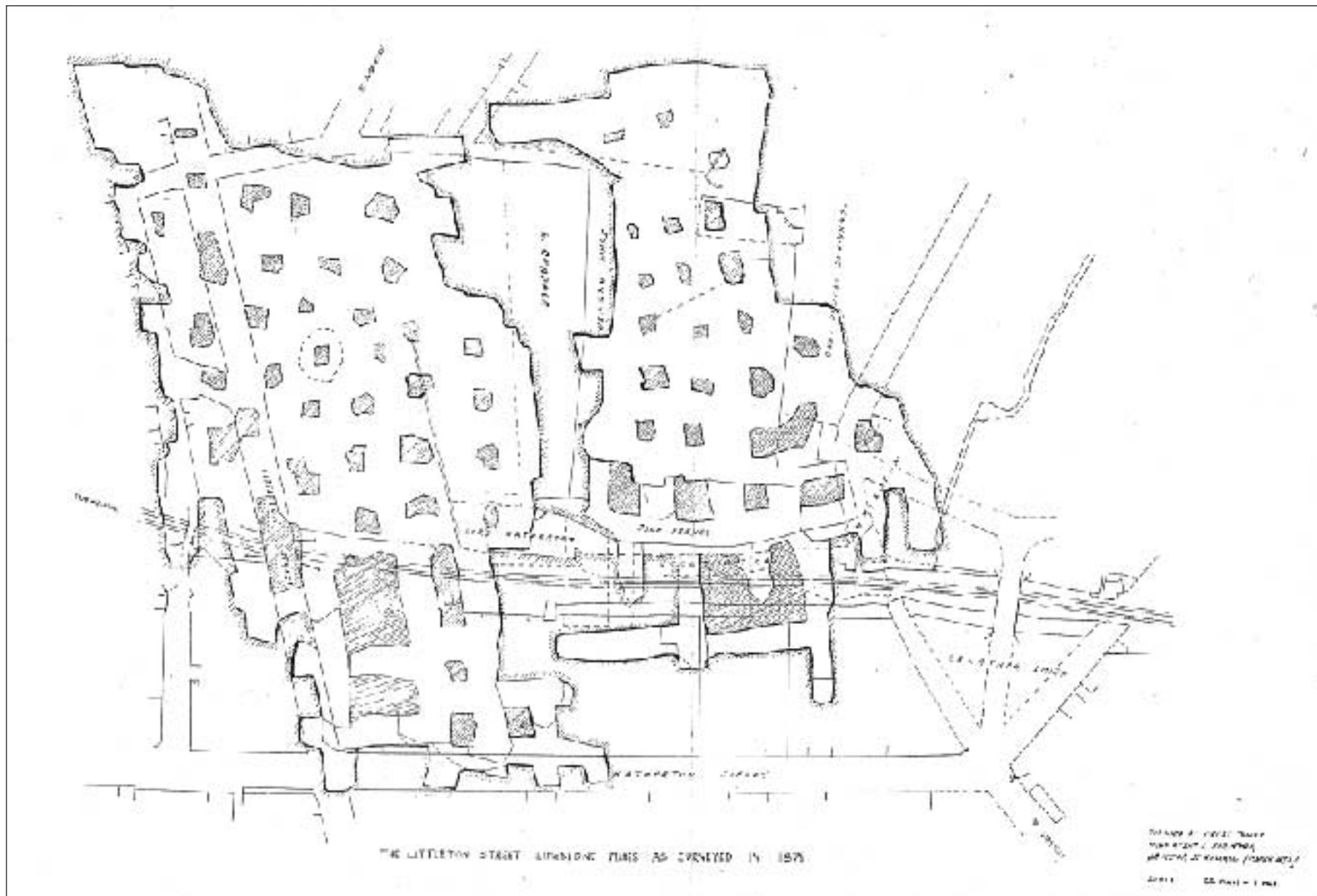


Fig. 14 (after Green, 1977)



Plate 1: The Forge and Fettle.



Plate 2: Elite Photography.



Plate 3: Former Workhouse Board of Guardian's office.



Plate 4: Bridgeman House.



Plate 5: 87 Pleck Road.



Plate 6: Afro-Caribbean Centre.



Plate 7: The Orange Tree.



Plate 8: The Albion Flour Mill.



Plate 9: Littleton Street Youth and Community Centre.t



Plate 10: The Leather Museum.



Plate 11: The Fitter's Arms.



Plate 12: Former Albion Tannery.



Plate 13: Littleton Arms and attached industrial buildings.



Plate 14: Arboretum Garden and Clock Tower.



Plate 15: Queen Mary's High School.