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PN1880



UNIVERSITY OF
BIRMINGHAM

Mansell Construction Services Ltd

Regional office
Wollaston Road
Amblecote
Stourbridge

ARCHAEOLOGICAL
DESK-BASED ASSESSMENT
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Project No. 1880

October 2008

Mansell Construction Services Ltd.,

Regional Office, Wollaston Road, Amblecote, Stourbridge

ARCHAEOLOGICAL DESK-BASED ASSESSMENT

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BIRMINGHAM ARCHAEOLOGY

for

Glancy Nicholls Architects

on behalf of

Mansell Construction Services Ltd.

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**Mansell Construction Services Ltd.,
Regional Office, Wollaston Road, Amblecote, Stourbridge**

Archaeological Desk-Based Assessment, October 2008

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**Mansell Construction Services Ltd.,
Regional Office, Wollaston Road, Amblecote, Dudley MBC**

Archaeological Desk-Based Assessment, October 2008

SUMMARY

Birmingham Archaeology was commissioned in October 2008 by Glancy Nicholls Architects, acting on behalf of Mansell Construction Services Ltd., to undertake an archaeological desk-based assessment of a site at Mansell Construction Service Regional Office, Wollaston Road, Amblecote, Stourbridge, West Midlands (NGR SO 8959 8556).

The assessment comprised a search of the readily accessible documentary and historic cartographic sources and a site walkover including the inspection and assessment of standing buildings. The research was carried out in order to gain an understanding of the archaeological and historical development of the development site, and to make an assessment of its archaeological significance and potential. The results of the current assessment will be used to help in the decision making process in respect of the future redevelopment of the site as the Regional Office of Mansell Construction Services Ltd.

The proposed development site does not appear to have been developed or built upon before the mid/late 19th century, despite the early construction of the Stourbridge Branch Canal in the late 18th century and the early presence of a canal wharf and ropewalk. Cartographic evidence indicates the industrial development of the site from the late 19th century onwards, with the erection of a series of small industrial buildings. Notably, from the early 20th century on, the site was occupied by the local building firm of A.H. Guest Ltd. who experimented in the construction of concrete boats during and immediately after World War One. None of the late 19th or early 20th-century buildings survive on the site, those structures that do survive post-date 1950 and are thus of limited historical value and no inherent architectural merit.

The assessment has established, however, that the development site lies partly within the designated Stourbridge Canal (Amblecote) Conservation Area and the stipulations of DMBC's relevant Conservation Area Management Proposals are highlighted. In particular the preference of any scheme that would seek to soften a development's impact upon the canal and to reflect the historical importance of the canal and associated wharf structure to the evolution of the area is emphasized.

Mansell Construction Services Ltd., Regional Office, Wollaston Road, Amblecote, Stourbridge

Archaeological Desk-Based Assessment, October 2008

1. INTRODUCTION

1.1. Background to the project

- 1.1.1. In October 2008, Birmingham Archaeology carried out an archaeological desk-based assessment (DBA) in support of a planning application for the proposed commercial redevelopment of a site at Wollaston Road, Amblecote, Stourbridge, West Midlands. Specific proposals relate to the re-siting of the regional offices of Mansell Construction Services Ltd., currently housed in buildings occupying the eastern side of the proposed development site. The assessment was commissioned by Glancy Nicholls Architects, acting on behalf of Mansell Construction Services Ltd.
- 1.1.2. This report outlines the results of the assessment, which has been prepared in accordance with the Institute for Archaeologists *Standard and Guidance for Archaeological Desk-Based Assessment* (IfA, 2001).
- 1.1.3. The assessment conformed to a Written Scheme of Investigation (Birmingham Archaeology, 2008; Appendix 1) which was approved by the Local Planning Authority in advance of implementation.
- 1.1.4. This report has been prepared based upon information current and available as of 23rd October 2008. Details of archaeological terms used in this report are given in the glossary appended as Appendix 2.

2. LOCATION AND GEOLOGY

2.1. Site location

- 2.1.1. The proposed development site is located on the north side of Wollaston Road, Amblecote, Stourbridge, West Midlands and is centred on NGR SO 8959 8556 (Figure 01).
- 2.1.2. The development site covers a total area of 0.4ha and is bounded to the south by Wollaston Road, to the west by the Stourbridge Branch Canal, to the north by the rear of gardens of properties fronting Platts Crescent and to the east by the Little Pig public house and associated car parking (Figure 02). It retains a total of five brick-built structures to the west, all of which, from an examination of historic mapping, would appear to date to after c.1950. To the north-east, the site is occupied by the current offices of Mansell Construction Services Ltd., which date to 1965/1987. The remaining area is laid predominantly to tarmac and used for car parking.
- 2.1.3. For the purposes of the current assessment, a buffer zone of 200m around the development site boundary has been included to place the site within its immediate archaeological and historical context (Figures 3 and 4). The development site and buffer zone together are referred to hereafter as the 'study area'. Where relevant, sites located beyond the study area have been included,

where they have been shown to be of direct significance to the understanding of the study area within its local context.

2.2. Geology

2.2.1. The underlying geology of the study area comprises bedrock of the Kidderminster Sandstone Formation in the northern half of the site and the Wildmoor Sandstone Formation in the southern half, all overlain by artificial made ground. Nearby coal-measures and beds of fireclay are significant features of the region. The development site occupies some of the more low-lying land in this area, being located adjacent to the Stourbridge Branch canal and close to the line of the Coalbourne Brook, the latter having been culverted and apparently running through the western section of the site.

2.3. Statutory designations

2.3.1. The assessment has revealed that the development site contains no scheduled ancient monuments (SAMs), statutory or locally listed buildings, though it is partially included within the Stourbridge Branch Canal Conservation Area (DMBC 2007, 35; fig 28).

2.3.2. Beyond the development site, the wider study area includes three statutory listed buildings/structures all of post-medieval date; two relate to the late 18th-century Dennis Hall (DMBC HBSMR 885 and 892), the other being Harlestones House (DMBC HBSMR 891), an early 19th-century house which formed part of the Coalbournhill glassworks complex. The only locally listed building in the study area is the Tram Depot of the former Kinver Light Railway (DMBC HBSMR 4117).

3. AIMS AND OBJECTIVES

3.1. General aims and objectives

3.1.1. The general aim of the archaeological desk-based assessment, as stated within the WSI, was to collate existing archaeological and historic information relating to the proposed development site and its immediate environs and establish its historic context.

3.1.2. The objective of the project was to gain an understanding of the archaeological and historical development of the development site and wider study area, and thereby assess the potential for the survival of below-ground archaeological remains.

3.1.3. A further objective was to assess the necessity for and nature of any further stage of archaeological recording that may be needed by way of mitigation in advance of development.

3.2. Project-specific aims and objectives

3.2.1. A specific aim of the assessment was to investigate the historical relationship between the development site and the adjacent Stourbridge Branch Canal, which dates to 1776-9, so as to allow for an informed evaluation of any proposed development scheme to be made within an established historical context.

4. METHODOLOGY

4.1. Documentary research

4.1.1. A search was made of all relevant and readily available published and unpublished documentary source material, including historic maps and photographs of the site, held by the Dudley Archives and Local History Service, Coseley, the local studies sections of the Dudley and Stourbridge public libraries and the libraries of the University of Birmingham. The Dudley Metropolitan Borough Council Historic Buildings, Sites and Monuments Record (HBSMR), the principal source of archaeological data for the Borough, was also consulted.

4.2. Site Assessment

4.2.1. Subsequent to the completion of initial archival research as outlined in section 4.1 above, a walkover survey of the development site was undertaken to assess current conditions, including a rapid evaluation of the standing structures on the site, and to assess the potential for below ground archaeology.

5. ARCHAEOLOGICAL AND HISTORICAL CONTEXT

This section of the assessment summarises the known archaeological and historical development of the study area within the context of the development of Amblecote and study area as a whole; the development of the development site itself is described in more detail in Section 6 below.

5.1. Known archaeological sites

5.1.1. A total of twenty entries are registered on the Dudley MBC HBSMR within the study area; though none are located within the development site itself. These are summarised in tabulated form below and locations are illustrated in Figure 03.

TABLE 1: Sites registered with the Dudley Metropolitan Borough SMR within the Development Site and wider Study Area (see Figure 03).

SMR Ref. No.	Type*	Site name/description	NGR	Period/Date
DMBC 7589	AS	Coalbournbrook Fishponds	SO 88576 84379	Medieval
DMBC 5865	AS	Stourbridge Branch Canal	SO 89627 85408	Post Medieval
DMBC 10175	HB	Canal Cottage	SO 88262 84291	Post Medieval
DMBC 4834	AS	Site of Wollaston Road Glasshouse	SO 8965 8558	Post-medieval
DMBC 4117	LLB	Tram Depot of Kinver Light Railway	SO 89740 85555	Post-medieval
DMBC 10174	HB	34-36 High Street	SO 88386 84269	Post-medieval
DMBC 4838	AS	Site of Coabournbrook Glassworks	SO 8959 8549	Post-medieval
DMBC 4806	AS	Coalbournhill Glassworks	SO 8968 8546	Post-medieval
DMBC 4712	AS	Site of Wollaston Mill	SO 89527 85396	Post-medieval
DMBC 891	LB	Harlestones House	SO 89718 855476	Post-medieval
DMBC 12279	HB	Sankey House	SO 8980 8535	Post-medieval
DMBC 7133	HB	102-111 High Street	SO 89812 85317	Post-medieval
DMBC 7160	HB	Hospital Lodge and Gate	SO 89872 85238	Post-medieval
DMBC 4835	AS	Site of the Platts Glassworks	SO 8948 8574	Post-medieval
DMBC 4808	AS	Site of Parkfield Glassworks	SO 8967 8575	Post-medieval
DMBC 4807	AS	Site of Dennis Glassworks	SO 8985 8578	Post-medieval
DMBC 885	LB	Dennis Hall	SO 89866 85730	Post-medieval
DMBC 892	LB	Dennis Lodge	SO 89612 85810	Post-medieval
DMBC 7664	HB	The Hill/Corbett Hospital	SO 89836 85387	Post-medieval
DMBC 12280	HB	Summerhouse in the garden of 113 Coalbourne Lane	SO 8978 8543	Post-medieval

*Site Classification: AS: Archaeological Site LB: Listed Building
 HB: Historic Building LLB: Locally Listed Building

5.2. Early development

- 5.2.1. Very little is known about the function, development, or settlement of the study area prior to the medieval period. There is anecdotal evidence that an Iron Age or Bronze Age earthwork stood on the highest point of ground overlooking the Stour Valley (www.amblecote.org/History), however any archaeological evidence, along with the remains of the later medieval manor house, were “swept away during open-cast mining in the mid 20th-century” (ibid).
- 5.2.2. Placename evidence suggests that Amblecote is Anglo-Saxon in origin, deriving perhaps from Amela’s Cot, Amela being an Anglo Saxon name and Cot meaning cottage or settlement (Ekwall, q.VCH 1984, 49). However, the first written record of Amblecote was in the Domesday Book where it is mentioned as *Elm-le-cote*, which may suggest a wooded settlement. Amblecote was previously a manor in the ownership of the Anglo-Saxon Earl, Algar (www.amblecote.org/History).

5.3. The medieval period

- 5.3.1. The medieval settlement in the Amblecote area focussed on the main Wolverhampton to Stourbridge road (the modern A491), with settlement of the ‘Platts’ to the north of the study area occurring by the late 12th or early 13th century and at Holloway End, to the southeast, by 1540 (VCH 1984, 49).
- 5.3.2. The settlement at Amblecote grew very slowly throughout the medieval and early post-medieval periods. At the time of the Domesday Book its population was seven, and by the mid 16th-century this had increased to 10/12 people (VCH 1984, 49).
- 5.3.3. The only medieval entry in the DMBC HBSMR within the study area is for the Coalbournbrook fishponds (HBSMR 7589) which are recorded as a series of fish ponds to the south of Dennis Hall on the Coalbourne Brook in the 1839 Tithe Map.

5.4. The post-medieval and modern periods

- 5.4.1. By the 16th century, the exploitation of the coal measures and clay beds in the area surrounding Amblecote was well established. Indeed, in the 17th century the fireclay found at Amblecote was considered to be the finest in the country (VCH 1984, 49). The increase in Amblecote’s size and fortunes is perhaps best statistically exhibited in its population figures; in 1641 it was a small settlement of 118 people, however as the Industrial Revolution took hold the population rose sharply to 1,002 people in 1801, and 3,128 in 1907. A cursory examination of the DMBC SMR entries for the study area shows that the vast majority of these are post-medieval in date (see Table 1). The settlement became characterised by numerous types of industrial enterprises most notably glassworks, and by the large houses of those pioneering entrepreneurs who chose Amblecote and Stourbridge as the location for their industrial ventures.
- 5.4.2. Aligned with the presence of quality raw materials and resources in shaping Amblecote’s industrial expansion and development was the Stourbridge Canal, built by Thomas Dadford junior, a principal assistant to James Brindley, between 1776 and 1779. The construction of the canal ensured that Amblecote’s wares could be exported to the wider Black Country and beyond, and, perhaps just as importantly, that essential raw materials could be imported for use in Amblecote’s multitudinous industrial enterprises.
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- 5.4.3. The Stourbridge Canal was one of the earliest 'feeder' or branch canals built in the late 18th-century to connect a manufacturing district with the newly established and growing trunk canal network (Dudley MBC 2007, 4.2). It was just over 10 ½ miles in length and cost c. £38,000 to complete. Such was the success of the canal that by the 1850s there were 17 blast furnaces (serving 6 ironworks), 2 brickworks, 4 major collieries, and countless other industries served by the canal "providing plenty of traffic" at a time when "the Black Country was the workshop of the world" (ibid).
- 5.4.4. Unusually, the Stourbridge Canal continued to prosper despite the Railway and Canal Traffic Act of 1888 and beyond into the 20th century (ibid). However, by the 1920s the industries it once served were in decline, and use had decreased to such an extent that commercial traffic ceased in the 1950s. Restoration works in the early 1960s ensured that the canal continued to be navigable and avoided the "ignominy of closure" (ibid).

6. THE HISTORICAL DEVELOPMENT OF THE SITE

This section of the assessment describes the known archaeological and historical development of the proposed development site. It is based upon information current and available as of October 2008. Other areas of archaeological or historical importance, not presently recorded, may be identified during subsequent phases of field investigation.

6.1. Early development

- 6.1.1. There is no archaeological, historical, or documentary evidence for the use or function of the development site prior to the post-medieval period. As will be seen in Section 7 below, the first cartographic evidence for the development site in 1769 suggests that the site had, as yet, to be developed by that time.

6.2. Post-medieval and modern development

- 6.2.1. The post-medieval and modern evolution of the development site is perhaps best seen through the cartographic sources (see Section 7 below). Very little is known about the function or use of the proposed development site prior to the mid/late 18th-century when it is depicted as being undeveloped. It is likely that at that time it was a remnant of the open fields associated with the medieval manorial hall. Following the opening of the Stourbridge Canal in 1779 great changes took place within the landscape and various industries set up in the Amblecote area. Cartographic evidence suggests, however, that despite its canalside location and the creation of a wharf to the north of Wollaston Road in the late 18th century, the current site remained essentially undeveloped until the mid/late 19th-century. The earliest evidence for exploitation of the site comes from an early 19th-century map which suggests that the southern part of the site was occupied by a ropewalk in (see Section 7.1.5; Figure 8). Ropewalks tended to be quite ephemeral structures/enterprises at that time, very often not having any standing buildings at all, and the wharf is perhaps the only tangible physical evidence for this enterprise (a fact attested to by the lack of associated structures shown on the historic maps). Later in the 19th century, there is cartographic evidence for some form of industrial enterprise with a weighbridge being located adjacent to the wharf and a number of small structures on the site.
- 6.2.2. By the end of the 19th-century there is documentary evidence for the sites' use as a builders yard belonging to A.H. Guest; Kelly's Directory of 1912 listing one Albert Harry Guest as a builder at Coalbourne Brook, Amblecote. Despite trading

as a builder, the company of A.H. Guest is perhaps best remembered for its construction of experimental concrete barges during World War One. This type of boat "was typically built during wars when wood and steel were in very short supply" (<https://secure.waterscape.com/news/nid614>). In fact A.H. Guest built the oldest surviving concrete narrowboat in the world. This boat, a prototype, was built in 1918 at the end of World War One as a day boat for the Birmingham Canal Navigations (ibid); it has been restored and can be seen at the National Waterways Museum in Gloucester (Plate 1). Another example of one of Guest's concrete narrowboats is apparently built into the canal wall near Lock No. 13 within the Sixteen Locks Conservation Area in the stretch of the Stourbridge Canal to the north. It would seem that the company continued to operate from the site until the late 20th century, and were extending their premises there in 1988 (Business Report 1988, 28).

7. MAP REGRESSION

7.1. Early maps

- 7.1.1. The available early maps provide an excellent overview of the study area and development site from the mid/late 18th century onwards.
- 7.1.2. The first detailed cartographic representation of the Amblecote area was a map of 1769 by Robert Williamson (Figure 05). The map clearly shows that the development site had yet to be developed upon, apart from a small, rectangular-shaped building of unknown function just beyond its eastern boundary, where the current 'Little Pig' public house stands. The land was marked as belonging to Thomas Foley Esq. and it is clear that the Stourbridge Canal, had not yet been constructed. The area to the south of Wollaston Road includes two separate glassworks premises (Coalbournbrook and Coalbournhill), represented by two beehive-shape glass-cones and ancillary buildings. The map also illustrates the extent of development along High Street at that time.
- 7.1.3. The next detailed map of the area is John Snape's plan 1785 of the intended extension of the Dudley Canal into the Birmingham Canal (Figure 06). In this map the canal, principal roads and many of the industrial concerns within the Amblecote area are depicted. There is no evidence of any development within the development site, however, though the recently constructed Stourbridge Canal is clearly illustrated. The building to the east, seen on the previous map, is still present and another building appears to have been constructed immediately west of it. Neither of the glasshouses at Coalbournbrook to the south is annotated, although a circular mark may be taken to indicate the presence of a cone adjacent to the canal where the Coalbournbrook glassworks was located, with two rectangular blocks presumably representing associated glassworks buildings. These structures are set within a square land parcel adjacent to second rectangular plot which lies immediately to the southwest of the Wollaston Road and High Street junction (the location of the Coalbournhill works); a single rectangular structure is depicted within the latter land parcel.
- 7.1.4. A Plan of the Amblecote Area compiled in 1799/1800 (Figure 07) shows the urban area in more detail. An interesting development in the period since the previous map was the cutting of a wharf/basin/winding hole on the eastern side of the canal, immediately north of Wollaston Road bridge and extending into the western side of the development site. There is however no evidence for any structures or industry related to the construction of the wharf. Within the wider study area, there had been a number of developments. To the south of Wollaston Road, within the Coalbournbrook glass complex, a circular structure

(presumably a glass-cone) is shown in the northwest corner of the site, *i.e.* the Coalbournbrook Glassworks. Adjacent to this was the canal and what were presumably associated glassworks buildings. The remainder of the glassworks complex appears to have been undeveloped at that time. Other features of note within the wider study area include The Fish Public House at the junction of Amblecote High Street and Wollaston Road, to the east of the development site, and a turnpike to the north along the current Amblecote High Street. The area immediately north of the development site is marked as being in the ownership of a Mr Pidcock Esq.

- 7.1.5. An early 19th-century plan of Amblecote (Figure 08) depicts the river, canal, roads, field boundaries and structures, the names of some of the fields and their owners being labelled. Four separate plots are portrayed within the development site, of which the first, adjacent to the canal and wharf, comprises a long thin portion of land annotated 'rope walk field'. The area to the north of this was unannotated, whilst the eastern side of the development site was labelled as 'gardens'. The northernmost of the gardens belonged to a Mr Richard Grove Esq., the owner of the other is illegible. The glassworks to the south comprised a rectangular-shaped plot annotated as belonging to "Mr Insall", a corruption of 'Ensell', the owner of the Coalbournbrook glassworks. Three structures are depicted close to the canal bridge; one was rectangular, another L-shaped, and the third was evidently a glass-cone.
- 7.1.6. The final pre-Ordnance Survey map is the 1839 Tithe Map of the Parish of Amblecote (Figure 09). This map shows that the development site remained essentially unchanged since the previous map, except for the clear division of the land into two individual sections. In the wider study area, the Coalbournhill Glassworks to the south had outgrown the neighbouring Coalbournbrook Glassworks. This complex included a main glassworks building which is known to have had two glasscones, and a number of associated structures. To the east of the development site there had been further linear development along Amblecote High Street and to the north, the land and buildings of Mr Pidcock (see Section 7.1.5) was now known as 'The Platts'.

7.2. Ordnance Survey maps

- 7.2.1. The 1st Edition Ordnance Survey map 1885 (Figure 10) provides an excellent insight into the development of Amblecote since the previous detailed map produced in 1839. The development site remains divided into two distinct parcels of land, evident on the earlier map. The eastern side was occupied by a tree plantation, and the western portion by the canal wharf and what were presumably related industrial structures and a weighbridge. These buildings include a number of small rectangular-shaped structures along the northern boundary wall, two structures lining the boundary of the eastern side of this section and a single structure against the southern boundary. The function of these buildings is unknown apart from the weighbridge on the eastern side, which is annotated. On the western side of the canal bank immediately across from the development site was the Pumping Station of the Stourbridge Water Works. To the north of the development site, the area to the south of 'The Platts' appears to have been planted with semi-formal gardens, whilst the area to the north had been developed extensively with glassworks, gasometers, Iron Works, and a Methodist Chapel. Development along both sides of Amblecote High Street continued apace with expansion continuing eastwards. The glassworks area to the south of the development site continued to grow with a number of structures added since the previous map.

- 7.2.2. The Revised 1st Edition Ordnance Survey map 1903 (Figure 11) shows very little change from the 1st Edition map within the development site. The eastern portion of the site was no longer wooded and it is possible that this was cleared in preparation for future development. Within the wider study area the only major change was the construction of Platts Crescent to the south of 'The Platts'. The proposed road outline for this development, which can be seen on the previous map, had been laid out and lined with terraced housing arranged within a stylised crescent shape. To the west, further buildings had been constructed within the Stourbridge Water Works complex, including the extant Canal Cottage (HBSMR 10175). Another interesting development was the construction of the Kinver Light Railway following the line of Wollaston Road, which had opened in April 1901 (Perry 2001, 109).
- 7.2.3. The 2nd Edition Ordnance Survey map of 1920 (Figure 12) shows major changes within the development site. The eastern portion of the site was occupied by a saw mill together with a number of ancillary buildings. The western portion of the development site also experienced a number of changes including the construction of a building on the north side of the canal wharf, and a further building along the boundary with the eastern portion of the site. The erection of the latter necessitated the demolition of a smaller building seen on the previous map. Within the wider study area the Pumping Station of the Stourbridge and District Water Board had been extended, there had been further development on the southern side of Platts Crescent and further domestic buildings had been built adjacent to the glassworks to the south of Wollaston Road.
- 7.2.4. The 1st Edition NG Series Ordnance Survey map 1938 (Figure 13) shows further changes within the development site. The saw mill buildings appear to have been demolished and replaced by a number of larger buildings of unknown function. In addition there had been further infill development along the boundary between the east and west sides of the site. There were very few major changes within the wider study area apart from the dismantling of the Kinver Light Railway formerly running along Wollaston Road, which had closed in February 1930.¹
- 7.2.5. The 2nd Edition Ordnance Survey map 1965 (Figure 14) shows that the site had been transformed into a builder's yard. Despite this the canal wharf appears to be still extant and most of the buildings seen on the previous map were still standing. A number of small structures on the boundary between the east and west parts of the site had been replaced by a larger structure with ramp access to the south (the extant Building 5). An electrical substation had been constructed along the southern boundary of the site. Within the wider study area to the south, a building which had formed part of the Coalbournbrook Glassworks, had been marked 'Coalbournhill House'.
- 7.2.6. The small scale of the 1:10,000 NG Series Ordnance Survey Map 1995 (Figure 15) inhibits the identification of detail. However, despite this it is clear that much of, if not all of the site had been cleared in the interim period since the previous map with the exception of Building 5, first seen on the 1965 map. Significantly, the canal wharf had been infilled and new buildings constructed within the centre of the western section of the site. A number of significant changes appear to have taken place within the wider study area since the 1965 survey, including the demolition of the structure labelled 'Coalbournhill House', previously noted and the construction of a large 'works' building on the site of Wollaston Mills to the southwest of the development site.

¹<http://www.qlhs.org.uk/oracle/kinver-railway/kinver-railway.htm>

8. PREVIOUS ARCHAEOLOGICAL WORK

A summary of previous archaeological work within the development site and wider study area is given below together with a brief statement of their results.

8.1. Within the development site

- 8.1.1. The Dudley MBC Historic Buildings Sites and Monuments Record (DMBC HBSMR) does not record any known archaeological fieldwork events within the development site.

8.2. Within the study area

- 8.2.1. The DMBC HBSMR does not record any known archaeological fieldwork events within the wider study area (see Figure 2, Table 1). However, discussions with John Hemingway of Dudley MBC have revealed that a previous programme of archaeological intervention to the south of the development site at the former Coalbournbrook Glassworks site revealed what appeared to be part of a wharf structure adjacent to the canal (John Hemingway *pers comm*). In addition a recent archaeological evaluation at the site of Coalbournhill Glassworks revealed the remains of a 18th century brick glasscone (Candy, Kelleher, and Mitchell 2008).

9. SITE ASSESSMENT (WALKOVER SURVEY)

- 9.1.1. The development site covers a total area of 0.4ha and is centred on NGR SO 8951 8551 (Figure 2). It is bounded to the south by Wollaston Road, to the west by the Stourbridge Branch Canal, to the north by the rear of gardens of properties fronting Platts Crescent and to the east by the Little Pig public house and associated car parking. It retains a total of five brick-built structures to the west, all of which, from an examination of historic mapping, would appear to date to after c.1950. To the north-east, the site is occupied by the current offices of Mansell Construction Services Ltd., which date to 1965/1987. The remaining area is laid predominantly to tarmac and used for car parking.
- 9.1.2. Topographically there is a clear slope from east to west down towards the canal. The southern boundary of the site is marked by a historic brick and stone wall which, from a cursory inspection, would appear to contain three distinct phases of construction (Plate 2). Beyond this to the south is Wollaston Road, which is distinctly raised above ground level of the development site, as it approaches the Wollaston Road canal bridge. The northern boundary of the site is defined by sections of walling, and heavily overgrown areas of vegetation. The eastern boundary of the site is formed by an existing office building adjacent to a car sales yard and the 'Little Pig' public house. The western boundary of the site is formed by a low concrete block wall and the Stourbridge Canal (Plate 3).
- 9.1.3. There are a number of standing buildings within the development site. The eastern part of the site contains a mid/late 20th-century office building of Mansell Construction Services Ltd, brick-built of two storeys and occupying an 'L'-shaped (Plate 4). This building is proposed to be demolished in a future scheme of redevelopment works. To the west of this is a single-storey, flat-roofed prefabricated building of late 20th-century (Plate 5). In the western section of the site (Plate 6) are five disused buildings, also scheduled for demolition under the proposed scheme of works. **Building 1** (Plate 7) is a single storey red brick mid 20th-century workshop structure with a flat poured concrete roof and metal-framed windows. **Building 2** (Plate 8) is a mid/late 20th-century brick shelter

with a pitched corrugated roof. **Building 3** (Plate 9) is a mid/late 20th-century red brick warehouse structure with a pitched corrugated asbestos roof and metal-framed windows. **Building 4** (Plate 10) is a mid/late 20th-century red brick and weather-boarded single storey shed/workshop building with metal-framed windows and a low pitched felt covered roof. **Building 5** (Plate 11) is a mid/late 20th-century red brick stores pitched roof building with metal-framed windows.

10. DISCUSSION AND IMPLICATIONS

10.1. Archaeological potential of the study area

10.1.1. The present study has shown that there is limited archaeological potential within the development site, which would appear to have been essentially undeveloped until the early 19th century, when a canal wharf was cut into the western part. Despite its location adjacent to the Stourbridge Branch Canal of 1776/9, there does not appear to have been any major construction on the development site until the later years of the 19th century. When development did occur, it appears to have been industrial in nature, being occupied by the building firm A.H. Guest, probably from the final years of the 19th century on (Guests being first listed at Wollaston Road in Kelly's Directory of 1912). The site continued as a builders yard until the late 20th century when it was taken over by Mansell Construction Services Ltd. The standing buildings remaining on the development site, all of which post-date 1950, and are of limited historical interest and no inherent architectural or aesthetic value.

10.2. Possible impacts of development

10.2.1. As far as is known, it is unlikely that the proposed development will disturb or encounter any significant archaeological features or deposits.

10.2.2. However, the canal and associated wharf structure (infilled only in the late 20th-century) have been shown to represent significant features in the development of the site and their treatment should be carefully considered in the planning of any future development. With the western part of the development site lying within designated Stourbridge Canal (Amblecote) Conservation Area, any plan or design highlighting the former existence of this wharf would be highly preferable, and such a design would be consistent with the recommendations made in the Stourbridge Canals Conservation Area Character Appraisal and Management Proposals (Dudley MBC 2007). Section 12.5 of this appraisal pertains to 'Intrusive Canalside Development and Finishes' and recommends that the Council seek to ensure that any canalside development within the Conservation Area are accompanied by detailed landscaping schemes that soften a development's impact upon the canal. The Appraisal (Section 7.5) further highlights the fact that one of the canal's major negative features is the design of modern development, of both industrial and residential nature. The buildings currently occupying the proposed development site are an example of how the canal can be made a peripheral feature by inappropriate adjacent development. The importance of the canal and associated wharf to the evolution of the site should thus be reflected and highlighted within in any future scheme, thus ensuring that the impact of the development on the canal would be of a positive nature and that the development would be placed firmly within its historical context.

10.3. Suggested archaeological mitigation

- 10.3.1. Given the limited potential for archaeological deposits within the development site, it is not envisaged that any programme of archaeological works is required ahead of development by way of mitigation. However, depending on the future design proposals it may be useful to carry out an archaeological evaluation or watching brief during groundworks in order to locate the exact position of the historic canal frontage and wharf.
- 10.3.2. It should be noted that the comments made in the current report, and particularly those regarding suggested archaeological mitigation, are subject to review and revision by the DMBC Planning Archaeologist.

11. ACKNOWLEDGEMENTS

- 11.1.1. The project was commissioned by Glancy Nicholls Architects working on behalf of Mansell Construction Services Ltd.; thanks are extended to Gurdish Johal for their help and cooperation throughout the course of the project. Thanks are also due to John Hemingway for providing the HER date, and to the staff of the Dudley Archives and Local History Service, and the libraries of the University of Birmingham.
- 11.1.2. The historical research and site assessment were undertaken by Shane Kelleher of Birmingham Archaeology, who also produced the current report. Illustrations were the work of Helen Moulden and Shane Kelleher and the report was edited by Ric Tyler. The project was managed for Birmingham Archaeology by Shane Kelleher.

12. LIST OF SOURCES

12.1. Cartographic sources

- 1769 Robert Williamson's Map of Amblecote.
- 1785 John Snape's Plan of the Intended Extension of the Dudley Canal into the Birmingham Canal.
- 1800s Early 19th-century Plan of Amblecote.
- 1839 Tithe Map
- 1885 Ordnance Survey County Series 1:2500 map, 1st Edition.
- 1903 Ordnance Survey County Series 1:2500 map, 1st Revision.
- 1920 Ordnance Survey County Series 1:2500 map, 2nd Revision.
- 1938 Ordnance Survey National Grid Series 1:2500 map, 1st Edition.
- 1965 Ordnance Survey National Grid Series 1:2500 map, 2nd Edition.
- 1995 Ordnance Survey National Grid Series 1:10000 map.

12.2. Secondary sources

Birmingham Archaeology, 2008. *Written Scheme of Investigation for Archaeological Desk-based Assessment at Mansell Construction Services Ltd. Regional Offices, Wollaston Road, Amblecote.*

Business Report, 1988. *Celebrating the 90th Anniversary of A.H. Guest.*

Candy, J., Kelleher, S., Mitchell, W., 2008. *Archaeological Desk-based Assessment and Evaluation at Coalbournhill Glassworks, Amblecote.* Birmingham Archaeology Report no. 1859.

Department of the Environment (DoE), 1990. *Planning Policy Guidance Note 16: Archaeology and Planning*.

DMBC, 2007. *Conservation Area Character Appraisal and Management Proposals: Stourbridge Branch Canal (Amblecote)*.

Institute for Archaeologists, 2001. *Standard and guidance for archaeological desk-based assessment*.

Institute of Field Archaeologists, 2002. *Code of Conduct*.

Perry N, 2001. *A History of Stourbridge*. Phillimore, Chichester.

VCH 1984, *Victoria History of the County of Stafford* **20**

12.3. Trade directories

1912 Kelly's Directory

12.4. On-line sources

<http://www.geograph.org.uk/photo/621257>

www.amblecote.org/History

<https://secure.waterscape.com/news/nid614>

<http://www.qlhs.org.uk/oracle>

APPENDIX 2: GLOSSARY OF TERMS

Archaeological periods and date ranges

Period	Date range
<i>Prehistoric</i>	
Paleolithic	500,000 BC – 10,000 BC
Mesolithic	10,000 BC – 4,000 BC
Neolithic	4,000 BC – 2,400 BC
Bronze Age	2,400 BC – 700 BC
Iron Age	700 BC – AD 43
<i>Historic</i>	
Roman	AD 43 – AD 410
Anglo-Saxon/ Early medieval	AD 410 – AD 1066
Medieval	AD 1066 – AD 1539
Post-medieval	AD 1540 – AD 1900
Industrial Revolution	c.AD 1750 – AD 1825
Modern	AD 1901 - present

Statutory designations

Scheduled Ancient Monument (SAM)

'Scheduling' is the process through which nationally important sites and monuments are given legal protection. A schedule has been kept since 1882 of monuments whose preservation is given priority over other land uses. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent (SMC, see below) for any work to a designated monument.

Conservation Area (CA)

Conservation Areas are any areas of '*special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*' and are designated by Local Authorities. There are now more than 8,000 conservation areas in England. Designation introduces a general control over the demolition of unlisted buildings and provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area's special interest.

Listed Building (LB)

A 'Listed Building' is a structure that has been placed on the statutory lists of buildings of '*special architectural or historic interest*' compiled by the Secretary of State for Culture, Media and Sport on advice from English Heritage. When a building is listed, it is listed in its entirety, which means that both the exterior and the interior are protected. In addition, any object or structure fixed to the building, and any object or structure within the curtilage of the building, which although not fixed to the building, forms part of the land and has done so since before 1 July 1948, are treated as part of the listed building.

Locally Listed Building (LLB)

A Locally Listed Building is a building, structure or feature which, whilst not Statutorily listed by the Secretary of State, a local authority feels makes a significant contribution to the local environment and an important part of an area's heritage due to its architectural, archaeological significance or historical associations. Inclusion on a Local List does not give a building any statutory protection.

Registered Parks and Gardens

The *Register of Parks and Gardens of special historic interest in England*, compiled and maintained by English Heritage, currently includes nearly 1450 sites, divided into three grade bands. The majority of the sites identified through the *Register* as being of a sufficiently high level of interest to merit a national designation, are designated Grade II. Around 30% of the 1450 are considered to be of exceptional historic interest and are awarded a star giving them Grade II* status while a further 10% are of international importance, and are classified as Grade I.

Historic Battlefields

The English Heritage Register of Historic Battlefields identifies forty-three important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.

The planning process

Scheduled Monument Consent (SMC)

The Secretary of State must be informed about any work which might affect a monument above or below ground, and English Heritage gives advice to the Government on each application. In assessing each application the Secretary of State will try to ensure that damage done to protected sites is kept to a minimum. **Written consent must always be obtained before any work can begin.** Some development may also need planning permission.

Listed Building Consent (LBC)

Listed Building Consent (LBC) is required in order to carry out any works to a Listed Building which will affect its special value for listing purposes. This will almost certainly be necessary for any major works, but may also be necessary for minor alterations and possibly even repairs and maintenance. LBC may also be necessary for a change of use of the property. **It is a criminal offence to carry out work which needs listed building consent without obtaining it beforehand.**

The archaeological process

The principal stages for handling archaeology within the planning process, in line with the Government's *Planning Policy Guidance notes PPG 15 and PPG16* are:

- **Pre-determination:** desk-based assessment, archaeological evaluation;
- **Post-determination:** preservation *in situ*, preservation by record (excavation).

Stages of archaeological work

Written Scheme of Investigation (WSI)

Any programme of archaeological work will normally be undertaken in accordance with a Written Scheme of Investigation (WSI), clearly stating the scope and extent of work, the aims and objectives, and the methodology to be employed during the course of work. The WSI will be prepared by the contracted archaeological organisation and approved in advance of work by the archaeological officer of the relevant LPA.

Archaeological Desk-Based Assessment (DBA)

An archaeological desk-based assessment (DBA) constitutes a first stage, non-invasive assessment of the archaeological potential of a site, undertaken in advance of any development. Research will normally comprise a search of all readily available documentary and archival sources pertaining to a site combined with an on-site 'walkover' survey to assess surviving archaeological remains/ built heritage of the area.

Archaeological Evaluation

An archaeological evaluation is a limited programme of intrusive or non-intrusive fieldwork undertaken to establish the extent of survival of archaeological deposits within a site and to determine the character, date, state of preservation and potential significance of any buried remains. An evaluation is often required prior to the determination of a planning application for development and will normally be undertaken subsequent to a desk-based assessment. A variety of techniques may be employed including geophysical survey, fieldwalking, trial trenching and test pitting. The results of evaluation

will be used to establish the necessity for and determine the requirements of any further stage of archaeological work.

Archaeological Excavation

An archaeological excavation is a programme of controlled, intrusive fieldwork, normally undertaken by means of open area excavation, with the purpose of examining and recording archaeological deposits, features and structures identified by documentary research and/ or archaeological evaluation. Archaeological excavation will normally lead on to a programme of post-excavation analysis and publication.

Archaeological Watching Brief

An archaeological watching brief is a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons within an area or site where there is a possibility of archaeological deposits being disturbed or destroyed. Groundworks will normally be undertaken by a principal contractor under the supervision of an attending archaeologist.

Preservation in-situ

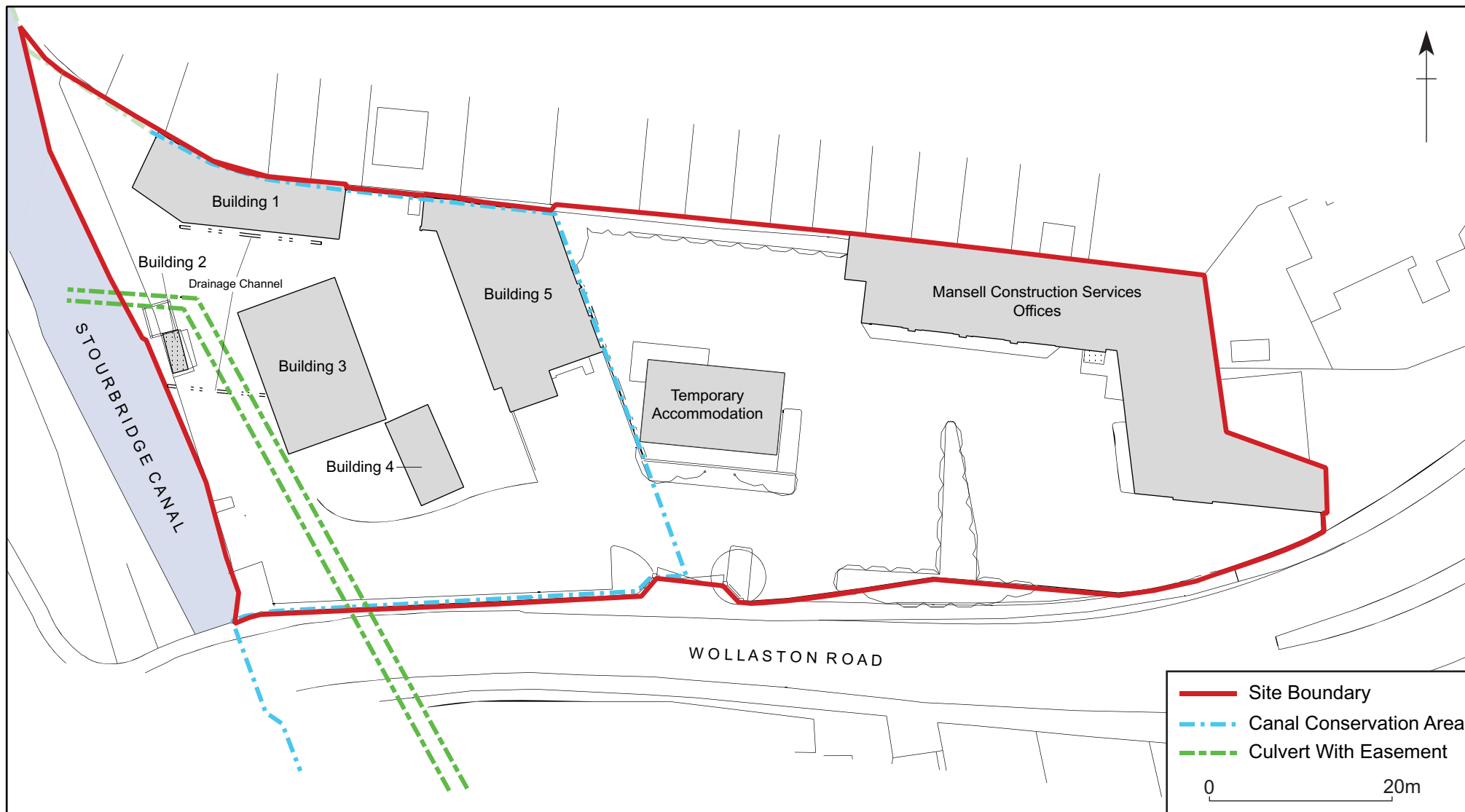
Foundation design to avoid or minimise impact on archaeology may be sought. This might include locating buildings to avoid archaeology; display of remains; sympathetic location of piled foundations and piling techniques; raising floor or ground beam levels; the routing of services; management of ground water. Landscaping and planting may also be constrained. Monitoring over a number of years after completion may be needed to assess if the preservation techniques have been successful.

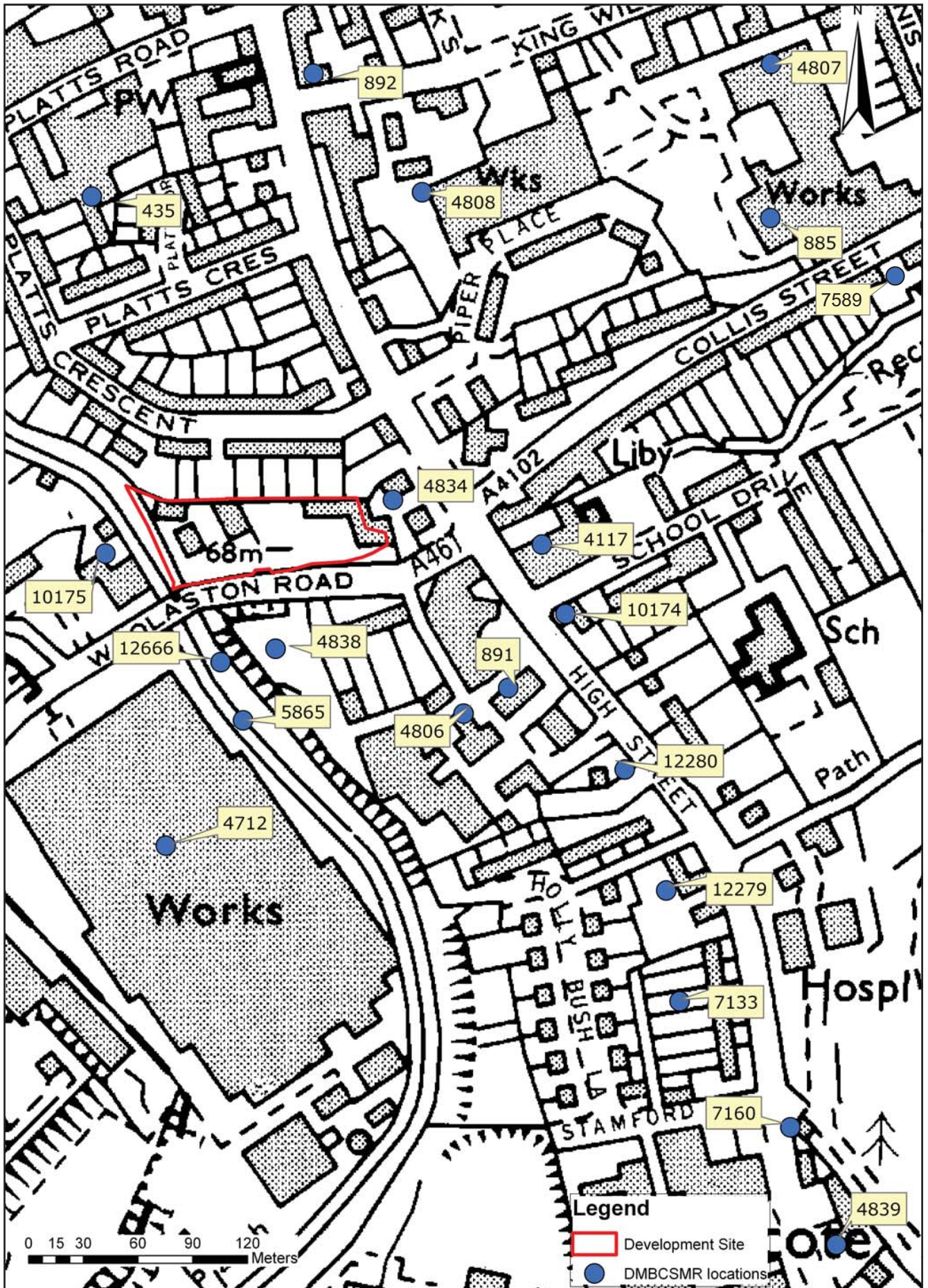
Historic Building Recording (HBR)

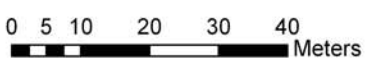
A Historic Building Record (HBR) is a programme of work intended to establish the character, history, dating, form and archaeological development of a specified building, structure or complex and its setting. A programme of historic building recording will often be required as a condition of planning consent/ listed building consent, to be taken in advance of (pre-determination) and/ or during building refurbishment/ alterations/ demolitions (post determination).

HBR can be undertaken to a range of different levels (Levels 1 – 4 as defined by English Heritage) dependent upon the significance of the building under consideration and the extent of the proposed works.



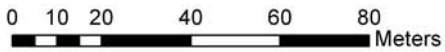
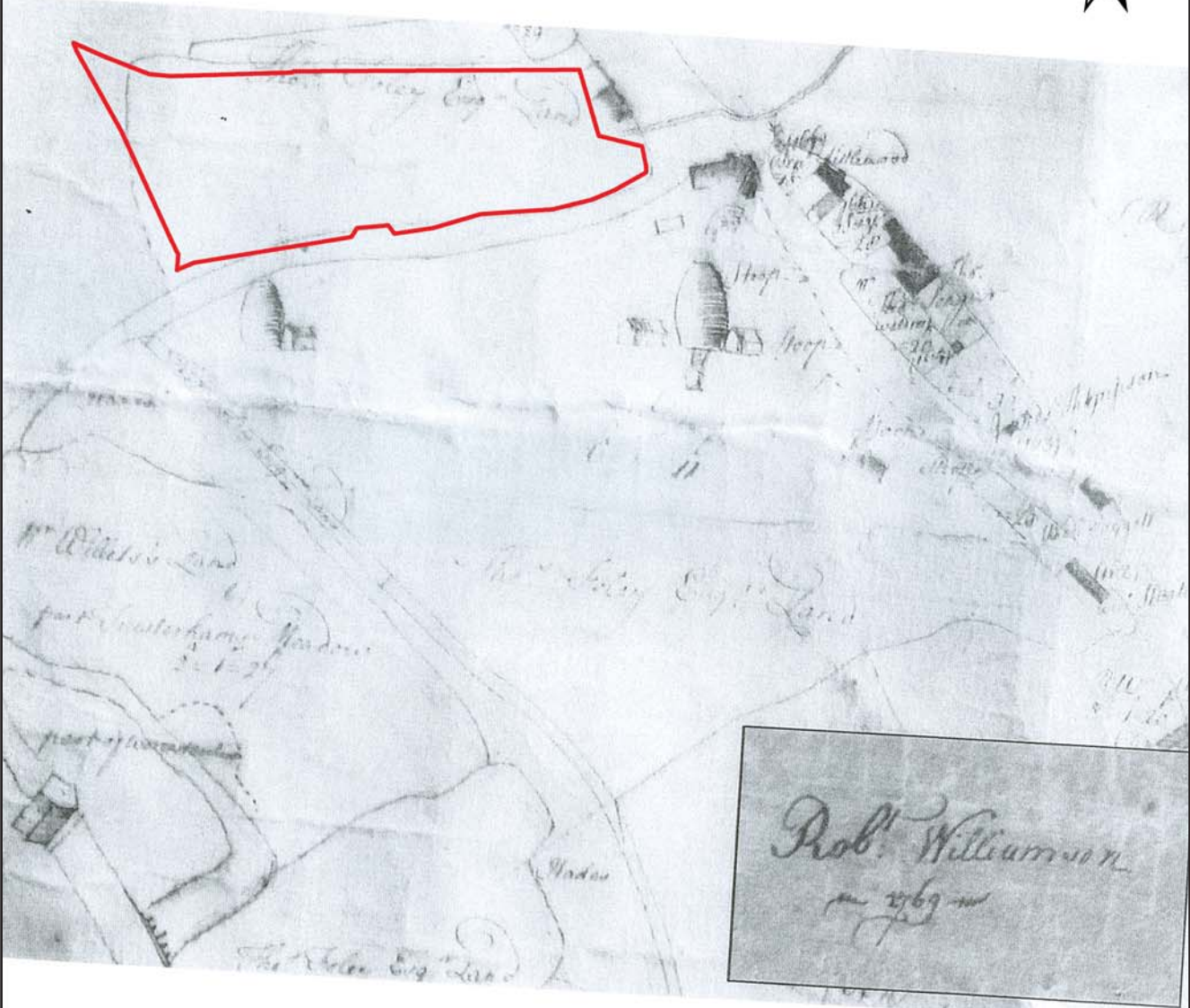






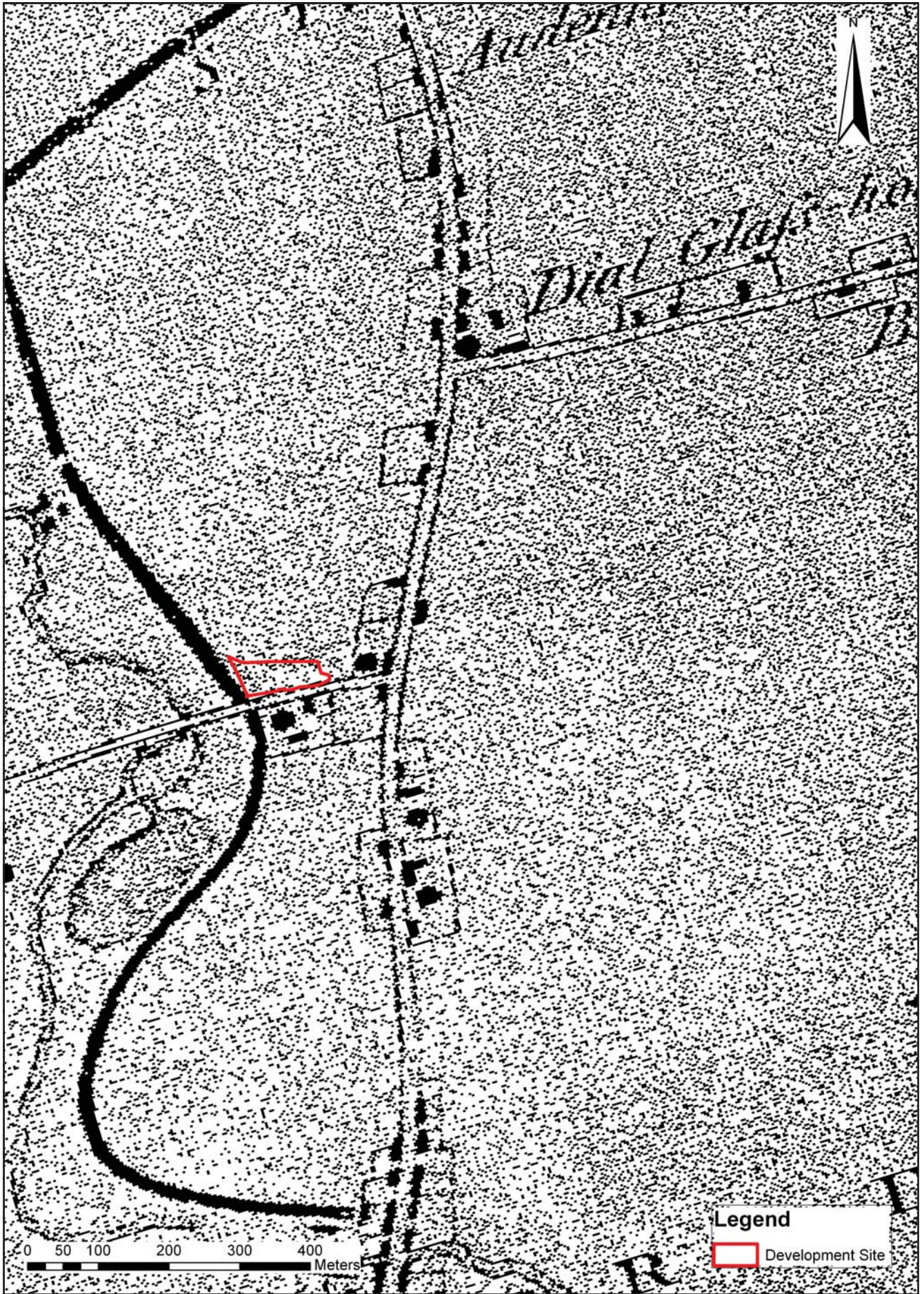
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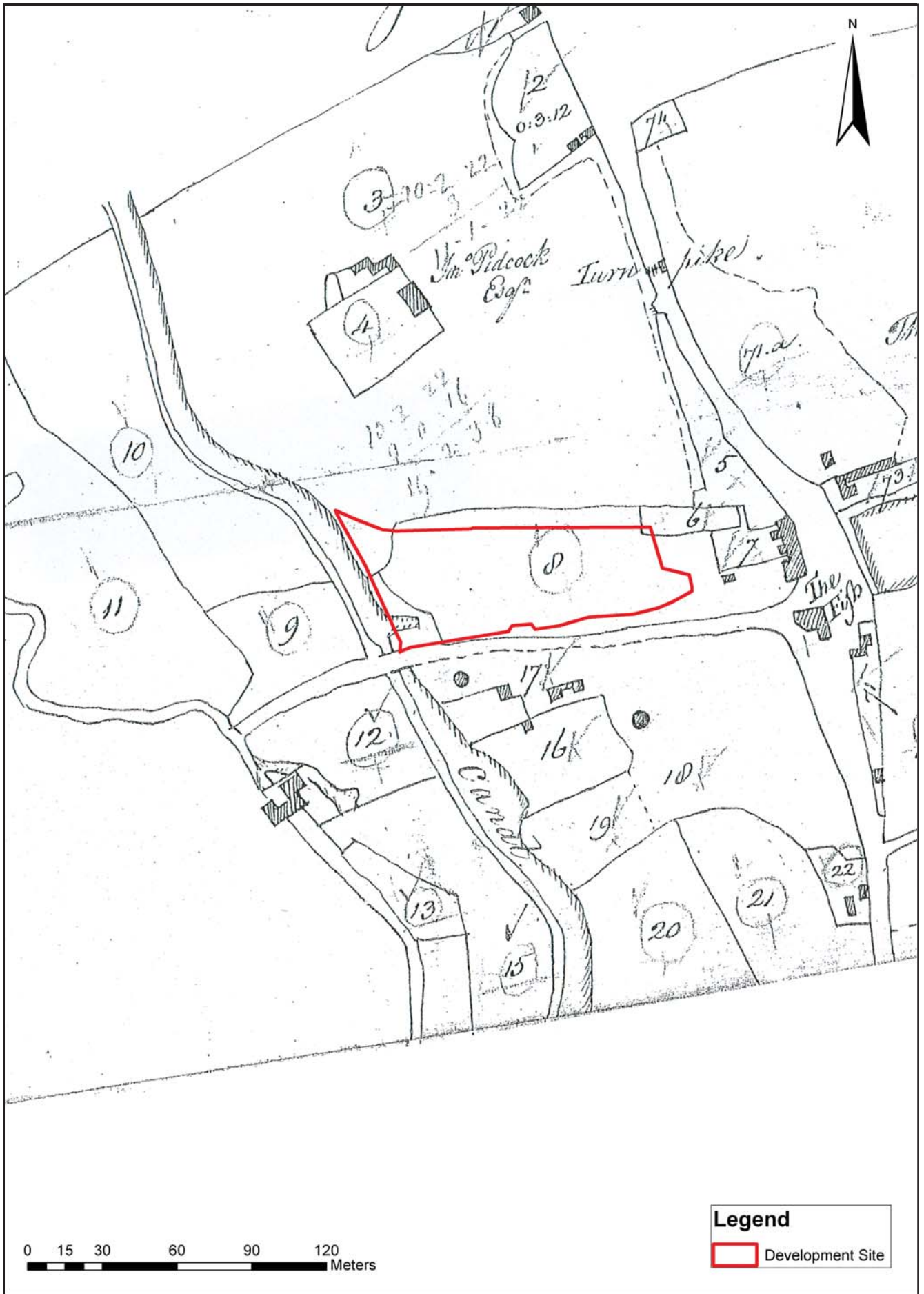
Development Site

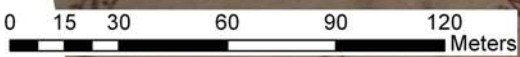
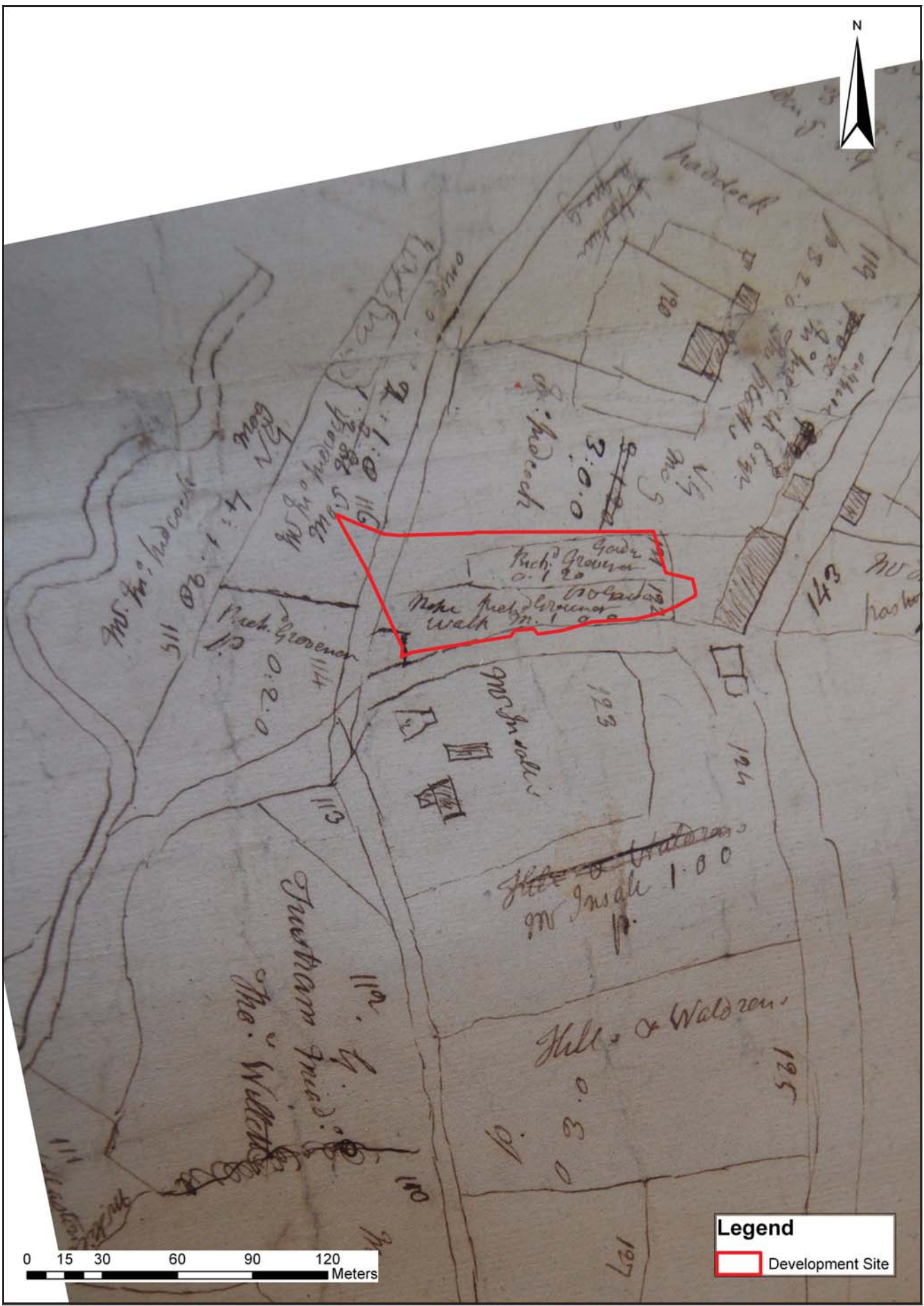


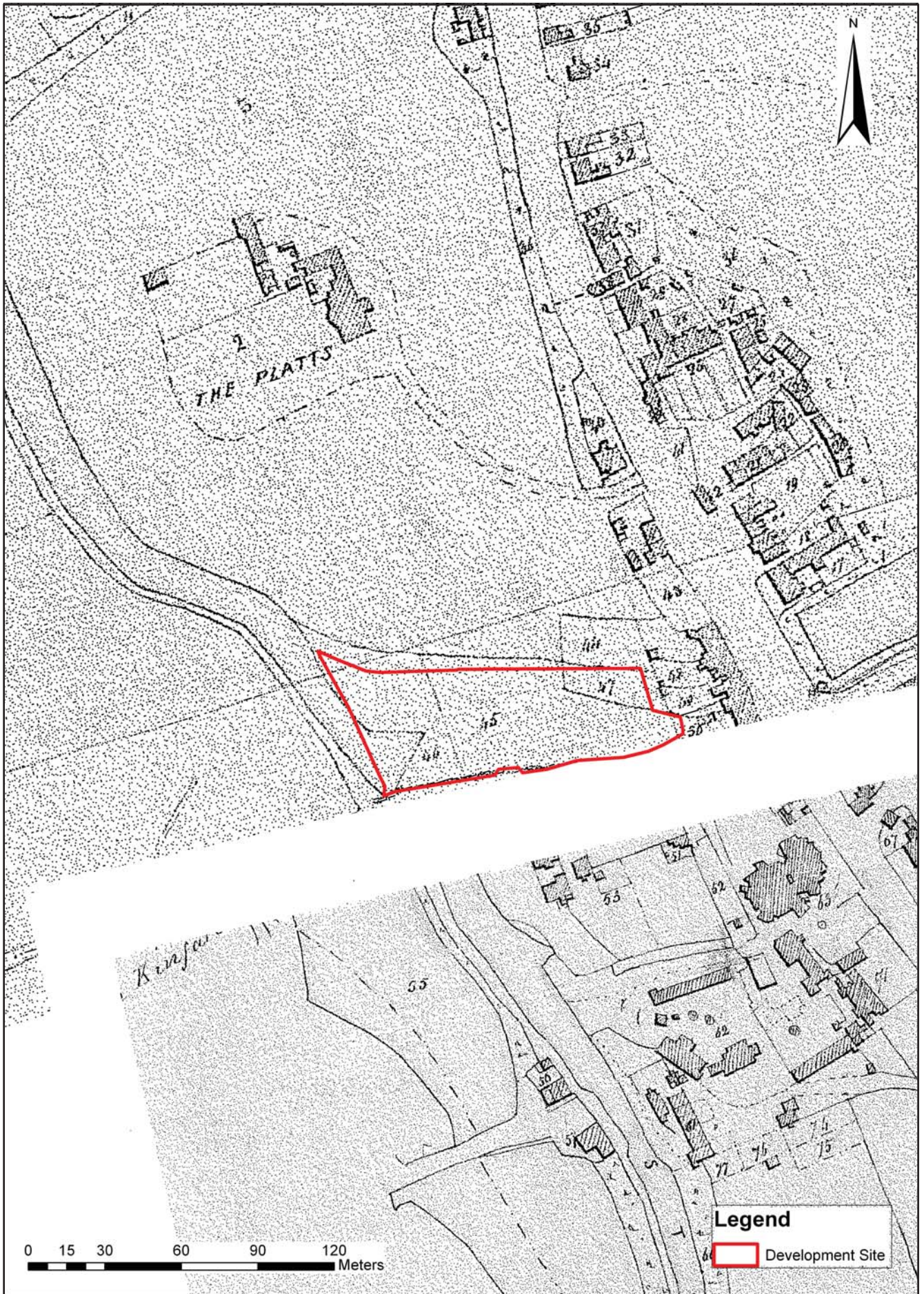
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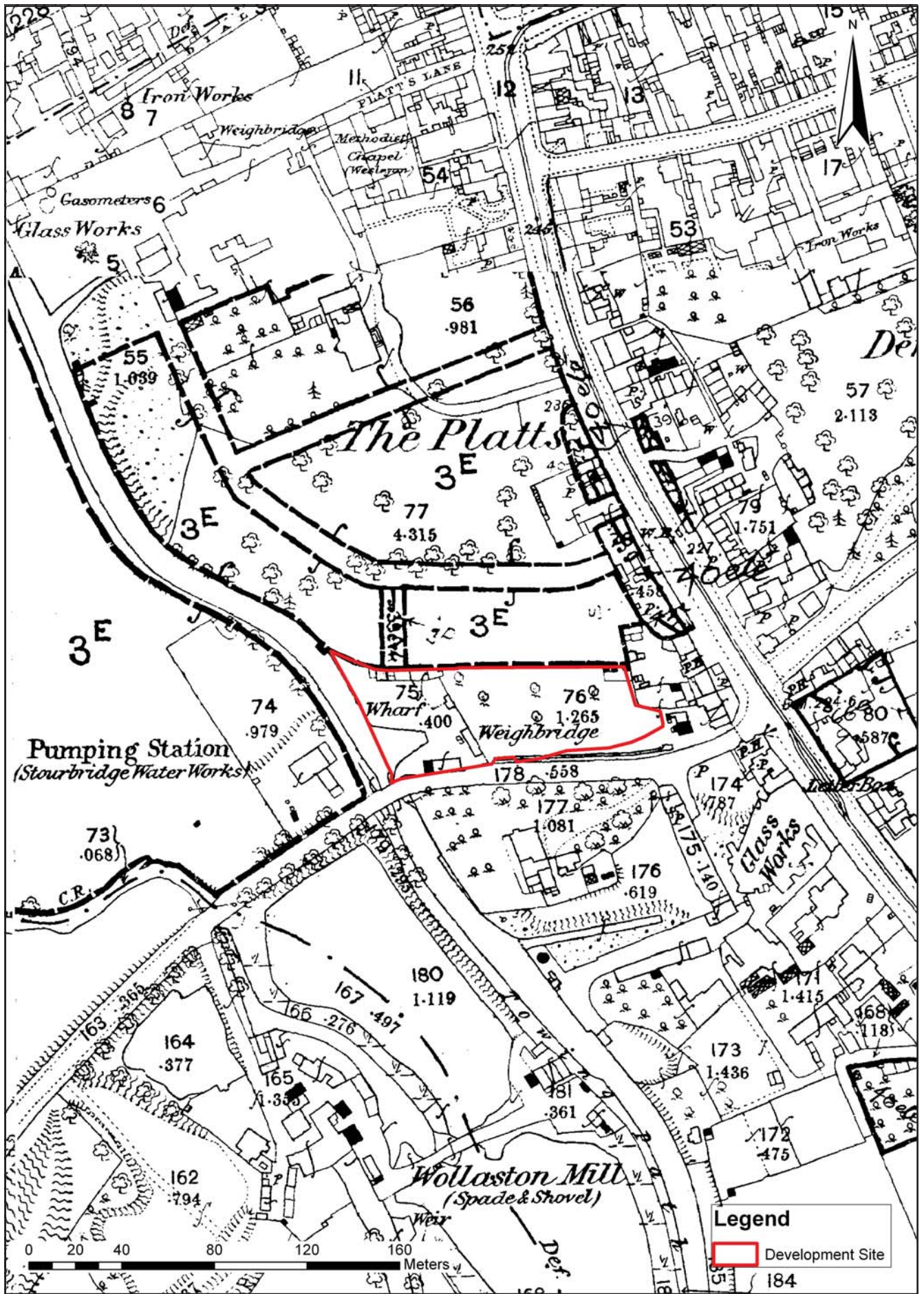
 Development Site

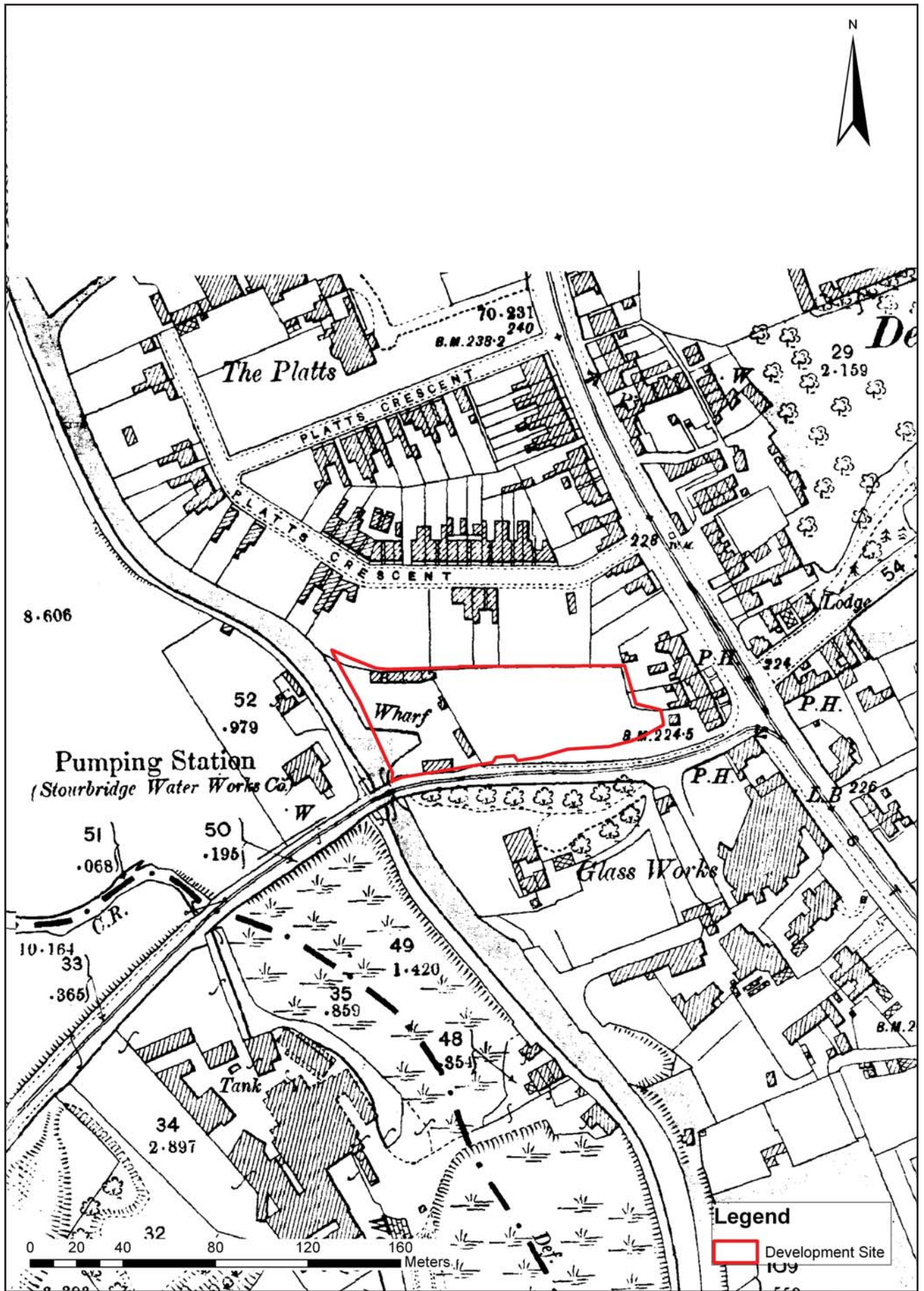


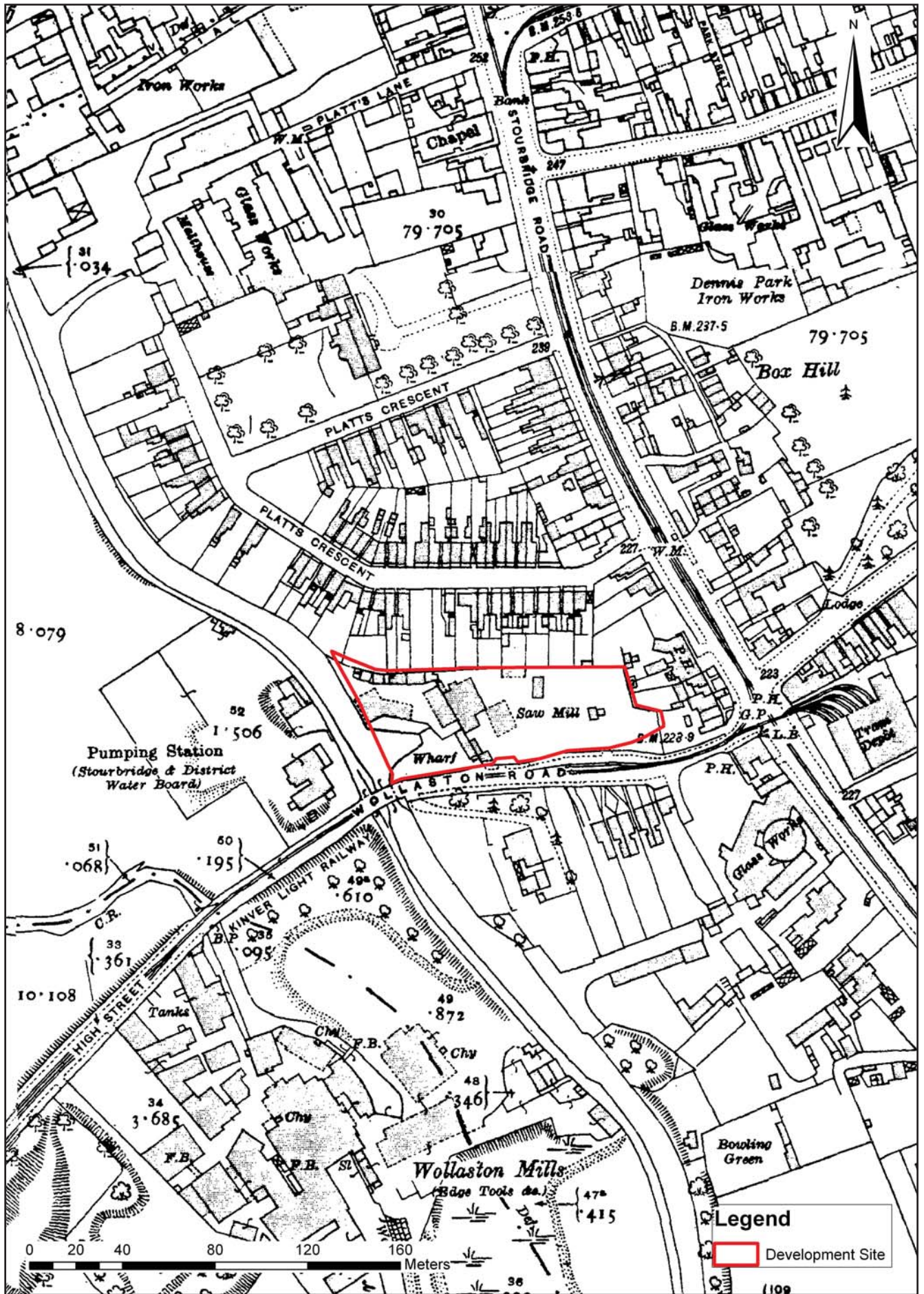


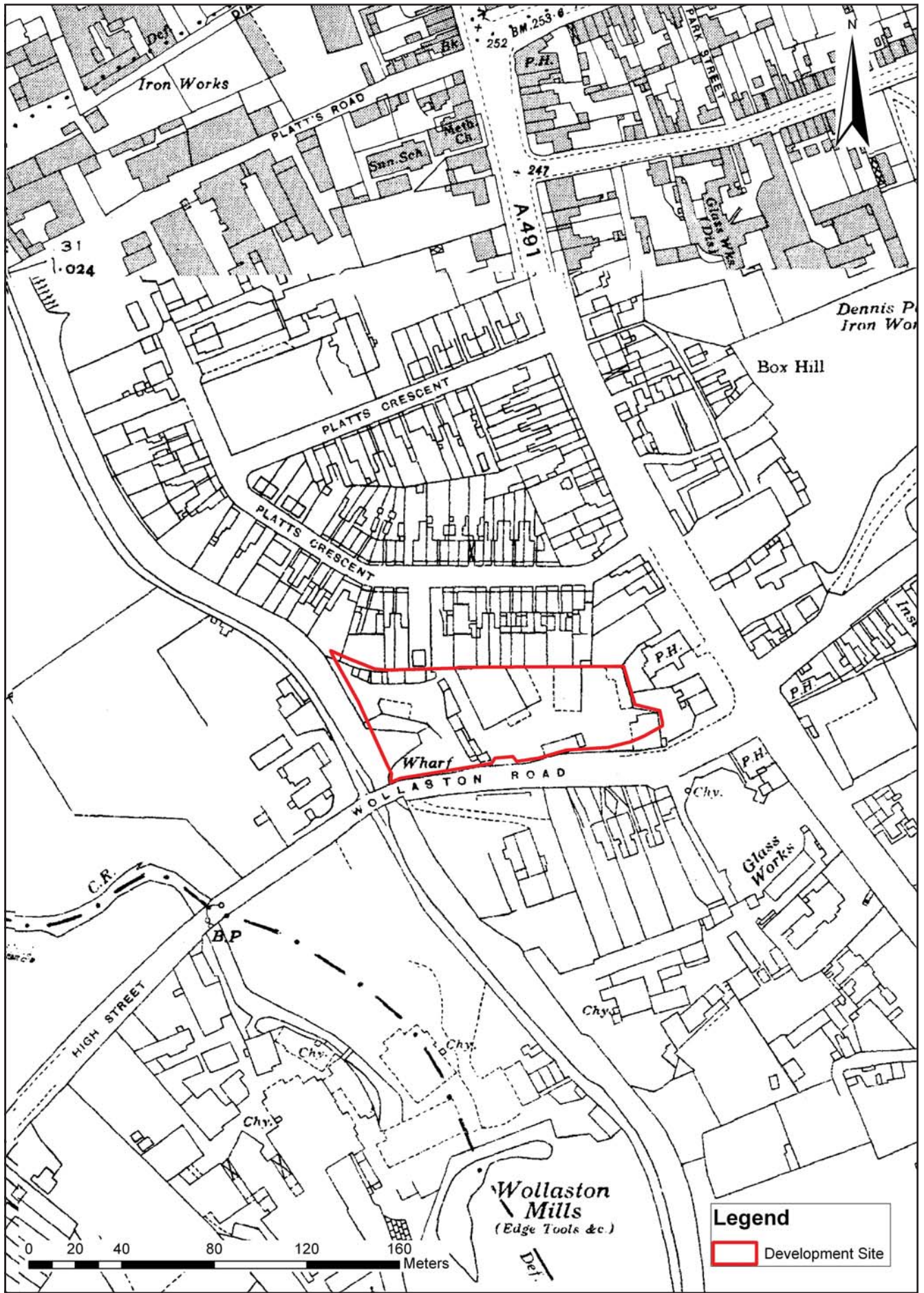


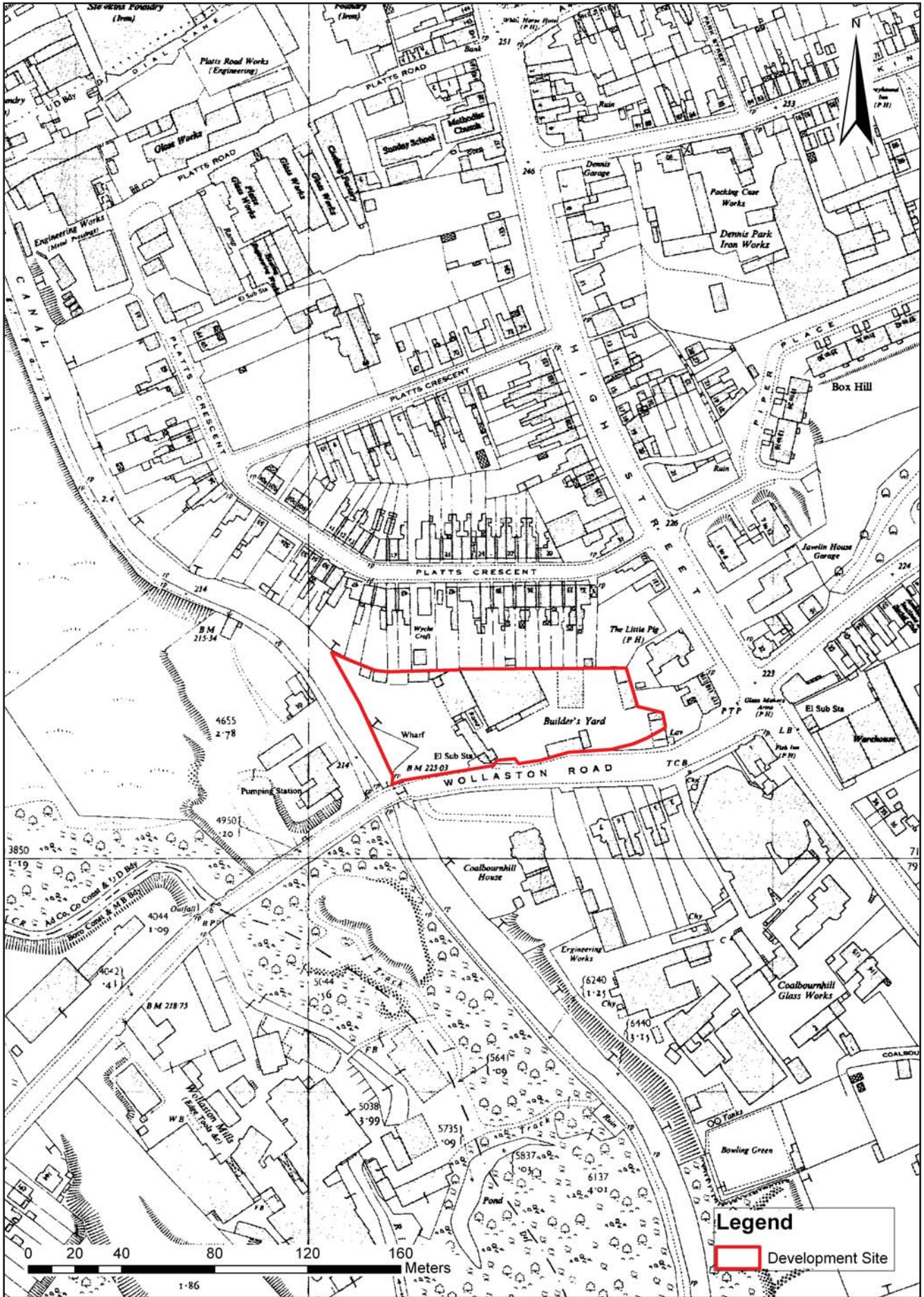












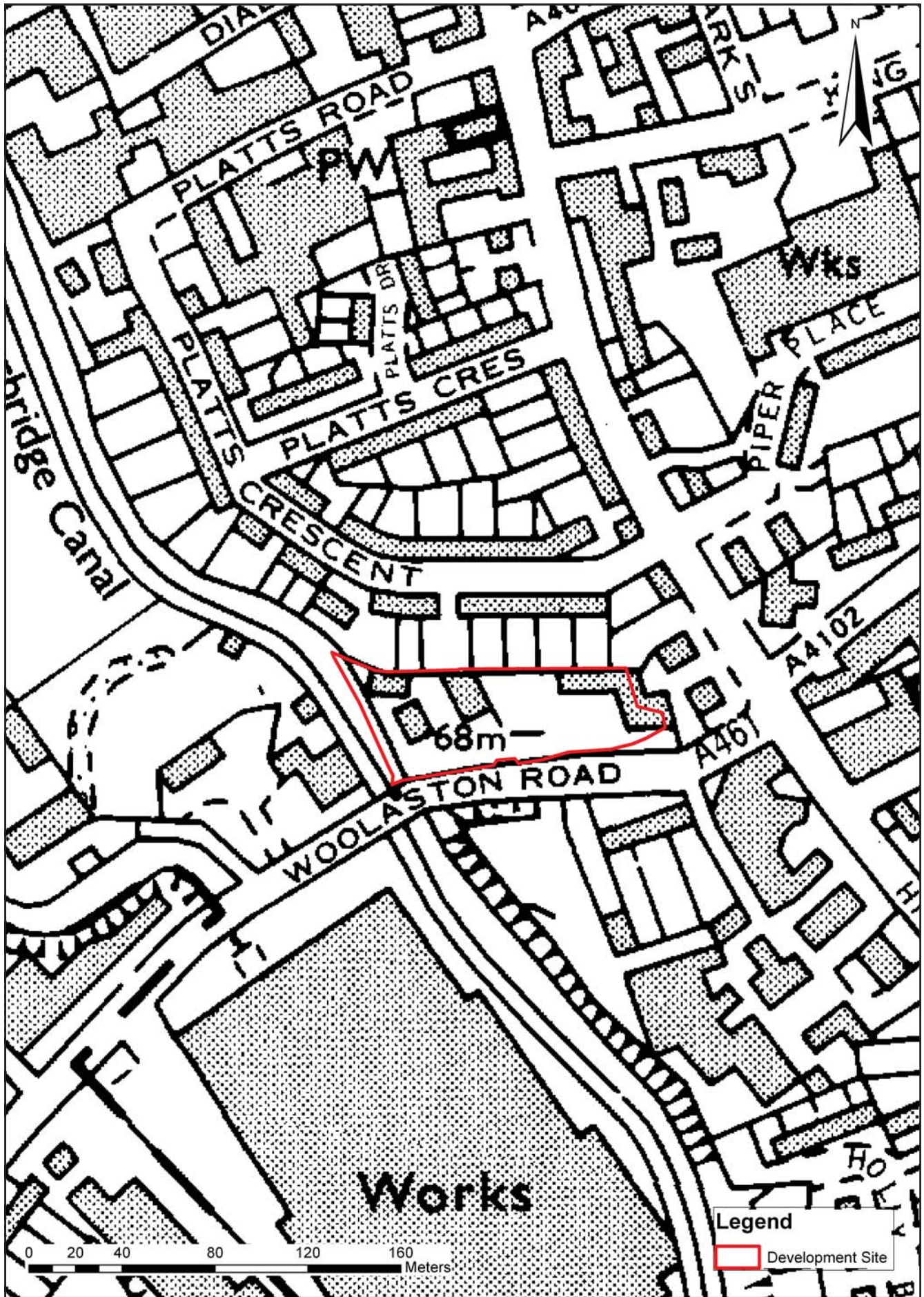




Plate 1: Concrete Narrowboat BCN No.2



Plate 2: South Boundary Wall from the North



Plate 3: Stourbridge Canal from the South



Plate 4: Current Office of Mansell Construction Ltd. from Southwest



Plate 5: Late 20th-Century Prefab Building from the Southwest



Plate 6: Western Portion of the Site from the Southwest



Plate 7: Building 1 from the South



Plate 8: Building 2 from the Southeast



Plate 9: Building 3 from the Northwest



Plate 10: Building 4 from the Southeast



Plate 11: Building 5 from the South