

Heritage Statement of land off Chestom Road, Bilston, Wolverhampton



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Illustrations by Carolyn Hunt

Summary

A heritage statement was undertaken of land off Chestom Road, Bilston, Wolverhampton (NGR SO 93849 96457). It was undertaken on behalf of Persimmon Homes West Midlands, who intends to develop the site, for which a planning application is in preparation.

This report describes and assesses the significance of the heritage assets and potential heritage assets that may be affected by the application. The setting of heritage assets is considered. The potential impact of the application, and the need for further on-site evaluation, is assessed.

The site is located to the west of Bilston medieval settlement and remained as agricultural land until Millfields Iron and Steel Works were established on the site during the mid-19th century, along with a two armed canal basin connecting the works to the Birmingham Canal. Throughout the rest of the 19th and early 20th century the works expanded and several phases of buildings can be seen through cartographic evidence. The site remained as industrial premises until 2011, when four buildings last used as a PolyPipe factory were demolished. The site is currently a derelict open area with concrete hard standing and foundation blocks. There are no obvious traces of the former canal basins, which were filled in in the mid-20th century.

There is no recorded prehistoric, Roman or medieval activity within the site or immediately surrounding area. Archaeological deposits relating to the Millfields Iron and Steel Works and canal basins are likely to survive below ground. A section of historic brick boundary wall lies along the south-western site boundary, bordering Birmingham Canal and Bilston Canal Corridor Conservation Area.

1 Background

A desk-based assessment for the historic environment was undertaken of land off Chestom Road, Bilston, Wolverhampton (SO 93849 96457). It was undertaken on behalf of Persimmon Homes West Midlands who intends to develop the site, for which a planning application will be submitted to Wolverhampton City Council.

The proposed development site is considered likely to affect heritage assets and potential heritage assets, the significance of which may be affected by the application.

The project conforms to the *Standard and guidance for historic environment desk-based assessment* (ClfA 2014).

2 Planning background

Present government planning policy is contained within the *National Planning Policy Framework* (DCLG 2012). This is supplemented by detailed guidance (DCLG 2014) and local planning policy, which is given in the *Black Country Core Strategy 2011-2016* (BCCS 2011), *Wolverhampton Unitary Development Plan 2001-2011* (WCC 2006) and *Bilston Corridor Area Action Plan 2013-2026* (WCC 2014), which is designed to implement the BCCS at a local level.

Particular policies relating to heritage and assets potentially affected by development are:

Black Country Core Strategy 2011-2016

"Environmental transformation is one of the underpinning themes of the Vision which requires a coordinated approach to the protection and enhancement of the built and natural environment... The protection and promotion of the historic character and the areas local distinctiveness is a key element of transformation" (BCCS 2011,106).

"All development should aim to protect and promote the special qualities, historic character and local distinctiveness of the Black Country in order to help maintain its cultural identity and strong sense of place. Development proposals will be required to preserve and, where appropriate, enhance local character and those aspects of the historic environment together with their settings which are recognised as being of special historic, archaeological, architectural, landscape or townscape quality. All proposals should aim to sustain and reinforce special character and conserve the historic aspects of the following locally distinctive elements of the Black Country:

g) The canal network and its associated infrastructure, surviving canal-side pre-1939 buildings and structures together with archaeological evidence of the development of canal-side industries and former canal routes (see also Policy ENV4);

h) Buildings, structures and archaeological remains of the traditional manufacturing and extractive industries of the Black Country including glass making, metal trades (such as lock making), manufacture of leather goods, brick making, coal mining and limestone quarrying" (*Ibid.*: 106).

Wolverhampton Unitary Development Plan 2001-2011

Policy HE22: Protection and Enhancement of the Canal Network

The Council will work with partners to protect and enhance the historical, recreational and nature conservation value of the canal network and increase its attractiveness as both a local amenity and a tourist attraction. Where development sites are crossed, bounded by or readily visible from canal corridors, proposals will be expected to make optimum use of their visual and recreational potential. In particular, new development alongside canals will be expected to:

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- Protect and take opportunities to enhance features of the corridor which contribute to its historic, recreational or nature conservation value;
 - Demonstrate a high quality of design, including boundary treatments;
 - Contribute towards neighbourhood regeneration, where possible; and
 - Protect and enhance public access to the corridor.

Policy HE24: Management and Protection of Archaeological Sites

The Council will promote the conservation, protection and enhancement of the archaeological heritage of Wolverhampton and, where appropriate, its interpretation and presentation to the public.

Policy HE26: Requirement for Archaeological Evaluation

Proposals for development which may affect an archaeological site should be accompanied by an evaluation report, comprising a desk-based assessment and fieldwork and carried out by a suitably qualified archaeologist or professional organisation.

Policy HE28: Development Affecting Other Archaeological Sites

Development which would adversely affect an archaeological site of less than national importance or its setting will not be permitted unless the benefits of the development clearly outweigh the need for protection of the archaeological site.

In such cases, development will not be allowed to proceed until it has been demonstrated, via the evaluation report, that the archaeological remains will be preserved in situ or by record, as appropriate. Preservation by record may comprise fieldwork before or during development and will include the publication of a report upon the work. A combination of preservation and recording may be required.

Bilston Corridor Area Action Plan 2013-2026

Policy BC6 - Strengthening Local Character and Identity

New development should be designed to strengthen local character and identity and in particular should respect those heritage assets (both surviving historic buildings/features and buried archaeological deposits), anchor sites and townscape features identified in the Bilston Corridor Characterisation Studies.

Development proposals affecting such sites should demonstrate how they will be conserved and enhanced including, where appropriate:

- consideration of the need to protect views and enhance the setting of sites;
- opportunities to promote the enjoyment of and access to the cultural heritage of the area for the benefit of the local community, such as improving access and providing interpretation;
- on sites containing or adjacent to heritage assets at risk, consideration of the potential for enabling development.

Development that would result in substantial harm to or demolition of heritage assets will not be permitted unless it can be demonstrated that:

- All reasonable alternatives that would avoid harmful adverse impacts have been fully explored and are not feasible or viable;
- All options to secure the future of the asset have been fully explored, including grant funding and disposal to a charitable organisation or community group;
- The proposed development is of high quality and designed to reinforce and enhance local character and distinctiveness; and

- A mitigation strategy has been prepared to minimise harm and provide for an appropriate level of salvage and/or recording.

3 Aims

The aims of this assessment are to:

- establish the nature and extent of the heritage assets;
- assess the significance of the heritage assets within the application site and affected by the proposed development;
- assess the impact of the application on the heritage assets.

4 Methods

4.1 Personnel

The assessment was undertaken by Nina O'Hare (BA, PCIfA) who joined Worcestershire Archaeology in 2015. The project manager responsible for the quality of the project was Tom Vaughan (BA, MA, ACIfA). Illustrations were prepared by Carolyn Hunt (BSc, PG Cert, MCIfA).

4.2 Documentary research

All relevant information on the history of the site and past land-use was collected and assessed. Records of known archaeological sites and monuments were obtained from Wolverhampton and Walsall Historic Environment Record (HER), a sub-set of the Black Country HER, for a study area of 500m around the development site. Historic maps from Wolverhampton City Archives were consulted. A search for aerial photographs covering the site was made, but none exist within the collection of digitised oblique aerial images held by Historic England (HE 2017). As there is detailed cartographic evidence for the site, it was decided that a more extensive search was unwarranted, as aerial photographs are unlikely to provide much additional information.

The results of the HER search are mapped on Figures 2a-2b and extracts of historic maps can be found in Figures 4-10. Details of individual features of the historic environment are given in Appendix 1. Event records have been omitted where this would repeat information in other record types, and would not materially affect the assessment. HER references have been used throughout this assessment, but during its preparation additional heritage assets have been identified and their details are given in Appendix 2 (reference numbers have the prefix AHA) and shown on Figure 3.

4.3 List of sources consulted

Cartographic sources

- 1799 Sherriff map, scale 1": 7 chains (Fig 4)
- 1816 Ordnance Survey surveyors' map, scale 2":1 mile (Fig 5)
- 1832 Cholera map, scale approximately 1:7172 (Fig 6)
- 1845 Tithe map, scale 1": 6 chains (Fig 7)
- 1886 1st edition Ordnance Survey, scale 6":1 mile (Fig 8)
- 1920 Ordnance Survey, scale 6":1 mile (Fig 9)
- 1947 Ordnance Survey, scale 6":1 mile (Fig 10)

Documentary sources

- BCCS 2011 *Black Country Core Strategy 2011-2016*, <http://www.wolverhampton.gov.uk/article/2418/Black-Country-Core-Strategy>, accessed 1 November 2017
- BGS 2017 *Geology of Britain Viewer*, <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>, British Geological Survey, accessed 1 November 2017
- ClfA 2014 *Standard and guidance for historic environment desk-based assessment*, Chartered Institute for Archaeologists, updated December 2014, <http://www.archaeologists.net/codes/ifa>
- DCLG 2012 *National Planning Policy Framework*, Department for Communities and Local Government
- DCLG 2014 *Conserving and enhancing the historic environment*, <http://planningguidance.communities.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/>, accessed 1 November 2017
- HE 2017 *Britain from Above*, <https://britainfromabove.org.uk/map>, Historic England, accessed 10 November 2017
- Lovett, P. 2017 *An archaeological evaluation of land east of Ward Street, Bilston, Wolverhampton*, Worcestershire Archaeology, Worcestershire County Council, unpublished document dated 26 January 2017, P4975
- MM 2016 *Land east of Ward Street, Bilston, archaeological desk-based assessment*, Mott MacDonald, unpublished document dated March 2016
- WCC 2006 *Wolverhampton Unitary Development Plan 2001-2011*, Wolverhampton City Council, <http://www.wolverhampton.gov.uk/CHttpHandler.ashx?id=7157&p=0>, accessed 1 November 2017
- WCC 2011 *Planning application documents – 11/00130/DEM | Demolition of existing building | Polypipe Factory Chestom Road Wolverhampton West Midlands WV14 0RD*, <http://planningonline.wolverhampton.gov.uk:2707/online-applications/applicationDetails.do?activeTab=documents&keyVal=LGG9EDRW01M00> accessed 9 November 2017
- WCC 2013 *Bilston Corridor Canals Conservation Area Appraisal and Management Proposals - October 2013*, Wolverhampton City Council, <http://www.wolverhampton.gov.uk/CHttpHandler.ashx?id=4812&p=0>, accessed 2 November 2017
- WCC 2014 *Bilston Corridor Area Action Plan including Bilston Neighbourhood Plan 2013-2026*, Wolverhampton City Council, <http://www.wolverhampton.gov.uk/CHttpHandler.ashx?id=5240&p=0>, accessed 1st November 2017

4.4 Other methods

A site visit was undertaken on 8 November 2017. The site reference number used by the Historic Environment Record to record archaeological "events", and site code used in the archive has not yet been assigned. The project number assigned by WA is P5213.

This assessment is limited to consideration of heritage assets and potential assets that are relevant to the application site.

4.5 Impact assessment criteria

The criteria cited in Table 1 have been used in the impact assessment.

<p>Major Beneficial: Demonstrable improvement to a designated heritage asset of the highest order (or its setting), or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. Designated assets will include scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks or World Heritage Sites. Improvement may be in the asset's management, its amenity value, setting, or documentation (for instance enhancing its research value). It may also be in better revealing a World Heritage Site or Conservation Area's significance.</p>
<p>Beneficial: Demonstrable improvement to a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of improvement will demonstrably have a minor affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level. Improvement may be in the asset's management, its amenity value, setting, or documentation (for instance enhancing its research value).</p>
<p>Not Significant: Impacts that have no long-term effect on any heritage asset.</p>
<p>Minor Adverse: Minor harm to a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of harm will demonstrably have a minor affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.</p>
<p>Moderate Adverse: Minor harm to a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks or World Heritage Sites.</p> <p>Harm to a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of harm will demonstrably affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.</p>
<p>Major Adverse: Harm to a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks, World Heritage Sites or harm to a building or other element that makes a positive contribution to the significance of a Conservation Area as a whole.</p> <p>Substantial harm to, or loss of, a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of harm or loss will demonstrably affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.</p>

Severe Adverse: Substantial harm to, or loss of, a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks, World Heritage Sites or the loss of a building or other element that makes a positive contribution to the significance of a Conservation Area as a whole.

Unknown: Where there is insufficient information to determine either significance or impact for any heritage asset, or where a heritage asset is likely to exist but this has not been established, or where there is insufficient evidence for the absence of a heritage asset. For instance where further information will enable the planning authority to make an informed decision.

Table 1: Impact assessment criteria for heritage assets

5 The application site

5.1 Location and size

The application site (centred on SO 93849 96457; Fig 1) covers an area of 1.39ha and is situated in the settlement of Millfields, just west of Bilston centre and approximately 2km south-east of Wolverhampton. To the south-west the site borders the Birmingham canal and to the south-east lies a housing development around Livingstone Road. Industrial units bound the site to the east. To the north and west lies a large parcel of land off Ward Street, which is currently under development, following archaeological investigation (MM 2016; Lovett 2017).

5.2 Topography and geology

The underlying geology mapped by the British Geological Survey across the whole site is Pennine mudstone, siltstone and sandstone of the Middle Coal Measures Formation, with an overlying superficial deposit of sedimentary till (BGS 2017). The site is relatively flat, with slight steps across the site in the level of the current concrete surface.

5.3 Current land-use

At present the proposed development site is a derelict open area of concrete hard standing through which shrubs have started to grow (Plates 1-4). A low bank of soil and rubble lies against the south-western site boundary, adjacent to the canal (Plate 5).

5.4 Previous Archaeological Work

No previous archaeological work has been undertaken at the site, although the land immediately to the north has been subject to an archaeological desk-based assessment (MM 2016) and evaluation (Lovett 2017). The remains of 19th century backyards, belonging to buildings adjacent to Ward Street, were identified and shown to have been constructed over colliery spoil. No evidence of tramways or bell pits was observed, but the canal basin is likely to survive below made ground and the foundations of Bilston Gas Works and Millfields Iron and Steel Works buildings were identified.

6 Historic land-use and archaeological character

6.1 Prehistoric

No prehistoric archaeology is recorded within the development site or study area by the HER.

6.2 Roman

There is no known Roman archaeology on the site or recorded in the wider area.

6.3 Anglo-Saxon

Saxon charters record a routeway, known as Beorgith's Stone Road (SMR14317), which is believed to have run c700m north-east of the site, although its precise location is not known. Bilston is first mentioned, as a location rather than specifically as a settlement, in a 985 AD document granting land from Aethelred to Lady Wulfruna. A charter from 994 AD describes the boundaries of Bilston, which broadly correlates to the extent of occupation mapped by Timmis in 1839, implying that the settlement has remained centred around its historic core (SMR5810).

6.4 Medieval

A settlement at Bilston is first recorded in the Domesday Survey of 1086, from which it is projected to have had a population of 50 to 100 inhabitants. Throughout the medieval period Bilston grew and by 1378 the village appears to have had its own chapel. Planned burgage style plots around the roads now known as High Street and Church Street suggest that the settlement may have had some urban functions, although Bilston was never granted a market or borough charter (SMR5810). The present site is thought to lie outside the limits of medieval Bilston and presumably formed part of the hinterland or wider agricultural landscape.

6.5 Post-medieval

Throughout the post-medieval period the agricultural landscape between Bilston and Wolverhampton became increasingly industrial. Small scale coal mining is known to have taken place in the area since the 14th century and bell pits were thought to have been mined in Freezeland (SMR13729), directly to the north of the site, although the adjacent archaeological evaluation found no evidence of this (Lovett 2017).

Following the construction of the Birmingham Canal (SMR5853) between 1768 and 1772, industrial sites and factories began to appear along the canal, many of which had their own canal basins to facilitate the loading and unloading of goods and raw materials (SMR15092-15104). The application site was formerly occupied by Millfields Iron and Steel Works (SMR13148), which is first recorded in 1839. Two long perpendicular arms of a canal basin (SMR15103) across the middle and along the southern boundary of the site connected the works to the Birmingham Canal. Millfields Iron and Steel Works expanded throughout the 19th century, with new buildings still appearing on the 1920 Ordnance Survey map. Buildings survived on the site until they were demolished in 2011 (WCC 2011).

Immediately south of the study site lay Mill Fields furnaces (SMR10640), which were in use from 1812 and became derelict by 1903. In 1877 Bilston Gas Works (SMR10051) and associated canal basin were constructed to the north. An archaeological evaluation at the former Bilston Gas Works recorded a small unmapped building (SMR15143) that almost certainly related to the gas works. Brick walls of a known Bilston Gas Works building were also identified immediately west of the application site. Whilst some archaeological features were encountered c40m below ground, thick deposits of made ground and industrial waste were identified in many areas. During this site visit the exposed sections along the edge of the application area (created by the adjacent development reducing the surrounding ground level) suggests that thick deposits of made ground continue across this site too, along with a hint of surviving brick surfaces (Plate 6). A photograph within the evaluation report also shows that the western site boundary was marked by what appears to be an historic brick boundary wall at the time of the evaluation in December 2016 (Lovett 2017: plate 22) but this wall no longer exists.

In the wider area around the study site during the 19th century there existed a colliery (SMR13653), lime kilns (SMR15041), Galen Chemical Works (SMR15038), Britannia Boiler Tube Works (SMR10658), Mars Iron Works (SMR10657), Sparrow Works/ Spring Vale Furnaces (SMR10641) and Priestfield Furnaces, later known as William Ward's Iron Works (SMR10639).

An extensive network of tram roads (SMR14001), established by the mid-19th century, ran either side of Ward Street to transport colliery and furnace goods down to the canal and in 1851 the Stour

Valley Railway opened (SMR5885). In addition to increased demand on transportation networks, the workers of these expanding industries created a growing pressure on the availability of local housing. The settlement of Cathem's Corner, later known as Ettingshall, developed to the south and west of the site around Millfields Road, probably during the late 18th century (SMR13574). However, as early as 1799 there was a so called squatter settlement east of Ward Street (SMR13568), to the north of the site, and another irregular workers' settlement in Freezeland was mapped in 1887 (SMR13564). Holy Trinity Church (SMR13097) and three 19th century Methodist chapels in the area (SMR6741, 13565, 13567) also attest to the expanding population.

1799 Sherriff map (Fig 4)

Millfields Road and the canal are present, but the site itself lies partially across three apparently undeveloped fields. The northern half of the site forms one field, with an east to west field boundary crossing the site, and another field division extends north to south halfway across the application area. The approximate location of the 19th century canal basins have been sketched on to this plan in pencil – these are later annotations to the map, as the canal basins did not exist in 1799.

1816 Ordnance Survey Surveyors' map (Fig 5)

A canal basin has been built against the site's western boundary, to the east of which are two small buildings of different sizes. Two further buildings have also been built to the south and south-east of the site.

1832 Cholera map (Fig 6)

No buildings or canal basins are marked within the site, which is shown as a blank space, although a small building immediately to the south is labelled as 'Millfield Works'. Buildings are only indicated along the roads elsewhere on this plan, so the lack of features shown within the site is not considered to be an accurate reflection of what was actually on the site at this time.

1845 Tithe map (Fig 7)

The canal basin previously depicted against the site's western boundary is now shown further to the west, lying outside of the application area. An L shaped canal basin, with branches stretching north and east off the outer edge of the corner of the Birmingham Canal, is shown across the middle of the site – the eastern arm may lie just outside the site's southern boundary. West of the canal basin are two small buildings and to the east a field boundary is still marked. Millfield Works, to the south, has become 'Millfield's Furnaces' with substantially larger buildings. To the north, small buildings and land divisions are shown for the first time.

1886 1st edition Ordnance Survey (Fig 8)

Extensive development took place in the area between 1845 and 1886. The site is now occupied by 'Millfields Iron & Steel Works' with 'Bilston Gas Works' to the north, an expanded 'Millfields Furnaces' to the south and a railway to the east, running north-west to south-east. Within the site is a large square building north-west of the canal basin, a series of two long and three short buildings along the western and northern site boundaries, and six rectangular buildings of varying sizes lie to the east.

6.6 Modern

1920 Ordnance Survey (Fig 9)

Changes have occurred to buildings within the site. The long thin buildings against the western and northern boundaries have gone and to the west of the canal basin a large complex of connecting buildings has been constructed. Six buildings still exist east of the basin, but mostly in different locations. Bilston Gas Works remains to the north, although to the south only two buildings remain on the former premises of Millfield Furnaces, and the land is now called 'Millfields Bridge'.

1947 Ordnance Survey (Fig 10)

The canal basin along the southern boundary has gone and Livingstone Road has appeared to the south, off which are seemingly planned houses yet to be built. It is unclear from the map whether the western arm of the canal basin within the site remains functional or partially infilled, as the eastern basin edge does not connect to the Birmingham Canal. East of this former canal basin is an open east to west area subdivided from the rest of the site, with two small surviving earlier buildings to the north. Bilston Gas Works and the railway line are still present.

During the 20th century the area surrounding the proposed development site continued to become increasingly built up, although urban housing (SMR5365) and offices overtook industrial development. In 1938 Ettingshall Junior School (SMR5326) was built c500m to the north. Visible from the south-western corner of the site is Millfields canal road bridge (SMR10732), constructed in the late 20th century (Plate 13).

Despite the residential expansion some factories remained, including Millfields Iron and Steel Works and the John Thompson Motor Pressings Works, established c400m west of the site around 1910 (SMR13646). It is unclear how long the site remained an iron and steel works, but throughout the 20th century it did remain as industrial premises. The last company to occupy the site was PolyPipe, producing piping, water management and ventilation systems. Permission to demolish the PolyPipe Factory buildings was granted in February 2011 by Wolverhampton City Council (11/00130/DEM). The factory consisted of four buildings (Fig 11), recorded as a manufacturing shop (steel framed and clad building), stamp stop, shower tray shop (both steel framed, asbestos clad) and a brick gate house.

During the site visit, a wall of machine made un-frogged bricks was observed along part of the south-western site boundary, patched in one place by more modern bricks and breezeblock (AHA 1, Plate 7). This wall is likely to be the last remnant of the Millfields works boundary also noted along the western site edge during the archaeological evaluation of the adjacent site, as photographs show the latter to be of similar height and construction to AHA 1 (Lovett 2017: plate 22).

Also recorded during the site visit were four raised concrete slabs (AHA 2-5) in the south-west quarter of the site, three sunken concrete areas (AHA 6-8) and a rough concrete tank (AHA 9) to the east (Fig 3, Plates 2, 8-12). The function of AHA 2-9 is not known, but most probably relates to the one of the site's last phases of industrial use, as all appear to fall within the outlines of the PolyPipe Factory buildings (Fig 11). As the features in the eastern half of the site (AHA 6-8) retain green painted surfaces, they must be of relatively recent date and are almost certainly connected to the PolyPipe Factory.

7 Designated heritage assets

7.1 Scheduled Ancient Monuments

No scheduled ancient monuments lie within the site or immediate study area.

7.2 Conservation Areas

The site borders the Bilston Canal Corridor Conservation Area (DBL1949) along its south-western boundary. This Conservation Area was designated by Wolverhampton City Council in 2013 and is considered to play an important role in achieving the Black Country Core Strategy's aims, as the area lies within a regeneration corridor identified by the BCCS (WCC 2013). Bilston Canal Corridor Conservation Area is currently on Historic England's *Heritage at Risk* register.

A Conservation Area is defined as "an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance" by the 1990 Planning Act (DCLG 2014). The Bilston Canal Corridor is notable for containing a navigable canal of great historical significance and retaining evidence of both canal-side industries and the people who worked along it (WCC 2013: 14).

The section of canal that passes the proposed development site falls into Area 3 of the Conservation Area – Millfields Road to Bilston Road. A summary of Area 3's particular character and significance explains that "[s]urviving large scale Victorian and Edwardian industrial sites provide a greater depth of history and character to the canal-side representing an expansion of industrial sites between Bilston and Wolverhampton in the mid-19th century and subsequent phases of development" (WCC 2013: 35).

7.3 Registered Parks

There are no registered parks in or near to the development site.

7.4 Battlefields

The site is not a known battlefield and none are recorded by the HER in the wider study area.

7.5 Listed buildings

No listed buildings exist within or adjacent to the site and there are none located within the wider study area.

7.6 Locally listed heritage assets

Five locally listed buildings and one park lie in the study area, although none are present within the site itself. Locally listed heritage assets are not legally designated in the same way that Scheduled Ancient Monuments, Conservation Areas, listed buildings, parks and battlefields are recognised and protected. Nevertheless, they have been identified by the local authority as being of local significance and are important to the character and heritage of an area.

Five of the six locally listed heritage assets are not visible from the site – Crown House (SMR14342), Forward Shoe Works (SMR5335), 25-43 Lawley Road (SMR5362), Hickman Park (SMR6453) and Bilston war memorial (SMR14341).

The Ward Street Bridge (SMR14320) is a brick built crossing over the canal, located 90m west of and visible from the site (Plate 13).

8 Potential heritage assets

There is considered to be very low potential for prehistoric, Roman or medieval archaeological heritage assets to be encountered on the site, and a low potential for the survival of post-medieval field boundaries. Activity within the site pre-dating Millfields Iron and Steel Works will almost certainly have been lost through ground truncation or deeply buried below industrial waste and made ground – the latter is considered more likely, except in the case of post-medieval field boundaries.

Wall foundations and remains of 19th and early 20th century industrial buildings, associated with Millfields Iron and Steel Works (SMR13148), may remain buried below the present concrete surface. The two armed canal basin (SMR15103) is also likely to survive.

9 The impact of the development

9.1 Archaeological heritage assets

Any development involving intrusive groundworks within the site will affect potential archaeological heritage assets relating to the post-medieval and modern industrial site use – impacts have been categorised as described in Table 1.

Historical maps show that a two armed canal basin and several phases of Millfields Iron and Steel Works buildings existed throughout the 19th and early 20th centuries, all of which are of local significance. An archaeological evaluation of the adjacent development site demonstrated that the remains of industrial buildings survive between 0.4m and 1m below ground level. There is also the potential for previously unrecorded buildings to exist, as shown by the unmapped structure recorded in evaluation Trench 11 (Lovett 2017). The impact on potential archaeological heritage

assets of construction that involves intrusive groundworks, ground reduction or re-landscaping and the movement of heavy machinery is considered to be **minor adverse**.

Additional heritage assets, AHA 2-9, identified during the site visit, are considered to be of very low local significance, as they almost certainly all relate to the last few phases of site activity and the PolyPipe Factory. The impact of losing these heritage assets is therefore considered to be **not significant**. The last surviving section of boundary wall (AHA 1) is of greater local significance, as it lies along the boundary of and contributes to the setting of Bilston Canal Corridor Conservation Area (DBL 1949) and the locally listed Ward Street Bridge (SMR 14320). Despite being patched with modern bricks and breezeblock in places, damage to or loss of original sections of this wall is deemed to be a **minor adverse** impact of development.

9.2 Conservation Area

Development of the site will have impacts on the Bilston Canal Corridor Conservation Area's setting (DBL 1949). Without knowing specific details of the proposed development it is not possible to fully assess the impact of development on this Conservation Area – the impact is therefore classified as **unknown**. However, almost all the visible industrial heritage has already been lost from the application site and in its current derelict state the site has a negative impact on the Conservation Area, as it contributes to the run down feel of the area.

The only surviving heritage asset of any significance within the site is the section of boundary wall bordering the canal (AHA 1, Plate 16). Simple brick architecture is typical of the historical character of the local area. As the last element of late 19th or early 20th century industrial heritage on the site, the wall arguably makes a positive contribution to the Conservation Area – its loss would have a **minor adverse** impact on the Conservation Area's setting.

Both the Black Country Core Strategy (BCCS 2011, 106) and Wolverhampton Unitary Development Plan (WCC 2006) stress that the canal network and associated industries are important heritage assets requiring protection. WUDP also states in Policy HE22 that "new development alongside canals will be expected to... Demonstrate a high quality of design, including boundary treatments [and]... Protect and enhance public access to the corridor." (*Ibid*) The proposed development therefore has the potential to positively contribute to the setting of the Conservation Area by creating an additional access route onto the canal towpath and constructing buildings that fit in with the historic local architectural style.

9.3 Locally listed heritage assets

The proposed development will also have a residual impact on the setting of a locally listed building outside of the development area – Ward Street Bridge (SMR 14320). All five other locally listed heritage assets within the study area are not visible from the site, so the development will have **no impact** on their settings.

As with the Conservation Area above, it is not possible to fully understand the impact of the development before specific plans have been made, thus the impact level on Ward Street Bridge's setting is considered to be **unknown** at present. Development of the site in a style in-keeping within the local character of the area would have a positive impact on the bridge's setting (Plate 15). The brick boundary wall (AHA 1) can be seen from the bridge, although it is not a prominent feature due to its location and alignment (Plate 14).

10 Recommendations

The National Planning Policy Framework emphasises the importance of sustainability (DCLG 2012, section 131). The historic environment is a non-renewable resource and therefore cannot be directly replaced. However, mitigation through recording and investigation also produces an important research dividend that can be used for the better understanding of the area's history and contribute to local and regional research agendas (DCLG 2012, section 141).

In the case that the proposed development entails intrusive groundworks, further archaeological investigations are recommended to record surviving structures and deposits relating to the 19th and 20th century industrial heritage of the site and mitigate the negative impact of their loss. The exact form of the archaeological investigations are up to the Archaeology and Historic Environment Officer of Wolverhampton City Council, although WA expects that this would be an evaluation with trial trenches, to sample between 2-4% of those areas of the site which will be subject to ground disturbance by the development. Any intrusive archaeological investigations need to bear in mind the potential for contamination to exist on the site and build this into the programme of works though, as investigations of the adjacent development site were not fully carried out due to contamination issues (Lovett 2017).

Careful consideration of the development's potential to positively impact upon the setting of Bilston Canal Corridor Conservation Area and Ward Street Bridge is needed. Additional access to the canal-side and retention of original elements of the brick boundary wall (AHA 1) are recommended.

11 Publication summary

Worcestershire Archaeology has a professional obligation to publish the results of archaeological projects within a reasonable period of time. To this end, Worcestershire Archaeology intends to use this summary as the basis for publication through local or regional journals. The client is requested to consider the content of this section as being acceptable for such publication.

A heritage statement was undertaken on behalf of Persimmon Homes West Midlands of land west of Chestom Road, Bilston, Wolverhampton (NGR SO 93849 96457).

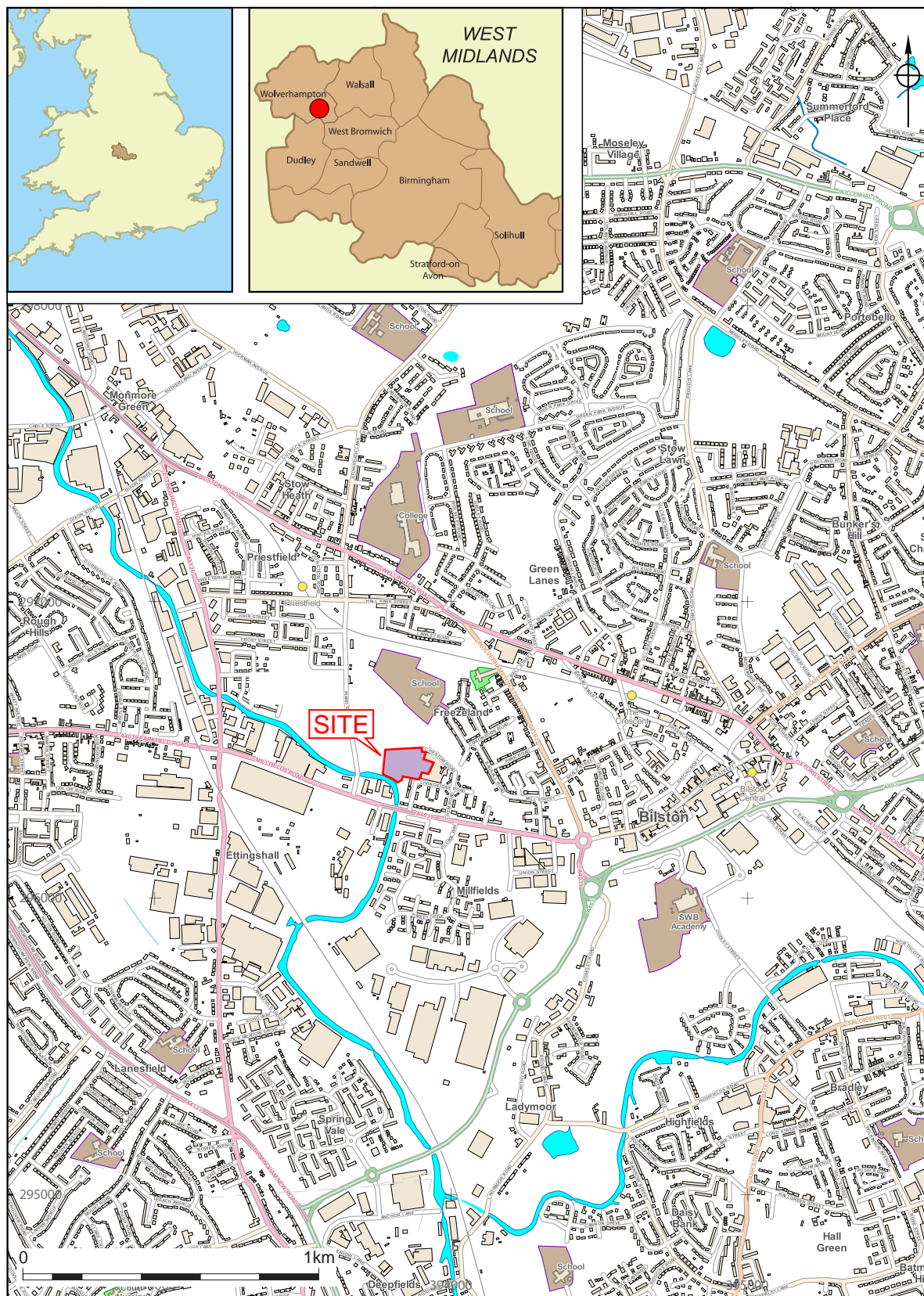
The site is located to the west of Bilston medieval settlement and remained as agricultural land until Millfields Iron and Steel Works were established on the site during the mid-19th century, along with a two armed canal basin connecting the works to the Birmingham Canal. Throughout the rest of the 19th and early 20th century the works expanded and several phases of buildings can be seen through cartographic evidence. The site remained as industrial premises until 2011, when four buildings last used as a PolyPipe factory were demolished. The site is currently a derelict open area with concrete hard standing and foundation blocks. There are no obvious traces of the former canal basins, which were filled in in the mid-20th century.

There is no recorded prehistoric, Roman or medieval activity within the site or immediately surrounding area. Archaeological deposits relating to the Millfields Iron and Steel Works and canal basins are likely to survive below ground. A section of historic brick boundary wall lies along the south-western site boundary, bordering Brimingham Canal and Bilston Canal Corridor Conservation Area.

12 Acknowledgements

Worcestershire Archaeology would like to thank the following for their kind assistance in the successful conclusion of this project: Dan Hassall (Persimmon Homes West Midlands) and Eleanor Ramsey (Archaeology & Historic Environment Officer, Wolverhampton City Council).

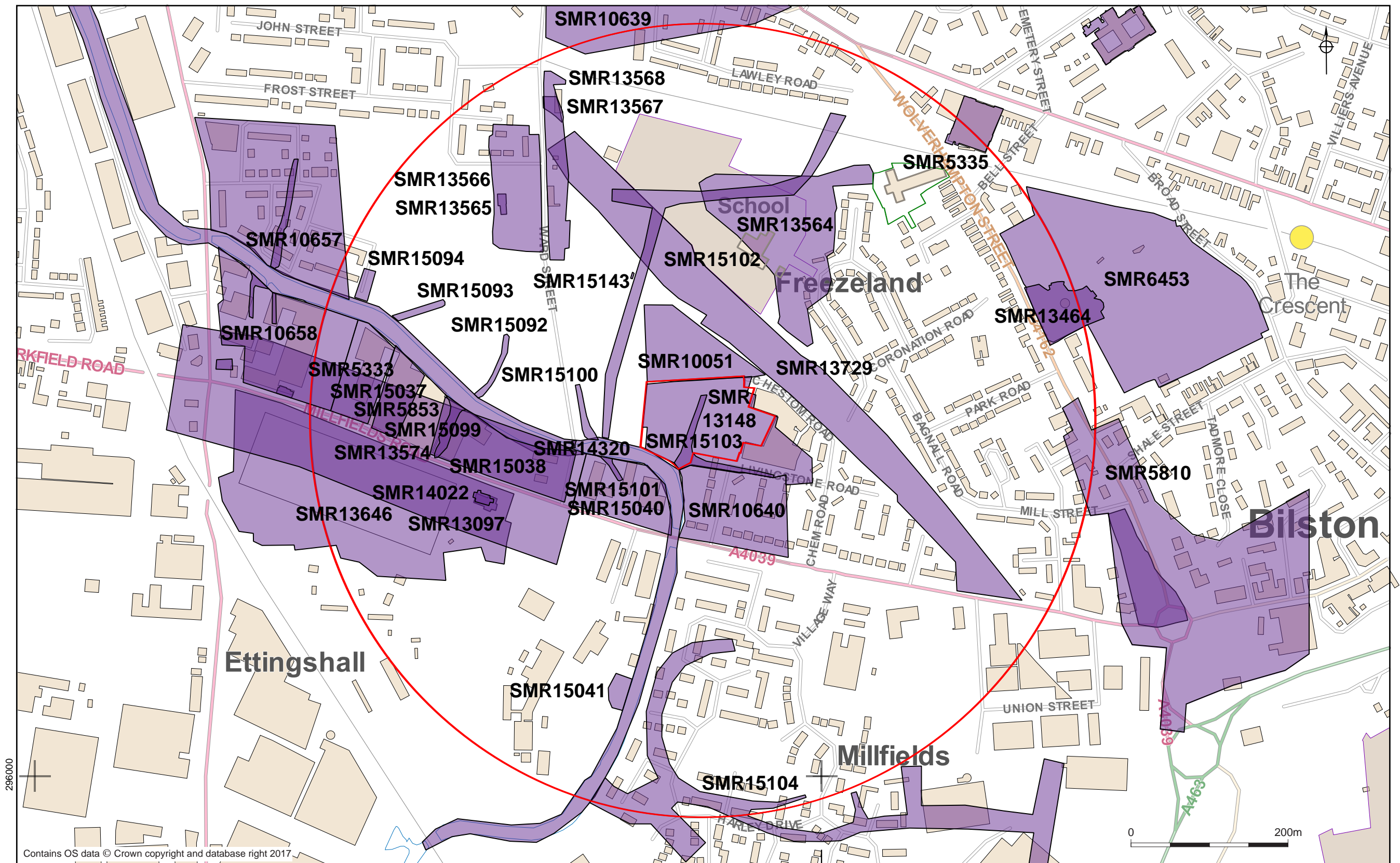
Figures



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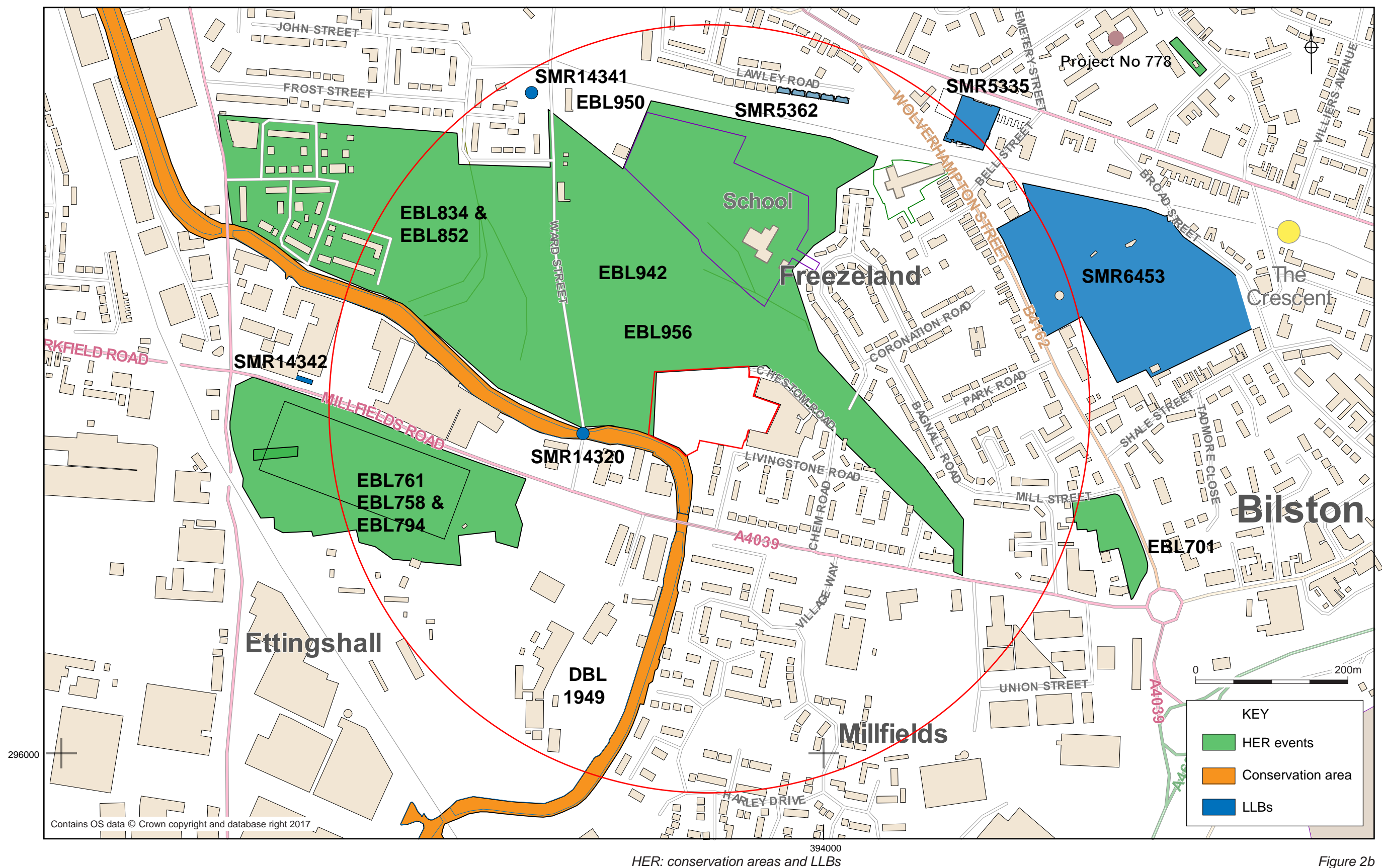
Location of the site

Figure 1



HER monuments

Figure 2a



HER: conservation areas and LLBs

Figure 2b



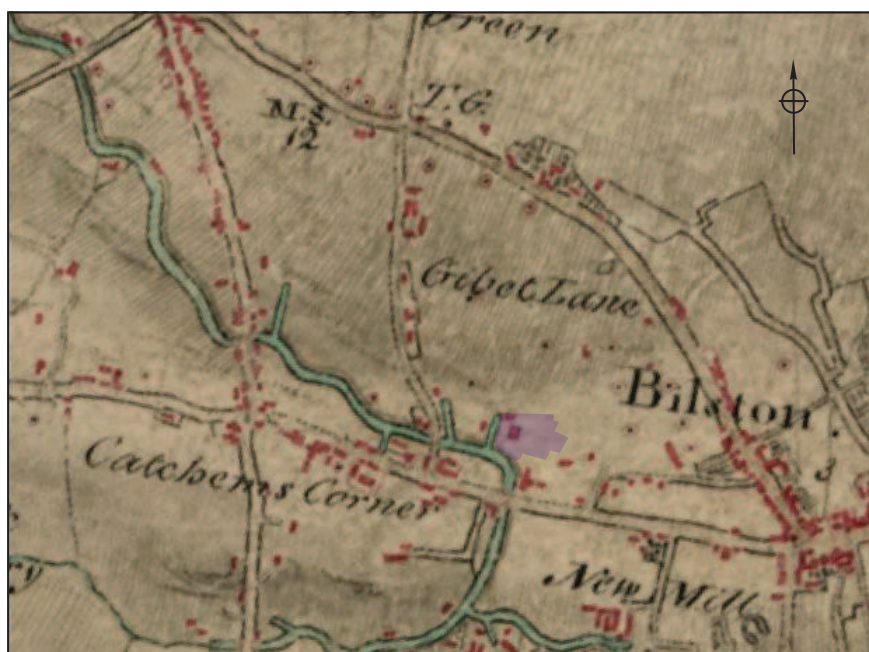
Location of additional heritage assets

Figure 3



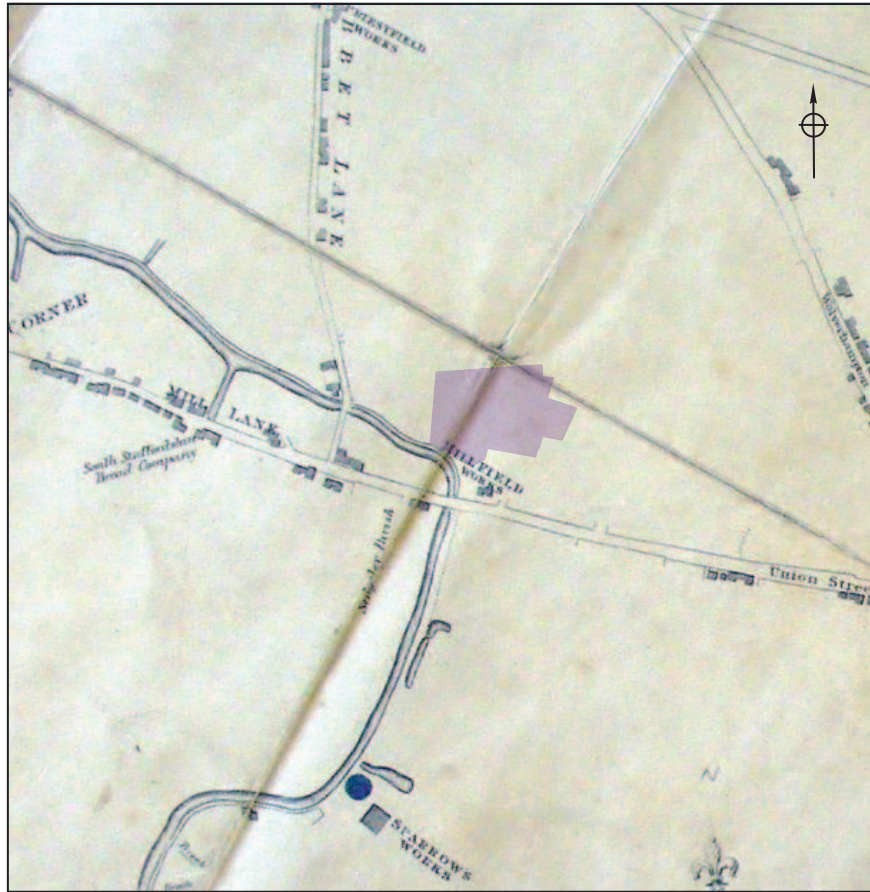
1799 Sherriff map

Figure 4



1816 Ordnance Survey Surveyors' map

Figure 5



1832 Cholera map

Figure 6



1845 Tithe map

Figure 7



1886 1st edition Ordnance Survey

Figure 8



1920 Ordnance Survey

Figure 9



1947 Ordnance Survey

Figure 10

Plates



Plate 1: General view across the site, looking south-east



Plate 2: General view across the site with AHA 2-5 in the foreground, photograph looking north-east



Plate 3: General view across the site, looking north-west



Plate 4: Southern corner of the site looking north-east to the industrial estate beyond



Plate 5: South-western side boundary bordering the Birmingham Canal, note the rubble mound on the left hand side



Plate 6: Exposed section on the site's northern boundary, visible due to ground reduction of the adjacent development site



Plate 7: Brick boundary wall (AHA 1) along the site's south-western edge



Plate 8: Additional heritage assets, probably associated with recent industrial activity – AHA 2 (right of image), AHA 3 (back concrete block) and AHA 4 (foreground); looking south



Plate 9: Concrete block (AHA 5), looking north-east



Plate 10: Sunken concrete basin AHA 6 with larger basin AHA 7 (overgrown) to right, looking north



Plate 11: Sunken concrete basins AHA 7 (right of image) and AHA 8 (left) filled with water and rubble, looking north-east



Plate 12: Raised concrete tank AHA 9, looking east



Plate 13: Ward Street Bridge (SMR 14320) from south-west corner of site, looking west



Plate 14: View from Ward Street Bridge (SMR 14320) towards application site (partially behind soil mound), looking west



Plate 15: Setting of Ward Street Bridge (SMR 14320) east



Plate 16: View from Millfields road bridge looking north, over canal and towards the site with AHA 1 visible in middle of image

Appendix 1 Heritage assets registered with the Historic Environment Record

Heritage assets within or bordering the application site are italicised.

HER reference number	Site name	Designation	Date
<i>DBL 1949</i>	<i>Bilston Canal Corridor</i>	<i>Conservation Area</i>	<i>Post-medieval</i>
14320	Ward Street Bridge (Jibbett Lane Bridge)	Locally listed building	Post-medieval
14342	Crown House, Millfields Road	Locally listed building	Post-medieval
5335	Forward Shoe Works, Wellington Road, Bilston	Locally listed building	Modern
5362	25-43 Lawley Road, Bilston	Locally listed building	Modern
6453	Hickman Park, Wolverhampton Street/ Broad Street, Bilston	Locally listed building	Modern
14341	War memorial	Locally listed building	Modern

HER monument number	Site name	Monument type	Date	Description
2559	Windmill (site), West End of Town, Bilston	Windmill	Post-medieval	Windmill, shown on Plot's map of 1682. Fields named 'Near Windmill Leasow' and 'Far Windmill Leasow' shown on Sheriffs map of 1799.
5326	Ettingshall Junior School, Hall Park/ Herbert/ Ward Street, Bilston	School	Modern	Single-storey schools of 1938 in rustic brick and reconstituted stone.
5333	Offices etc., former Highfields Boiler works, Millfields Road, Bilston	Engineering works	Post-medieval	2 storey offices & detached shops of former boiler works.

Land off Chestom Road, Bilston, Wolverhampton

HER monument number	Site name	Monument type	Date	Description
5334	Offices etc., 93 Wolverhampton Street, corner of Shale Street, Bilston	Office, foundry	Post-medieval to modern	Two-storey interwar offices and adjoining older ranges of Branford Bros/Shellmatic Ltd.
5336	Crown Works, Wellington Road corner of Windsor Street, Bilston	Leather working site, shoe factory	Post-medieval	Factory and factory shop of Edge Shoes Ltd, owners of the Forward Shoe works. A four storey factory with later three storey extension to the rear, both in rustic brick. Has a sturdy fire escape on the side.
5365	Flats, Dawson Square, Bilston	Housing estate	Modern	Six two-storey units of four flats each built in red brick with engineering brick detailing and arched gateways through to the rear of each block, let into one-storey walls linking each unit.
5379	Bridge, Millfields Road, Bilston	Railway bridge	Post-medieval	Bridge over the former B.R. (L.M.R.), ex-G.W.R. (O.W.W.) railway line, now disused. This line opened on 1 July 1854. Its passenger service ended on 30 July 1962 and it closed as a through route on 1 January 1968.
5381	Priestfield Station (site), John Street/ George Street/ Ward Street, Bilston	Railway station	Post-medieval	Site of Priestfield station, with associated trackbed, bridges, and platform remains etc. Opened with OWW line 1854, BWD portion coming into use later that year.
5810	Bilston settlement	Settlement	Anglo-Saxon	The first record of settlement at Bilston comes from Domesday Book which suggests a population of around 50-100. In the later medieval period the main settlement was along High Street and Church Street. Burgage-type properties in this area suggest that the settlement may have had some urban functions but it was never granted a borough or market charter. There was a chapel dedicated to St Leonard from at least the 15th century. The settlement grew exponentially from the 17th century onwards as the surrounding area was increasingly given over to coal mining and ironworking. By the 18th century new trades had been introduced into the settlement. References to buckle-makers, toy-makers and chape makers are common in the early

HER monument number	Site name	Monument type	Date	Description
				18th century parish records, while japanning and enamelling were introduced from about 1720. The rapid growth of population in the 19th century led to overcrowding and the insanitary conditions created led to two devastating visitations of cholera, in 1832 and 1849.
5853	Birmingham Canal	Canal	Post-medieval	Construction of the Birmingham canal began in 1768. The canal opened in stages from the Birmingham end. The Wolverhampton section was opened in 1771.
5885	Stour Valley Railway (Wolverhampton Part)	Railway	Post-medieval	The route of the Stour Valley Railway within the boundary of the City of Wolverhampton (in 2010). Opened 1851, it was originally known as the Birmingham, Wolverhampton & Stour Valley Railway.
6741	Methodist Chapel George Street, corner of Wesley Street, Bilston	Church	Post-medieval	African Methodist Episcopal Zion church, formerly a Methodist chapel. The foundation stones are dated 21 Aug 1882; porch, rebuilt with new stained glass windows, dedicated 9th April 1961.
10051	Bilston Gas Works, Millfields, Freezeland	Canal basin	Post-medieval	Gas works, established 1877. Two large gas holders visible on the Ordnance Survey 1st Edition map.
10639	Priestfield Furnaces/ William Ward's Iron Works, Bilston	Iron works, furnace	Post-medieval	Priest Field Furnaces shown and named on map of 1812. Marked as William Ward's ironworks on map of 1845. By 1887 area is shown as derelict land with railway and Priestfield Station.
10640	Mill Fields Furnaces, Millfields, Bilston	Iron works, furnace	Post-medieval	Mill field furnaces are shown on map of 1812, and on subsequent maps. Millfields furnaces are shown on the 1st edition plan of 1887 but are derelict by the time of the 2nd edition of 1903.
10641	Sparrows Works (Spring Vale Furnaces), Millfields, Bilston	Iron works, furnace	Post-medieval to modern	Sparrow's Works as depicted in the area on Timmis maps. Called Spring Vale Furnaces on 1st Edition. Owned by the Hickman family.

Land off Chestom Road, Bilston, Wolverhampton

HER monument number	Site name	Monument type	Date	Description
10657	Mars Iron Works, Frost Street, Freezeland	Iron works	Post-medieval to modern	Mars Iron Works of George Adams and Sons established around 1865 and worked until 1924. Shown on OS 1st Edition but area cleared by the time of 4th edition of 1938.
10658	Brittannia Boiler Tube Works, Millfields Road	Engineering works	Post-medieval	Britannia Boiler Tube Works, located south of Birmingham Canal, with canal basin, shown on 1st Edition OS.
10732	Millfields Bridge, Millfields	Canal bridge, site	Post-medieval to modern	Late 20th century roadbridge.
13097	Holy Trinity church of 1874, Ettingshall (site of)	Church	Post-medieval to modern	A stone church was built at Ettingshall in the north of Sedgley parish in 1874 to replace an earlier timber church, built in 1834-5.
13148	<i>Millfields Iron and Steel Works, Millfields, Bilston</i>	<i>Iron works, steel works</i>	<i>Post-medieval to modern</i>	<i>Marked as Iron Works of Underhill & Co on map of 1839. On 1st edition OS map of 1887 described as Millfields Iron and Steel Works.</i>
13464	Springfield House (site of), Bilston	House	Post-medieval	Springfield House and associated buildings shown on OS 1st edition map of 1887.
13564	Squatter settlement and enclosures, Freezeland	Squatter settlement	Post-medieval	Area of squatter settlement and enclosures in former coal mining area shown on OS 1st edition map of 1887. Settlement pattern is dispersed with houses set in irregular enclosures and area is described as Freezeland.
13565	Site of Primitive Methodist chapel	Chapel	Post-medieval	A Primitive Methodist chapel is shown on the OS 1st edition map of 1887 in small area of terraced housing.
13566	Site of terraced housing	Terrace	Post-medieval	Area of terraced housing built in former coal mining area shown on OS 1st edition map of 1887, to west of Ward Street (formerly Gibbet Lane).
13567	Site of Primitive Methodist chapel	Chapel	Post-medieval	Primitive Methodist Chapel shown on OS 2nd edition plan of 1903.

HER monument number	Site name	Monument type	Date	Description
13568	Squatter settlement?, east of Ward Street	Squatter settlement?	Post-medieval	Area of settlement to east of Ward Street (formerly Gibbet Lane) shown on maps of 1799, 1816 and 1845. Fairly dispersed pattern.
13574	Settlement: Catchem's Corner (later Ettingshall)	Settlement	Post-medieval	Yates' map of 1775 and 1816 map show a settlement principally along Millfields Road to the east of the junction of what are now Parkfield Road/Millfields Road - the road from south of Wolverhampton to Bilston - and Ettingshall Road/Manor Road.
13646	John Thompson Ltd Motor Pressings Works (site of)	Engineering works	Modern	Buildings of the John Thompson Ltd Motor Pressings Works. The first building was constructed on site around 1910, with later buildings constructed in the 1930s. This included an impressive office building with limestone window and door cills.
13653	Stow Heath Colliery	Colliery	Post-medieval	The 1st edition survey of 1888 marks Stow Heath Colliery covering an extensive area of land between Walsall Road and Birmingham Road.
13729	Bell pits?, Freezeland	Bell pit	Post-medieval	Land either side of the railway comprising mounds and hollows. Possibly associated with early coal workings through which the railway has been cut, or spoil heaps associated with the excavation of the railway itself.
14001	Tramroads, Ward Street area	Tramroad	Post-medieval	A large area of tramroads in area to south of Bilston Road, either side of Ward Street are shown on the Ordnance Survey mapping of 1831-5. Their primary use would have been to take material from the furnaces and collieries in the area down to the canal.
14317	Beorgith's Stone Road, Wolverhampton	Road	Anglo-Saxon	Ancient routeway running from Wolverhampton to Bilston mentioned in Saxon charters.
15037	Vicarage, Mill Street	Vicarage	Post-medieval	Vicarage shown on OS 1st Edition, on a plot of land between Mill Street and the Birmingham Canal.

Land off Chestom Road, Bilston, Wolverhampton

HER monument number	Site name	Monument type	Date	Description
15038	Galen Chemical Works, Mill Street	Chemical works, canal basin	Post-medieval	19th century chemical works, shown on the 1st Edition OS as complex of buildings with canal basin adjacent to the Birmingham Canal.
15039	Public House, corner of Millfields Road and Ettingshall Road (site of)	Public house	Post-medieval	Unnamed public house, located at the corner of Millfields Road and Ettingshall Road. Labelled inn on the 1st Edition OS, building in this area shown on 1832 map and Bilston tithe map.
15040	Millfields Dock, Boat and Wagon Works buildings adjacent to Birmingham Canal, Millfields Road	Works, canal basin	Post-medieval	Buildings and basin shown in this area adjacent to the Birmingham Canal on Bilston tithe map. Labelled on OS 1st Edition.
15041	Limekilns, adjacent to the Birmingham Canal	Lime kiln	Post-medieval	Limekilns, depicted on the 1st Edition Ordnance survey.
15092	Canal basin and wharf, Birmingham Canal	Canal basin, wharf	Post-medieval	Canal basin and wharf. Shown on the Bilston tithe map 1848, linking with the tram network in the area. Still present on the 1st Edition OS 1884, removed by 1914.
15093	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin. Shown on the Bilston tithe map 1848, linking with the tram network in the area. Still present on the 1st Edition OS 1884, infilled by 1914.
15094	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Small canal basin to the north of the Birmingham Canal.
15095	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin, shown on the Bilston tithe map 1845 and connected to the tram network in the area. Extended to the north on the Ordnance Survey 1st Edition 1884. Associated with Mars Ironworks. Infilled by 1963.
15097	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin, shown on Timmis map of 1832 and the Bilston tithe map 1845. Served the Britannia Boiler Tube Works. Infilled by 1937.

HER monument number	Site name	Monument type	Date	Description
15098	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin, located to the south of the Birmingham Canal.
15099	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin, shown on the OS surveyor's map of 1816, Timmis map of 1832 and the Bilston tithe map. Galen chemical works to the east. Infilled by 1937.
15100	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin, shown on the Ordnance Survey surveyor's map 1816 and the Bilston Tithe map 1845. Linked to the tram network, heading north to Priestfield Furnaces and to Church Colliery beyond. Infilled by 1963.
15101	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin, shown on the Bilston tithe map. Present on OS mapping 1884-1837. Infilled by 1963.
15102	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Canal basin. Short length shown on the Ordnance Survey surveyor's edition 1816 and the Bilston tithe map 1845. More extensive structure shown on the map of the mines of Lord Dudley 1812.
15103	<i>Canal basin, Birmingham Canal</i>	<i>Canal basin</i>	<i>Post-medieval</i>	<i>Large, two armed canal basin shown on the Bilston tithe map 1845. Millfields Iron and Steel works depicted on the OS 1st Edition.</i>
15104	Canal basin, Birmingham Canal	Canal basin	Post-medieval	Sequence of joined canal basins, running east from the Birmingham Canal. Shown on Sherriff's map of 1799. Subsequent mapping shows a number of changes over time. Main basin still open in 1937. Infilled by 1965.
15143	Building, east of Ward Street	Building	Post-medieval to modern	Building identified during an evaluation. Not shown on historic mapping, so might have been short lived. Located close to where a tramline was known to run, so possibly associated with this. North-east to south-west wall with returns at both ends to the south-east. Constructed of an orange red brick and bonded with a hard grey cement with charcoal inclusions. Survived to two courses high.

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HER event number	Location	Event type	Grid reference	Description
EBL701	Mill Street/ Wolverhampton Street, Bilston	Archaeological evaluation	SO 94376 96270	Coutts Cathy. 2003. Archaeological Evaluation at Mill Street/Wolverhampton Street, Bilston.
EBL758	Millfields Road, Bilston	Desk-based assessment	SO 93415 96370	Vaughan Tom. 2005. Desk-Based Assessment at Millfields Road, Bilston, Wolverhampton.
EBL761	John Thompson Ltd site, Millfields Road	Building recording	SO 93420 96336	Robson-Glyde Shona. 2005. Building Recording at Millfields Road, Bilston, Wolverhampton.
EBL794	Millfields Road, Bilston	Archaeological monitoring	SO 93420 96405	Vaughan Tom. 2006. Archaeological monitoring at Millfields Road, Bilston.
EBL834	Land at west of Ward Street, Wolverhampton.	Desk-based assessment	SO 93654 96607	WSP Environmental UK. 2007. An Archaeological Desk-Based Assessment of land at west of Ward Street, Wolverhampton.
EBL852	Land west of Ward Street, Wolverhampton	Desk-based assessment (revised)	SO 93499 96545	WSP Environmental UK. 2008. An Archaeological Desk-Based Assessment of land at Ward Street, Wolverhampton.
EBL942	Land East of Ward Street, Bilston	Desk-based assessment	SO 9384 9663	Luker, K. 2016. Land East of Ward Street, Bilston: Archaeological Desk-based Assessment. Mott MacDonald.
EBL950	Ettingshall Primary School	Desk-based assessment and geotechnical survey	SO 9370 9695	Ramsey, Eleanor. 2016. Land at Former Ettingshall Primary School: Archaeological Desk-based Assessment. Ground Investigation & Piling Ltd. 2015. Ground investigation report for the former Ettingshall Primary School, Hall Park Street, Bilston.
EBL956	Ward Street	Archaeological evaluation	SO 9374 9657	Lovett, Peter. 2017. An archaeological evaluation of land east of Ward Street, Bilston, Wolverhampton.

Appendix 2 Additional heritage assets identified during the site visit

Additional heritage asset reference	Monument type	Grid reference (centre point)	Date	Description
AHA 1	Wall	SO 93816 96399	Late post-medieval to modern	A brick wall c3m high and c20m long along part of the south-western site boundary, bordering the canal. Patches towards the western end with more modern red bricks and breezeblock. Constructed of machine made, un-frogged red bricks with a blue outer coating. English bond pattern of header then stretcher rows, with an uppermost row of header bonded bricks.
AHA 2	Block	SO 93794 96439	Modern	Small square concrete block, c1m ² by c0.3-04m high, immediately west of AHA 3 and 4.
AHA 3	Block	SO 93796 96438	Modern	Long rectangular concrete block immediately south of AHA 4, c0.3-04m high. Irregular north side that, together with AHA 4, formed a hexagonal gap. Two small holes either side of gap.
AHA 4	Block	SO 93797 96440	Modern	Irregular trapezoidal shaped concrete block to the north of AHA 3, again c0.3-04m high. Formed a hexagonal gap with AHA3. Two small holes either side of gap.
AHA 5	Block	SO 93819 96450	Modern	Concrete block c1m wide, c2m long and c0.3m high. Offset on a larger, lower rough concrete platform. Contained metal fixtures on southern side. To north-east of AHA 2-4.
AHA 6	Basin	SO 93902 96445	Modern	Shallow rectangular sunken concrete basin, c2m wide and c10m long, aligned broadly north to south. Surface covered with green paint, parallel to and east of AHA 7.
AHA 7	Basin	SO 93897 96453	Modern	Larger rectangular sunken concrete basin, c3m wide by c20m long with. West of and parallel to AHA 6, south of and perpendicular to AHA 8. Filled in with rubble and coated in green paint. Thin internal divisions at western end, which steeps out.
AHA 8	Basin	SO 93897 96467	Modern	Shallow rectangular sunken concrete basin, c2m wide and c10m long, aligned broadly east to west. Surface painted green, north of and perpendicular to AHA 7, south of AHA 9.
AHA 9	Tank	SO 93899 96476	Modern	Rough concrete raised tank, c1m wide, c2m long and c0.5m high. To north of AHA 7.
