



Moorfields Quarter, Wolverhampton

Conservation Area Character Appraisal



MOORFIELDS QUARTER, WOLVERHAMPTON
CONSERVATION AREA CHARACTER APPRAISAL

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MOORFIELDS QUARTER, WOLVERHAMPTON

CONSERVATION AREA CHARACTER APPRAISAL

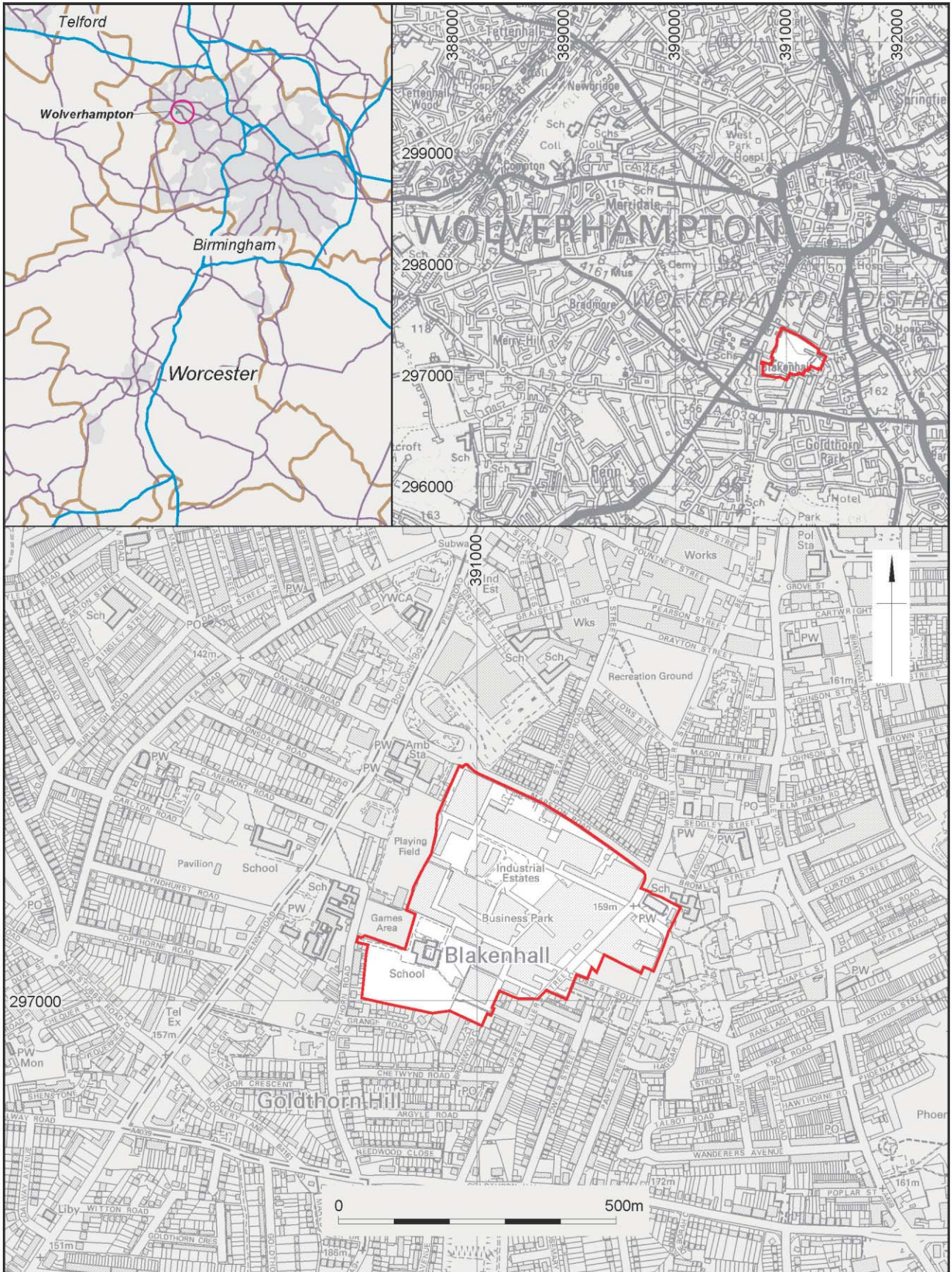
1.0 INTRODUCTION


- 1.1 A detailed *Historic Landscape Characterisation Study of the All Saint's and Blakenhall Community Development Area*, recommended that consideration be given to the designation of the entire area of the former Sunbeam Motor Car Company's Moorfield Works, together with adjacent industrial properties, as a conservation area (Wessex Archaeology, September 2005).
- 1.2 Conservation areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. 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'.
- 1.3 Section 71 of the same Act also requires local planning authorities to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.
- 1.4 Section 72 specifies that, in making a decision on an application for development in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 1.5 This document therefore defines and records the special architectural and historic interest of the area of the former motor works which is considered to satisfy the requirements for designation as a conservation area. It also makes proposals regarding an appropriate boundary for the designated conservation area, and identifies opportunities for enhancement.
- 1.6 The character appraisal has been carried out in accordance with Wolverhampton City Council's *Methodology for the implementation of a phased programme of conservation area appraisals* (Wolverhampton City Council, March 2007).
- 1.7 This appraisal has been carried out in order to satisfy the requirements of the legislation and to provide a firm basis on which future applications for development within or adjacent to the conservation area, if designated, can be assessed.

2.0 LOCATION AND SETTING

- 2.1 The proposed conservation area lies to the south of Wolverhampton City Centre, within a wedge of land between two diverging major arterial roads; Penn Road (A449) to the west, and Dudley Road (A4123) to the east, and bounded by the inner ring road to the north and Goldthorn Hill (A 4039) to the south (Fig. 1). This wedge of land is further divided in two by the secondary north-south route formed by Bell Place in the north, and Lower and Upper Villiers Streets.
- 2.2 East-west connections across the area between Penn Road and this secondary route are limited, with Marston Road, which forms the northern boundary of the industrial area, being one of the few. To its south, Sunbeam Street and Moorfield Road extend only across the eastern half of the area, with the result that there is no physical connection between the industrial areas in the east, and the properties along Penn Road to the west.
- 2.3 The industrial buildings of the study area are bounded on their west and south by large areas of open space, now comprising the playing fields of the Royal Wolverhampton School and St Luke's Church of England Junior School respectively. The study area is bounded by residential areas to the north, south and south-east.

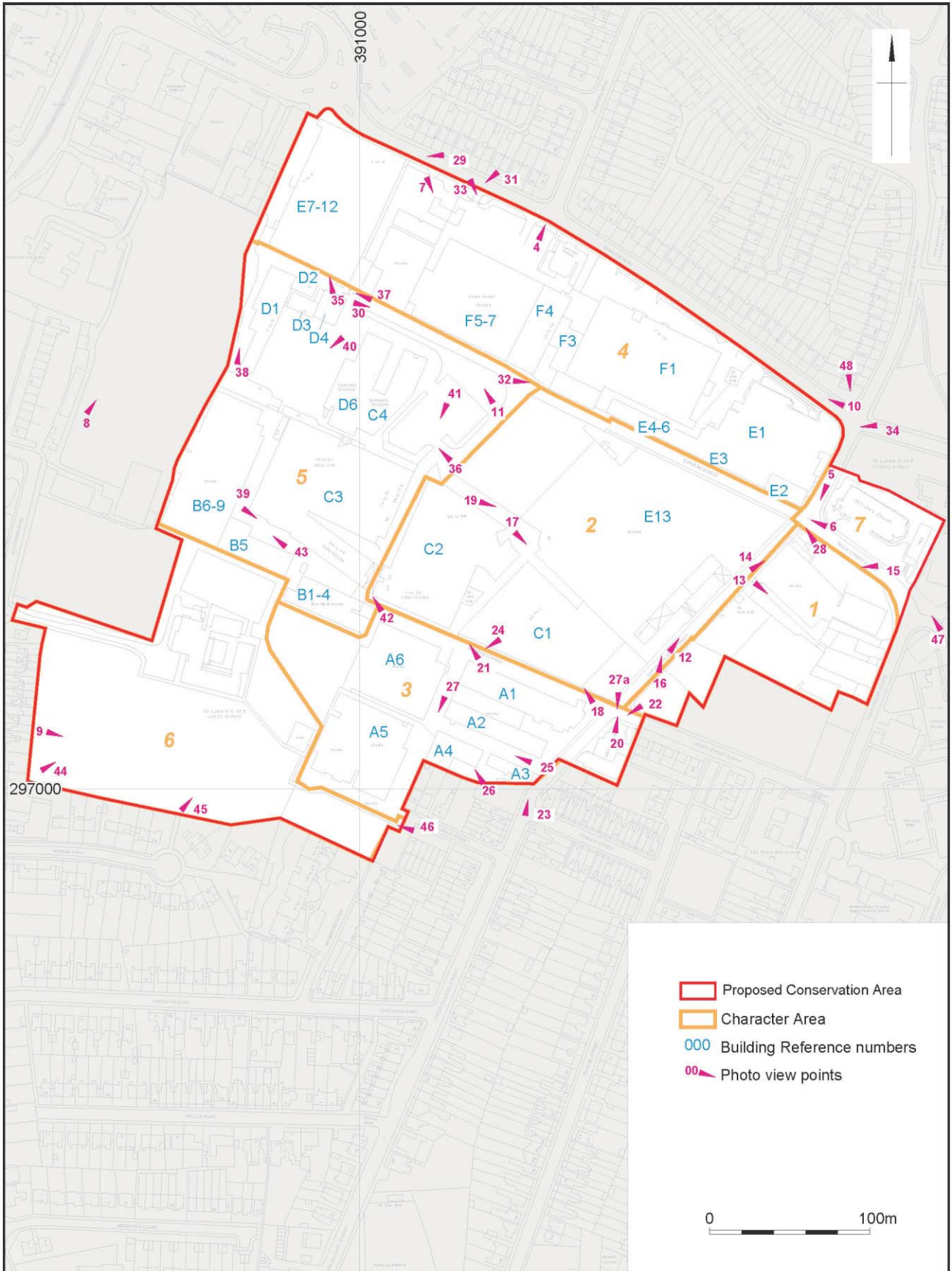
- 2.4 The natural topography of the area slopes gently down from the south towards the city centre, resulting in an element of terracing within the industrial estates, in order to provide the large areas of level ground required for the construction of the extensive workshops. The rise of land in the city centre itself, beyond the intervening lower ground, results in good views being available between the study area and the monuments of the city centre, most notably St John's Church.



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Site location plan showing proposed conservation area boundary

Figure 1a



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Proposed Conservation Area showing Character Areas, Building Reference numbers and photo view points Figure 1b

3.0 HISTORY

3.1 Early development of the Blakenhall area

- 3.1.1 Historically, the area under consideration for designation as a conservation area lay some distance to the south of the historic core of Wolverhampton, and just to the north of an extensive area of brick making, iron production and coal extraction.
- 3.1.2 Built development to the south of the historic town core had only extended as far as Pountney Street by the early 19th century, with some additional intermittent linear development along the main arterial routes such as Penn Road and Dudley Road. The areas between these main roads remained predominantly as farmland.
- 3.1.3 An intermediate road, now Lower Villiers Street, extended south from the east end of Pountney Street, as far as a house identified on the 1842 Tithe map as 'Moorfields' (Fig. 2). It is probable that 'Moorfields' was located to take advantage of the water supply provided by the stream that ran along the line of Villiers Street (see 4.4.2 below).
- 3.1.4 'Moorfields' was located within a small area of land, probably originally a single field, defined by what are now Moor Street South, Upper Villiers St, Park Street South and Cross Street South, which had been sub-divided into individual plots but which had yet to be developed by 1842. The forerunner of Park Street South extended southwards along the east side of this proposed area of development but reduced to a footpath midway to Goldthorn Hill.
- 3.1.5 This small nucleus of proposed development, lay roughly midway between the hamlet of Blakenhall to the east, and Graiseley Villa on Penn Road to the west, with Goldthorn Mill to its south-west forming the only other development within this large area of agricultural land (Fig.2).
- 3.1.6 While the area between the hamlet of Blakenhall and Villiers Street had developed significantly by the 1880's (Fig. 3) the land between the latter and Penn Road was still largely in agricultural use, with only the development of a small group of agricultural buildings in the centre, accessed via a new track opposite St Luke's Church, which had been constructed in 1860-1.
- 3.1.7 One of the first small manufacturing works to locate in the Blakenhall area was Edward Bullifant's Blakenhall Tin and Japan works, which had been built on the plot immediately to the north of 'Moorfields' by 1884; with residential development having filled the remainder of the earlier defined plots by this date.
- 3.1.8 However, the most significant period of development and use of the area under consideration involved the construction of the extensive works premises for two major companies; the Sunbeam Motor Car Co. and Villiers Engineering Co Ltd.

3.2 Development of Sunbeam's Moorfield works

- 3.2.1 In 1898 John Marston purchased the former Blakenhall Tin and Japan works on the east side of Upper Villiers Street, and converted them to the production of bicycle pedals to supply his large Sunbeam Cycle works in Paul Street. The works, which became known as the Villiers Cycle Company, was run by his son, Charles Marston.
- 3.2.2 When John Marston took his first tentative steps into motor car production, he did so in a premises immediately adjacent to these works; in the vacant former coach house belonging to, and to the rear of 'Moorfields'. It was here that the first Sunbeam Motor Car was built in 1899.

- 3.2.3 The original Moorfield Motor Works were a development southwards of this building, which can be seen named on the 1901-3 OS edition (Fig. 4). The works were extended westwards in two stages, the first in 1903, and the second, which included the construction of the office building along the street frontage (Fig. 5), in 1905, the year in which the public company of Sunbeam Motor Car Company Limited was formed.
- 3.2.4 Architects plans for a large new motor works to be constructed to the west side of Upper Villiers Street were produced in 1906. The north boundary of the new works site was formed by the earlier agricultural track, which appears not to have been formalized into a road until c.1914-16. The southern boundary appears to have been positioned to allow the future extension westwards of Cross Street South, though there was only an internal works road here until the creation of Moorfield Road in the late 1920's.
- 3.2.5 Originally, the range along the street frontage were of a single storey only, with five narrow parallel sheds running westwards behind it. These workshop buildings originally provided, from south to north, a coach-smiths shop, a body shop, a trimming shop, a finishing shop and a rubbing shop. The main workers entrances to the site were either side of a timekeeper's office to the left of the central gateway in the range fronting Upper Villiers Street (Fig. 6) (WTON/3808 & WTON/6272).
- 3.2.6 The purchase of further land to the west of Upper Villiers Street from Lord Barnard's Raby Estate, is recorded in a series of letters dating from 1910 onwards, held at the Wolverhampton Archives. These letters record the sale of land to Sunbeam (1910, 1912 & 1916), Roper (1910), and Villiers engineering (1916) (D/NAJ/C/4/1/10).
- 3.2.7 The main works to the west of Upper Villiers Street, which also became known as the Moorfield works, developed rapidly from their establishment in 1906. A good impression of the early beginnings of the Sunbeam premises, and the speed of its expansion can be gained from an anniversary review of the firm dating to 1919 (Sunbeam Motor Car Co Ltd, 1919):

"When one reflects that today the company's premises cover an area of over fifty acres, that its offices and shops are divided into a total of fifty departments, each comprising a number of separate and distinct sub sections, that it counts its floor space by the acre, and that it produces cars and aircraft engines, among other specialities, by the thousand per annum...was a humble and cautious scheme which consisted in being no more ambitious than to take an empty coach-house in Upper Villiers Street, Wolverhampton, at the back of a house that stood on the site of the present main offices of the company.

...those initial Sunbeam cars so justified the company's entry into the industry along cautious lines, that it commenced to enlarge its shed in 1901 to the end that there might be installed some machine tools, driven by shafting passing through a wall into the premises of the Villiers Engineering Company, which supplied the power needed.

...thus the next step in sequence was a further enlargement of the establishment by the provision of portable engines for driving the machinery employed. As in the case of many another famous firm, the first additional buildings were a few galvanized iron sheds. Some were put up on a patch of garden where what is now styled the Old Machine Shop stands, and where, in season, the nucleus staff had been wont to pick lettuces and gather strawberries for tea".

- 3.2.8 The chronological development of the works is well documented by a collection of architect's drawings held at the Wolverhampton Archives. These provide clear dating evidence for the construction of individual buildings, and have been used to compile Figure 7.
- 3.2.9 The expansion of the works was stimulated by the appointment, in 1909, of Frenchman Louis Coatalen as Chief Engineer, for it was he who promoted the idea of producing all components of cars at the works, rather than relying on costly and

unreliable imports, and a large new machine shop, body shops, test houses and an experimental department were gradually built to the west and south of the 1906 works.

- 3.2.10 During the First World War, the works began producing aircraft using Sunbeam-Coatalen engines, along with seaplanes, airships, ambulances and staff cars. It was also probably Coatalen who promoted the idea of Sunbeam entering into the sports car market after the war.
- 3.2.11 In 1916 Sunbeam negotiated the purchase of *“the whole of the land fronting Marston Road adjoining our works and that of the Villiers Co and running in a line with our present top boundary”*, and in August of that year the Raby Estate office noted that *“the whole of the land on the south side of Marston Road will be purchased by the Sunbeam and Villiers companies”*. It would appear that Sunbeam purchased the western half of the parcel of land between the line of Sunbeam Street and Marston Road (Character Area 4) while Villiers purchased the eastern half, with the exception of the corner site to the north of the land sold to Roper in 1910. On this new land Sunbeam had constructed a foundry and large new machine shop by the end of the decade (Plate 1).
- 3.2.12 The later development and ultimate demise of the works are discussed in 3.5 below, while a summary of the achievements of the Sunbeam Motor Car Co. Ltd are noted in 3.6.

3.3 Other early 20th century development

- 3.3.1 While Sunbeam were developing their extensive works between Sunbeam Street and the boundary which became Moorfield St to the south, smaller scale developments were taking place on adjacent sites.
- 3.3.2 The Villiers Cycle Component Company, located in the former enamelware works on the east side of Upper Villiers Street began making freewheels in 1902. This product became so successful that they ceased production of pedals the following year, and, in 1913, began producing motorcycle engines.
- 3.3.3 Following the First World War, Villiers Engineering constructed a large purpose built factory on land purchased from the Raby Estate on the south side of Marston Road (see 3.2.11 above), including a foundry and drop forge shop. A large new manufacturing shed was subsequently added, and an office building (later demolished) built on the street frontage in 1923, allowing all staff to move from the premises on the east side of Upper Villiers Street (Plate 1).
- 3.3.4 In 1910, J Roper, another manufacturer of cycle components, negotiated with the Raby Estate for the purchase of a small plot of land on what is now the corner of Marston Road and Lower Villiers Street, and built a small single works building here, which was in production before 1914.
- 3.3.5 The former agricultural land to the north of Marston Road was used as allotments (Plate 1) until its residential development during the 1930's, while the land to the south of the works buildings had been purchased by Sunbeam to provide sports facilities for their workers. The grounds included football and cricket pitches, tennis courts and a bowling green, and it is assumed that the adjacent works canteen also provided the function of a sports pavilion for refreshment.

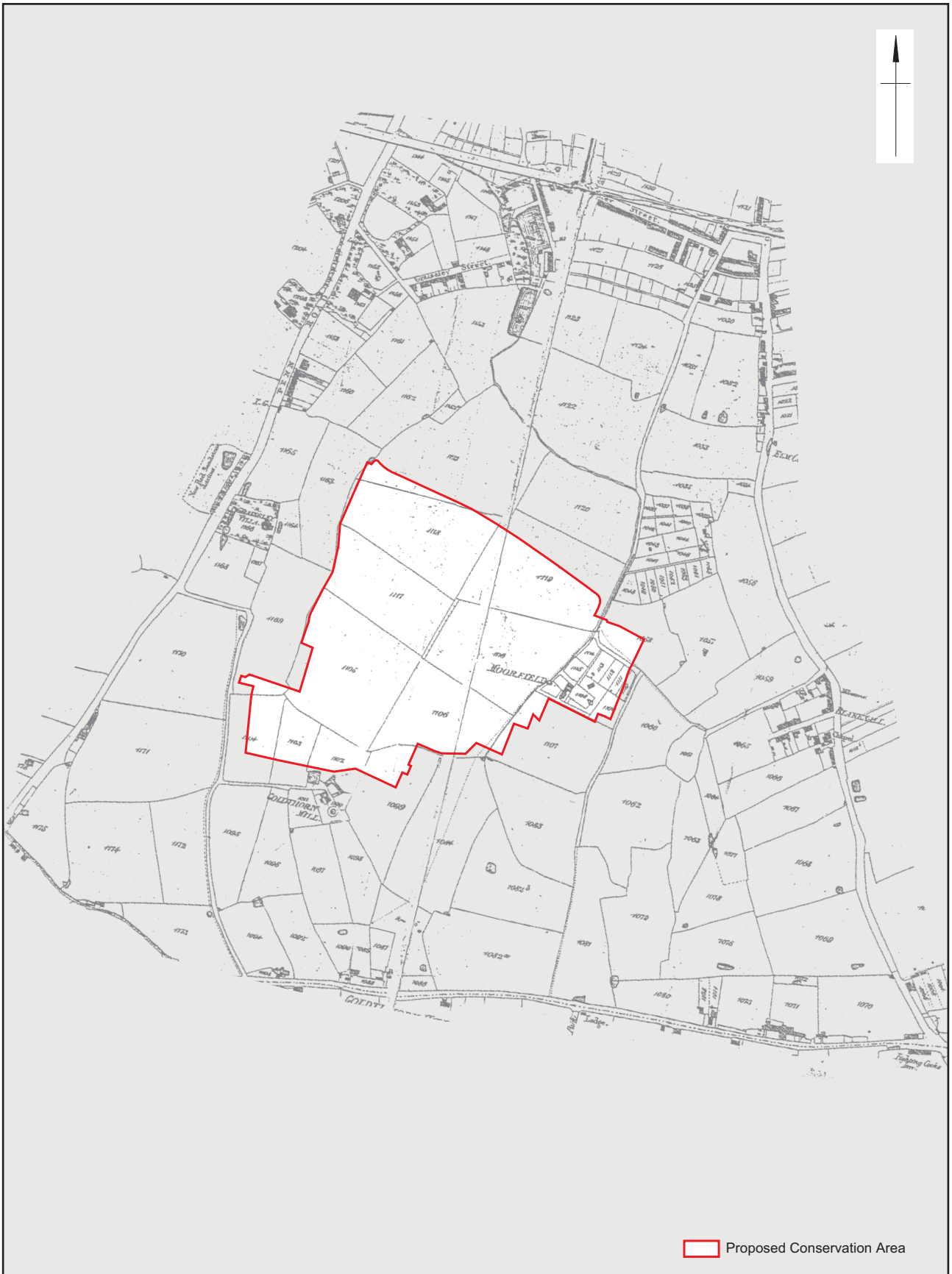
3.4 Later development

- 3.4.1 At its height during the 1920's, Sunbeam Motor Company's Moorfield works employed 3,500 staff on the 50 acre site, whose buildings covered an impressive 15 acres.

- 3.4.2 However, they were increasingly suffering competition from the larger car firms such as Morris and Austin, and during 1920 they became part of the S.T.D (Sunbeam, Talbot, Darracq) combine. When financial difficulties struck in the 1930's, they were taken over by the Rootes Group, who moved car production to Coventry, and car production ceased at the Wolverhampton Moorfields Works in 1936.
- 3.4.3 The large works site was sub-divided and sold off into multiple ownership. The eastern half of the works, dating to the first decade of the 20th century were taken over by Fischer Bearings, while the later elements to the west and north-west of the original works, and the premises to the south of Moorfield Road were taken over by Villiers Engineering (Plate 3).
- 3.4.4 The purchase of the redundant Sunbeam works buildings provided them with a large foundry and machine shops, and allowed them to expand further, and by 1939, *"Villiers had grown into a pretty complete outfit grouped round the new stamping shop. There were 900 employees. Large modern factory, entirely self-contained..."* (Villiers Engineering Co, undated), with a site covering 11.5 acres in total.
- 3.4.5 During the third quarter of the 20th century, a new St Lukes Junior School was built on the former Sunbeam sports field, replacing the earlier school located to the north of the church, and retained the sports fields in school and community use.

3.5 Special Historic Interest

- 3.5.1 Wolverhampton was renowned during the 19th century for the skills and ingenuity of its artisans, particularly in the manufacture of ironmongery, and in the production of sheet tin and iron japanned wares. This placed the town well for the manufacture of cycles, and almost more so for the development of the motor car.
- 3.5.2 Following the foundation of the British motor industry in 1896, the West Midlands quickly became its centre, and Wolverhampton was one of the three main centres of the regional industry, with 22 of the country's 233 manufacturers, after Coventry's 112 and Birmingham's 83. Of the Wolverhampton firms, Britons, Star and Sunbeam were the most significant, and ultimately, Sunbeam became the most famous for its considerable achievements in the production of world record-breaking racing cars.
- 3.5.3 Sunbeam's Moorfield Works are one of the earliest purpose-built car factories in the country, and one of the few of such an early date to survive to a similar extent. It was here that a succession of famous racing cars were produced; including the first car to top 70mph by 1911, and the first car, the Sunbeam 'Slug', to break the land speed record of 200mph in 1927.
- 3.5.4 The survival of the majority of buildings relating to Sunbeams motor car production, and the buildings where the record breaking cars were developed and built gives them considerable historic significance.
- 3.5.5 The proposed conservation area also includes the former works of Villiers Engineering, another firm of considerable significance in Wolverhampton's industrial history.
- 3.5.6 The combined workforce of the two companies in their heyday numbered some four and a half thousand, which would have had considerable influence on the prosperity of the town, and in particular of the local Blakenhall area. The demand for housing close to the works would have stimulated house building in the area, and the provision of services for a growing population.



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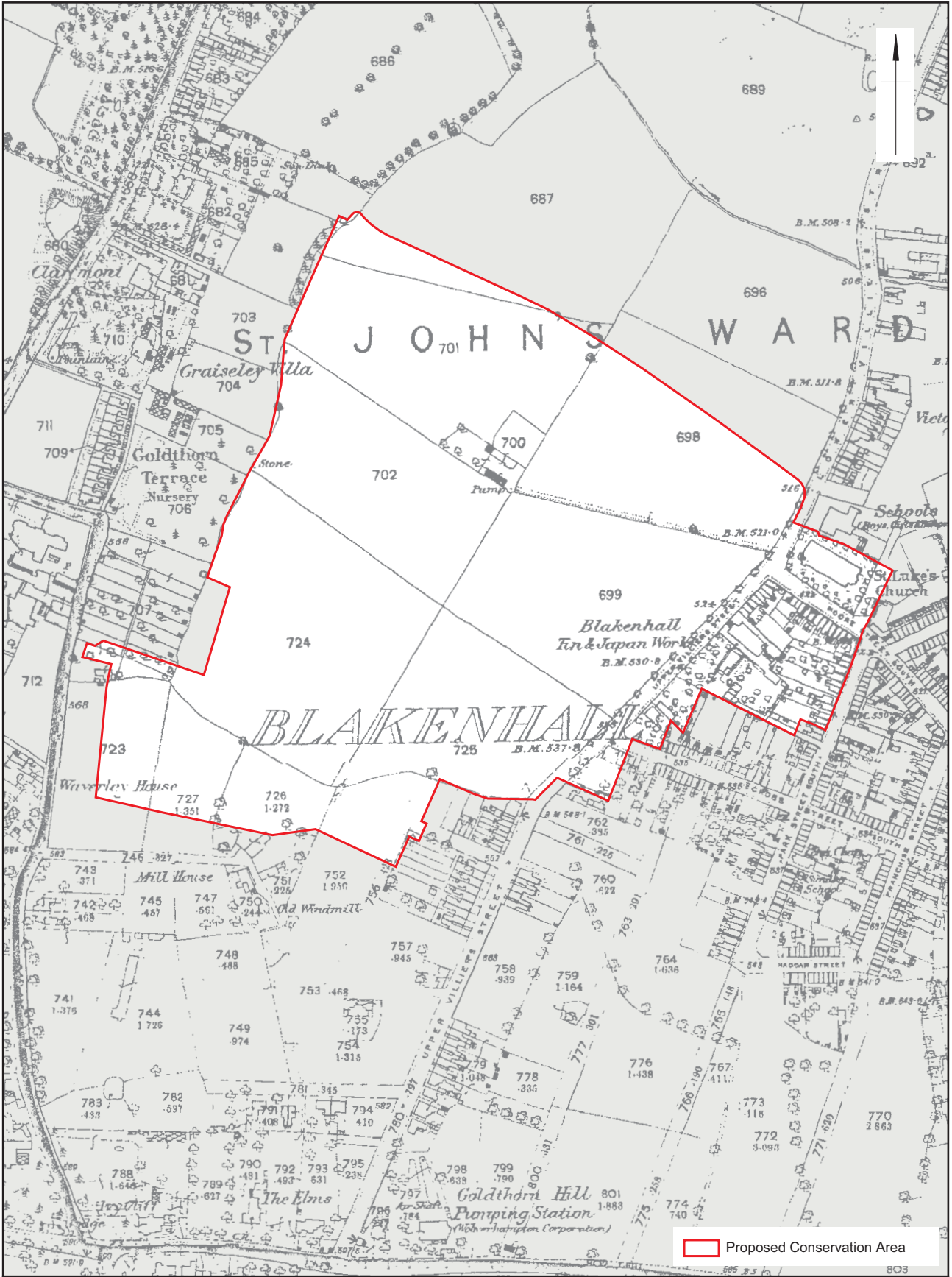
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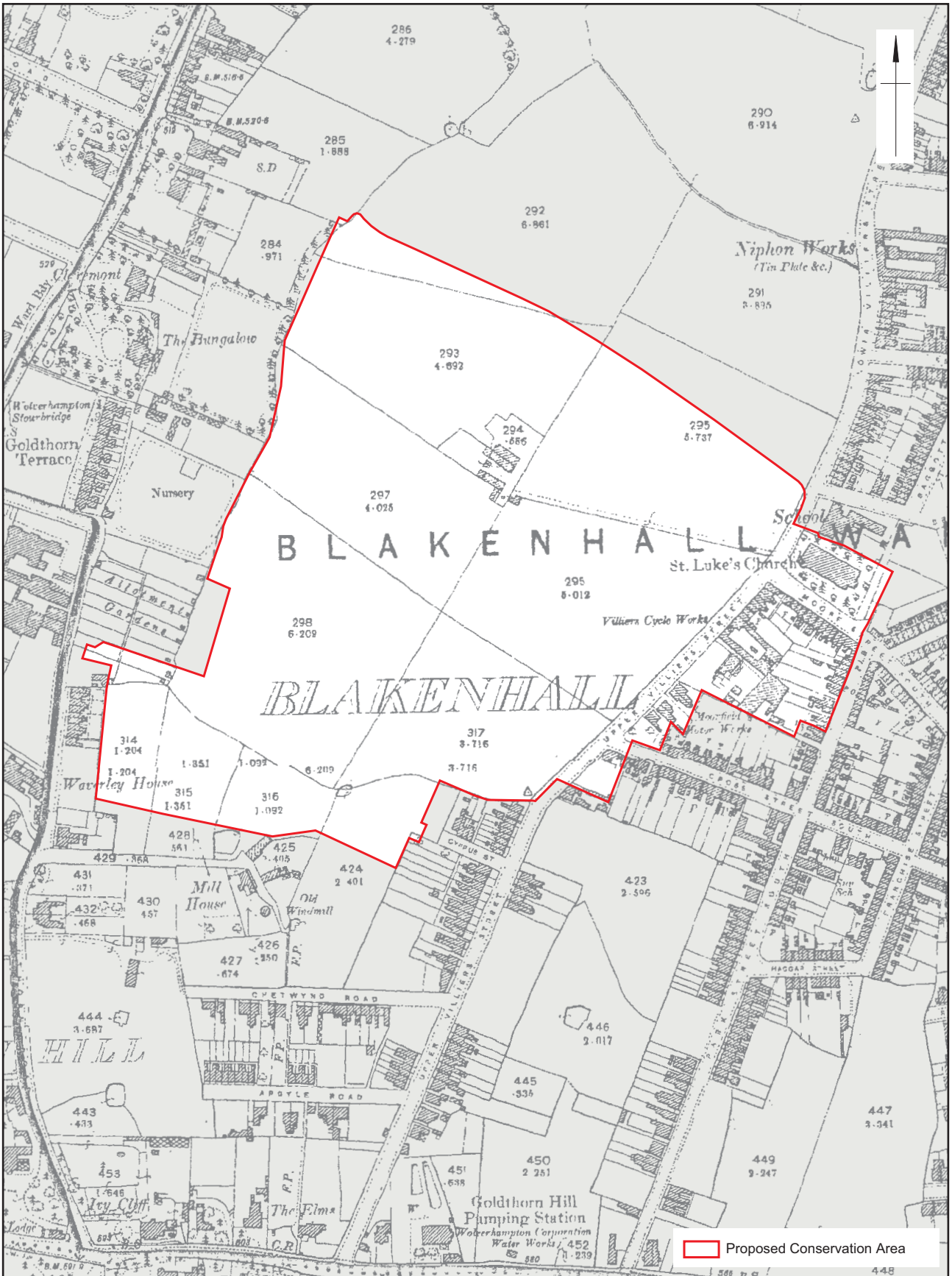
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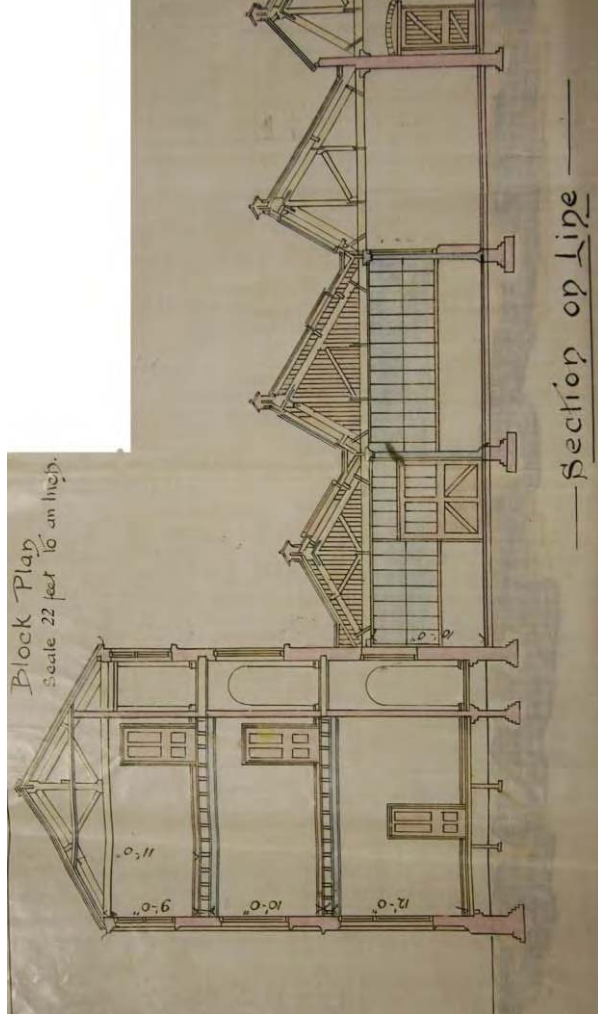
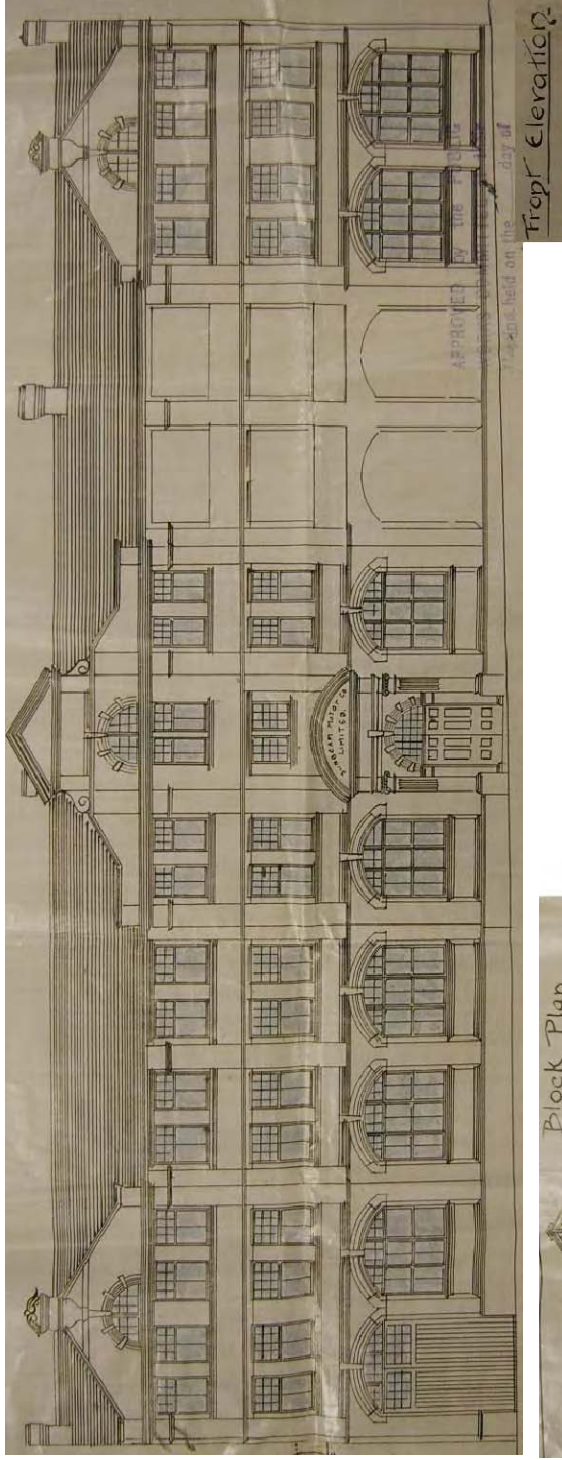


 Proposed Conservation Area

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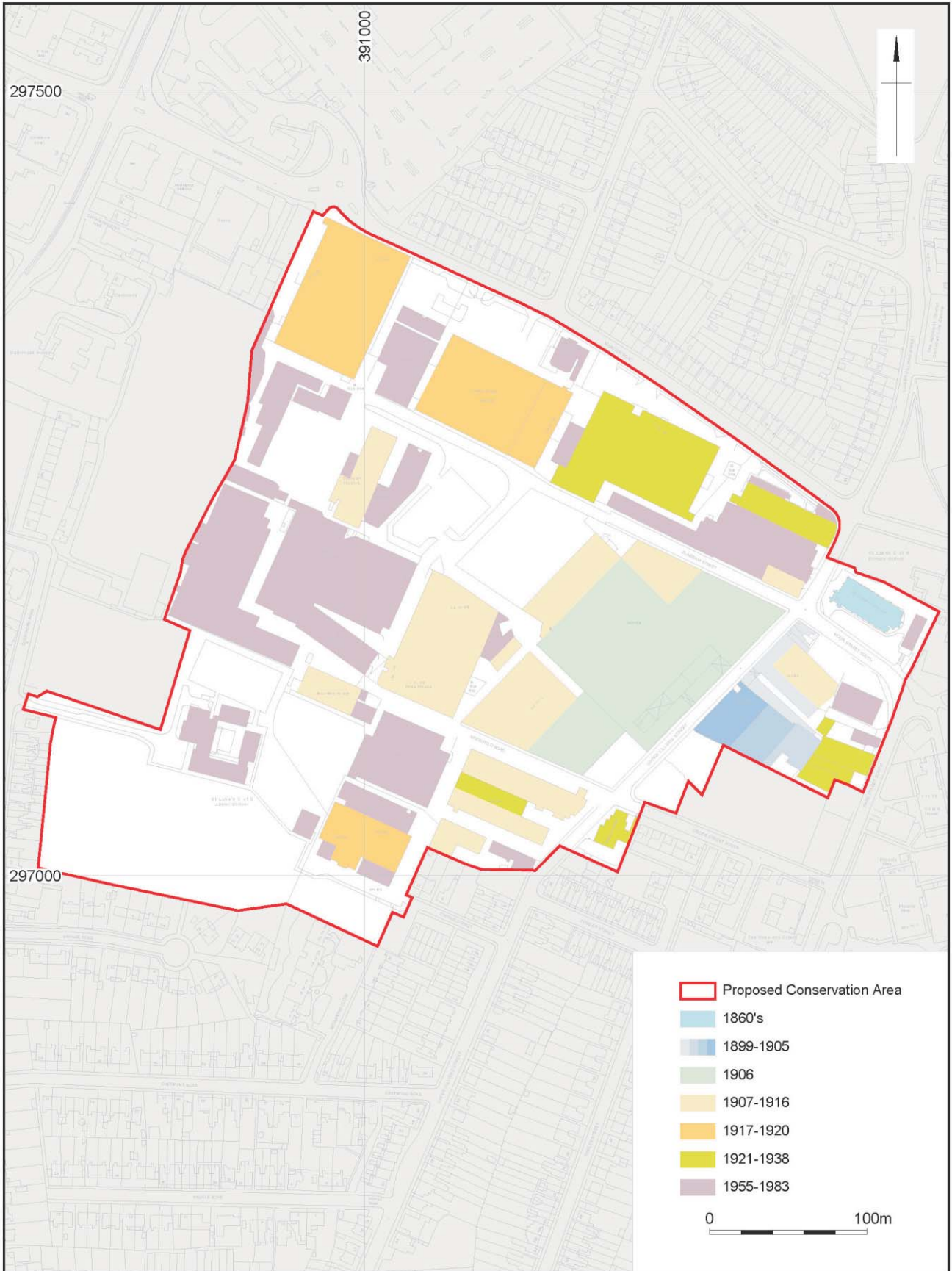
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Frontage elevation of new car works 1906, and as extended 1916

Figure 6



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Chronological development of the proposed Conservation Area

Figure 7



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 Proposed Conservation Area

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4 CHARACTER AND APPEARANCE OF THE PROPOSED CONSERVATION AREA

4.1 Introduction

4.1.1 Although relatively small, the area proposed for designation as a conservation area can be sub-divided into a number of discrete areas of different character (Fig. 1b). The key components and characteristics of the individual areas is presented in sections 4.11.1-4.11.6 below.

[When referred to individually, the reference numbers attributed to the buildings within the study area in Bruton Knowles Economic Development Appraisal (Bruton Knowles, 2006) have been retained and used in this study (shown on Figure 1b). These unique reference numbers, where used to refer to individual buildings within the text, are shown in square brackets.]

4.2 General description and summary

4.2.1 The special interest of the Moorfields Quarter derives from the almost complete survival of the works and offices of the Sunbeam Motor Car Co. Ltd, together with those of the Villiers Engineering Co. Ltd., two of Wolverhampton's most important manufacturing companies.

4.2.2 Sunbeam's former Moorfield works were one of the earliest purpose-built motor car factories in the country, and their large-scale survival is significant in view of the rarity of survival nationwide. The earliest components of the works were constructed adjacent to either side of Upper Villiers Street, with large, modern workshops extending westwards from that street. The saw-toothed profiles of the north-light roofs of the early workshop ranges provide considerable architectural interest and character to the streetscapes at the eastern ends of Sunbeam Street and Moorfield Road.

4.2.3 The special character and interest of the proposed Moorfields Quarter Conservation Area derives primarily from the:

- Comprehensive survival of the group of historic buildings belonging to the former Sunbeam Motor Car company; comprising one of the earliest purpose-built car factories in the country
- Buildings associated with the Villiers Engineering Company
- Architectural unity and townscape value of the office buildings fronting either side of Upper Villiers Street
- Saw-toothed architectural aesthetic of the north-lit workshop ranges on Sunbeam Street and Moorfield Road
- Impressive scale and massing of the early workshops

4.3 Present character: activities and uses

- 4.3.1 The majority of the area proposed for designation remains in commercial use, though the former predominantly large-scale manufacturing firms have largely been replaced by smaller scale businesses of mixed type, but with a predominance of storage and warehousing functions in some areas.
- 4.3.2 The original elements of the early car factory buildings on the west side of Upper Villiers Street are still largely occupied by Timken UK Ltd, who took over Fischer Bearings in 1946, and continue to produce ball and roller bearings for the aerospace industry.
- 4.3.3 The workshop buildings to their south and west are now sub-divided into small business units owned and managed by Bizspace. This sub-division has also occurred in the later Sunbeam buildings on Marston Road.
- 4.3.4 The predominance of low-value storage and warehousing has led to a reduction of activity in some parts of the area, which is exacerbated by the low level of occupancy of many of the business units.
- 4.3.5 The area contains a very poor mix of activities and uses, with no shops, and only a couple of cafes serving the needs of workers within the industrial areas. For this reason, there is very little exchange between the industrial estates and the surrounding area.
- 4.3.6 The nature of the use of the area also results in there being virtually no activity at evenings or weekends, other than along Upper Villiers Street.

4.4 Street pattern

- 4.4.1 The street pattern of this area is of little intrinsic historic interest. In the context of the city of Wolverhampton, the street pattern of this area was established at a very late date, with much of it not built until the 2nd and 3rd decades of the 20th century, primarily to serve the needs of the established engineering works situated here.
- 4.4.2 The line of Villiers Street historically followed the north-south stretch of a stream which ran north into Pountney's Pool, and whose east-west section (shown on 1842 Tithe map, Fig. 2) ran along the line of what is now Milford Road. It was adjacent to this stream that the original 'Moorfields' was established.
- 4.4.3 Moor Street South had also been created by 1842, and the forerunner of Park Street South ran southwards towards Goldthorn Hill; diminishing to a footpath halfway.
- 4.4.4 Marston Road was established in 1916. Interestingly, when Marston Road is first shown on Hinde's map of 1916, a cross roads is indicated at the location of what is now the south end of Stanford road, suggesting plans for a road continuing the line of Stanford Road to the south of Marston Road. Correspondence between the Villiers Engineering company and the Raby Estate at this time (D/NAJ/C/4/1/10), indicate that it had indeed, at one time, been proposed to construct a north-south road lined with residential development between Sunbeam Street and Marston Road, but that Sunbeam's expansion of their works in 1918-19 had effectively dictated that the entire area be given over to industrial/manufacturing development.

4.5 Built form, materials and architectural character

- 4.5.1 The buildings within the proposed conservation area are representative of the typical range of engineering and associated office and ancillary buildings dating from the beginning to the third quarter of the 20th century.

- 4.5.2 There is a considerable contrast between the scale and massing of the early extensive, but single storey workshop buildings and their associated multi-storey office and warehouse buildings, which has resulted solely from the pragmatic considerations of their functions.
- 4.5.3 The original buildings are almost exclusively of brick. The brickwork of the office ranges is articulated by means of expressed pilasters and moulded brick string courses, with contrast provided by keystones, pediments, window heads and the main door surround picked out in painted render.
- 4.5.4 The street elevations of the early workshops provide a regular and uniform rhythm of bays, gables and structural openings, whose brickwork is well articulated with the use of plinth bricks within recessed panels, and terracotta copings to the gable parapets. The distinctive saw-tooth profile of the north-light workshop roofs also provide a repetitive element which hints at the extent of the internal volumes.
- 4.5.5 The mid 20th century engineering buildings are also predominantly of brick with a uniform and regular pattern of wall plane and structural openings. However, the segmental arched openings of the early brick workshops have largely been replaced by flat concrete lintels, and some elevations are rendered.
- 4.5.6 Throughout the early workshop buildings, the original designs have maximized the provision of natural light, with large windows occupying the full width of structural bays and north light roofs.
- 4.5.7 The predominant authentic roof covering is slate, though in many cases this has been sealed beneath sheets of adhesive roofing felt to effect repairs to failing roofs. Corrugated asbestos sheet appears to have become the predominant roof covering material after about 1916.

4.6 Listed buildings

- 4.6.1 A listed building is one that is included on the Government's Statutory List of Buildings of Special Architectural or Historic Interest. These buildings are protected by law and consent is required from the City Council before any works of alteration, extension or demolition can be carried out. Government guidance provided by Planning Policy Guidance note 15: Planning and the Historic Environment (PPG15) also advises that, in considering proposals for development in the vicinity of listed buildings, consideration must be given to the preservation or enhancement of the setting of a listed building.
- 4.6.2 There are four listed buildings within the proposed conservation area (Fig. 12); one of which is Grade II* listed, while the others are all Grade II listed. These are:
- **St Luke's Church** - a Grade II* listed, flamboyant Gothic Revival church in polychrome brick, designed 1860-1 by G.T. Robinson of Leamington
 - **Automotive House and workshops to the rear, Upper Villiers Street** - former offices and workshops of the Sunbeam Motor Car Co. on the east side of Upper Villiers St.
 - **Former Moorfield works of the Sunbeam Motor Car Co.** – street frontage offices, and original workshops of the early 20th century purpose-built car factory to the west of Upper Villiers St.
 - **Former Tong Castle Gates, Marston Road** – walls, piers and gates designed by 'Capability' Brown for a house on the site of the former Tong Castle, Shropshire

4.7 Buildings and structures of historical or townscape value

- 4.7.1 In addition to the buildings included on the statutory list for their special architectural or historic interest within the national context, the council maintains a list of locally important buildings, which are protected by specific local plan policies. Works to a building included in the City of Wolverhampton Local List that require planning permission, will be expected to take into account the special architectural and historic interest of the property.
- 4.7.2 There are currently no buildings on the Wolverhampton Local List within the proposed conservation area.
- 4.7.3 There are, however, a number of buildings which are considered to make a positive contribution to the streetscape/townscape, and to the special character of the proposed conservation area. These are listed in section 6.2 below, and identified on Figure 11.
- 4.7.4 Also surviving within the proposed conservation area are a number of sections of good quality property boundary surviving from the early 20th century. There are significant sections of brick boundary wall at the following locations (shown on Fig. 11):
- South end of Upper Villiers Street, at the east end of Character Area 3.
 - Along the western boundary of the industrial area in Character Area 5
 - On the south side of Marston Road, opposite Stanford Road

4.8 Focal points, views and vistas

- 4.8.1 The most significant focal point within the proposed conservation area is at the crossroads of Upper and Lower Villiers St, with Marston Road and Moor St South. The combination at a single location of important views along the roads south (Plate 5) and west (Plate 6), together with the significant monument of St Luke's Church makes this the most impressive location in the area.
- 4.8.2 In general, however, the location, scale and massing of the buildings has been determined by functional rather than aesthetic imperatives. The large manufacturing buildings were created with the functional properties of their internal spaces in mind, rather than their physical relationship with other buildings, and the external spaces created between them. This is particularly true of the later buildings added to the western and northern sides of the original works complex. There have been no designed focal points or views intentionally set up
- 4.8.3 The scale and massing of many of the buildings within the area also severely restrict the potential for long distance views into, or within the proposed conservation area. Due to the natural topography, however, there are occasional good views towards the city centre (Plate 4), and towards important townscape features beyond the conservation area, such as St Luke's Church. There are views towards the church from a variety of locations within the proposed conservation area, particularly along Sunbeam Street, and it is a prominent feature that frequently emerges as one moves between the industrial buildings (Plate 7).
- 4.8.4 The scale of the buildings also allows access to good long-distance views from the upper levels of buildings, and from external fire escapes, but in many areas, views at ground level are restricted.

4.9 Open space, green areas and trees

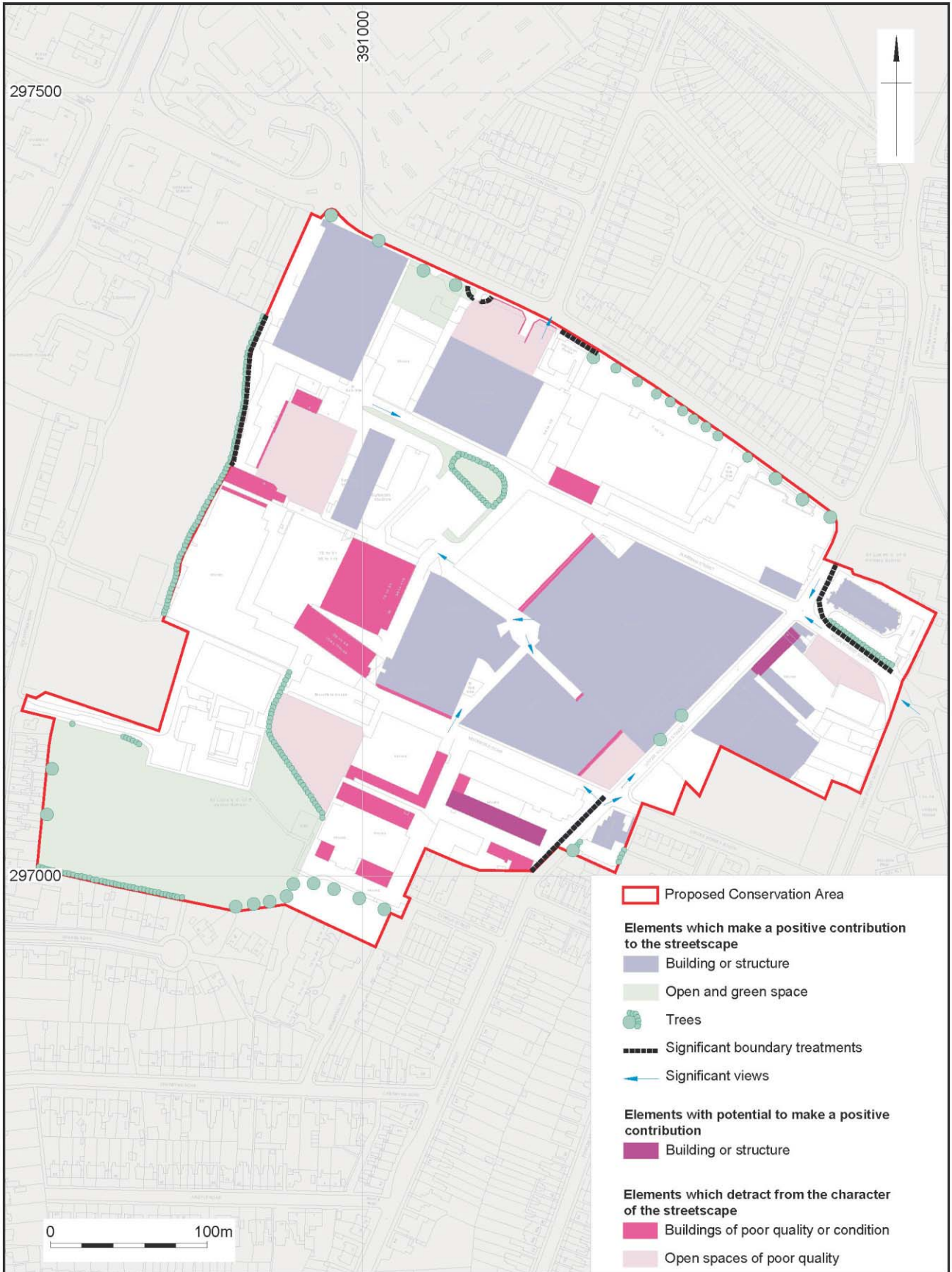
- 4.9.1 The main industrial zone to the west of Upper Villiers Street is bounded to the west and to the south by two large areas of green open space. To the west lie the playing

fields of the Royal Wolverhampton School, which formerly comprised the extensive gardens to the rear of the large villas and fronting Penn Road, and which were later used as a nursery (Plate 8). To the south are the playing fields associated with St Luke's C of E Junior School (Plate 9). This area was once the Sunbeam Motor Car Company's sports grounds providing football and cricket pitches, and a bowling green, and therefore has important associations with the surviving buildings of the Moorfields Works. These two areas of green open space provide important buffer zones between the industrial areas of the Moorfield Quarter, and the residential areas beyond.

- 4.9.2 There are important tree belts along several of the major property boundaries within the study area. That along the western boundary of the Moorfield Industrial Estate serves to screen many of the later buildings at the west end of the site from the playing fields and residential areas beyond, and serves to provide a soft and natural edge to the hard landscape within the industrial area (Plate 8).
- 4.9.3 An important area of green open space is situated immediately to the east of the former Sunbeam foundry on Marston Road. This appears to be the result of a scheme of soft landscaping in front of the small commercial premises, which has clearly defined property boundaries. The area of garden has been well-maintained and provides a welcome relief along this otherwise hard, and poorly maintained frontage.
- 4.9.4 The mature street trees on Marston Road, and the younger trees along the boundary in front of the Midland Polishing and Finishing Company's building [F1] (Plate 10). These have presumably been planted to replicate the street trees along Marston Road, in this former gap where the Villiers Engineering office was situated.
- 4.9.5 There are very few green open spaces or trees within the area of the industrial estates. A single notable exception is situated to the north-east of building C4, at the north end of an area of car parking (Plate 11).
- 4.9.6 Two large street trees on west side of Upper Villiers Street, although being rather too close to the office building, provide a welcome natural green element and shape within what would otherwise be a narrow and sterile vertical channel between the tall buildings.

4.10 Public Realm

- 4.10.1 The public realm within the proposed conservation area is predominantly confined to Upper Villiers Street, with public activity also along Moor Street South and Cross Street South, which will form two of its boundaries.
- 4.10.2 There are no pedestrian routes through the area in either a north-south or east-west direction, which, together with the nature of the commercial activity in the area, results in a very low level of human activity on either Moorfield Street or Sunbeam Street. The industrial estate access roads, with their on-road parking and large delivery vehicles, create a hostile environment for pedestrians.
- 4.10.3 The pavements of Upper Villiers Street are narrow, and result in pedestrians and traffic along this narrow street being in close proximity. Pedestrian traffic along Park Street South and Moor Street, in the vicinity of the school and the emergent Blakenhall Gardens, enjoys a more tranquil environment, though in close proximity to the commercial activity at the north-west end of Park Street South.



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Plate 4: View from Villiers Industrial Estate towards St John's Church



Plate 5: View south along Upper Villiers Street



Plate 6: View west along Sunbeam Street



Plate 7: Oblique view of St Luke's church from Marston Road frontage

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Plate 8: View north across the Royal Wolverhampton School's playing fields



Plate 9 : View east across St Luke's School playing fields



Plate 10: View of street trees along Marston Road



Plate 11: Area of green open space in Character Area 4

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4.11 Identification of Character Areas

4.11.1 The proposed Moorfields Quarter Conservation Area divides into seven character areas. These are:

- Area 1: Land between Upper Villiers Street and Park Street South
- Area 2: Former Moorfields Works
- Area 3: South-east quadrant
- Area 4: Villiers, Marston and Parker Road Industrial Estates
- Area 5: Blakenhall Industrial Estate
- Area 6: St Luke's C of E Junior School and playing fields
- Area 7: St Luke's Church and church hall

4.11.2 Area 1 - Land between Upper Villiers Street and Park Street South

Origins

- This was the earliest area within the proposed conservation area to have been developed. The earliest built development, dating prior to 1842, was two houses set in relatively generous gardens in the south-west quadrant of a newly established street block; the northern of which was 'Moorfields'. The area was further developed during the 1880s with a mix of residential and industrial buildings, including the Blakenhall Tin and Japan Works. The north, east and south sides of the street block were lined with terraced houses.
- Following the conversion of the Japanning works by John Marston to the production of cycle components in the late 1890s, he also took over the adjacent former coach house of 'Moorfields' for his early ventures in car production in 1899. The workshop thus created was extended southwards in 1901 and, following the demolition of 'Moorfields' itself, were expanded westwards in 1903. Even by this time the works were known as the Moorfield Motor Works, with Villiers Cycle Works occupying the former Japan Works to the north. The final phase of expansion in 1905 extended the works to Upper Villiers Street, and included the construction of Automotive House on the street frontage.
- Although the works expanded slightly eastwards during the first half of the 20th century, it was not until after the 1960s that the residential terraces along Moore Street and Park Street South were removed to allow further commercial expansion.

Key characteristics and components

- This area is of mixed character, comprising as it does a combination of piecemeal, small-scale workshops and former residential properties, together with the extensive early 20th century north-lit workshops set behind the tall monolithic structure of Automotive House on the western street frontage (Fig. 5).
- Automotive House is of considerable townscape prominence, set immediately at the rear of the pavement, and rising through three storeys, with classically articulated gables rising above eaves level to create a greater vertical emphasis (Plate 12).
- The scale and detailing of Automotive House is echoed by the offices of the Moorfield works opposite, creating an impressive streetscape and an extremely enclosed feel to the street.
- The surviving elements of the former Blakenhall Tin and Japan works, with its long narrow internal yard flanked by narrow workshop ranges set behind a multi-storey frontage range, represents a typical form of early small industrial premises of Wolverhampton (Plate 13).

Negative elements

- Alterations to the frontage elevation of the former Blakenhall Tin and Japan works, has seriously compromised its original symmetrical design, and obscured its original late 19th century architectural detail (Plate 14).
- Alterations to the frontage of the three adjacent cottages which were incorporated into the Villiers Cycle works has similarly obscured their authentic architectural detail, and their original function (Plate 14).
- The site extending along Moor St South and the top of Park Street South, now used for open parking associated with the modern commercial premises, presents a weak and untidy appearance and has a very negative impact on the setting of the important grade II* listed St Luke's Church (plate 15).
- Clearance of the former residential properties on this site has left the small-scale rear extensions of the cottages on Upper Villiers Street exposed and visually in the public domain.



Plate 12: View north up Upper Villiers Street



Plate 13: Internal yard of former Blakenhall Japan works



Plate 14: Alterations to frontage to Upper Villiers Street



Plate 15: Poor quality streetscape to Moor Street South

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Area 2 – Former Moorfields Works

Origins

- Land purchased from the Raby Estate and first developed 1906 by Sunbeam Motor Car Co. as a purpose-built car factory.
- Extended to the west with additional workshops and machine shops by 1916.
- The majority of the 1911 machine shop formerly located in the north-west quadrant of the area has been demolished and replaced by a car park.

Key characteristics and components

- Principally characterized by the extensive workshops of the early Sunbeam factory, set behind the 'flagship' office range on the principal street frontage (Plate 1 & 16).
- Good quality architectural detailing of office range combining with Automotive House opposite to provide streetscape of considerable townscape quality and significance.
- Very densely developed with contiguous workshops, with only narrow access roads between them (Plate 17), resulting in only two major external elevations on the subsidiary street frontages to north and south.
- Regular and repetitive north-lit bays providing an aesthetic rhythm to the workshop frontages (Plate 18).
- Good quality and uniform architectural detail of extensive workshop elevations providing evocative streetscapes to north and south (Plate 18).
- The two mature plane trees on Upper Villiers Street soften the otherwise monumental urban 'channel' between the office ranges, and accentuate the verticality of the composition.

Negative elements

- Modern profiled steel cladding to west end of partly demolished machine shop [E13part].
- Area of car parking on corner of Upper Villiers Street and north side of Moorfield Road, created by demolition of easternmost bays of original 1906 north-lit workshop, has destroyed original balanced street frontage and created a weak element at the southern end of the significant streetscape composition formed by opposing office ranges.
- Modern treatment of elevation at east end of truncated workshop building is not in keeping with authentic architectural character of workshops.
- Second storey added to the front bay of former workshop building [C3 part] (Plate 21)
- Lack of occupancy of many of the Bizspace units contributes to a lack of vitality of the area.



Plate 16: View north along Upper Villiers Street frontage



Plate 17: Access road between major workshop ranges



Plate 18: Workshop elevation along Moorfield Road

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Plate 19: Modern cladding of truncated workshop range



Plate 20: New elevation to truncated workshop range



Plate 21: Second storey added to former north-lit workshop

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Area 3 – South-east quadrant

Origins

- Eastern part of character area developed as southward extension of Moorfield works to provide specialist Seaplane erecting shop and detail shop by 1916.
- Large works canteen constructed 1918 adjacent to Sunbeam sports fields with infill building to north in later 20th century.
- Former Villiers Arms P.H. on east side of Upper Villiers Street constructed during the late 1920's as one of the few premises providing services to the large workforce in the adjacent works

Key characteristics and components

- Repetitive wide bays of building [A1] complement the north-lit bays of the earlier workshops to the north to create a harmonious industrial streetscape (Plate 22).
- Very mixed area comprising buildings of different dates and functions, and of varied building form, scale and massing.
- Survival of significant length of authentic boundary treatment, comprising buttressed brick wall along Upper Villiers Street frontage. (Plate 23).
- Tall three-storey former Seaplane erecting shop, later Repair Department, [A2] forms prominent townscape feature marking entrance into industrial area from southern approach, and also has some historic significance through its original function.
- Asha House, the former Villiers Arms public house, occupies a prominent location at the corner of Cross Street South and Upper Villiers Street, and has historic associations as a service to the workers of the Moorfield Works

Negative elements

- Modern cladding panels between brick buttresses of former Repair Department building [A2] conceal all original architectural detail (Plate 25).
- Over-cladding of all windows in building [A2] results in the need for total artificial lighting which has a negative environmental impact.
- Blocking of all openings in building [A4] contributes to run down and semi-derelict character of this part of the conservation area (Plate 26).
- Later extensions to former Canteen building [A5] mask and negatively impact upon its original interesting form and detail (Plate 27).
- Unused car park at north-west corner of character area represents a waste of parking provision, and has been subject to fly-tipping and lack of management of vegetation.



Plate 22: Looking south-west towards Character Area 3



Plate 23: Southern approach towards the conservation area



Plate 24: Later building [A6] from the north-east

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Plate 25: View west showing modern over-cladding of windows in building [A2]



Plate 26: Blocking of openings in building [A4]



Plate 27: Unsympathetic extensions to former Sunbeam canteen [A5]



Plate 27a: Asha House, formerly the Villiers Arms public house

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Area 4 – Villiers, Marston and Parker Paul Industrial Estates

Origins

- With the exception of the Ropers building of 1910, this character area was first developed by the expansion northwards of Sunbeam's Moorfield works from 1918 onwards, followed by the new works for the relocation of Villiers Engineering from Upper Villiers Street. Buildings at the eastern end are mostly of post-war date.

Key characteristics and components

- Principally characterized by the large-scale and extensive north-lit works and warehouse buildings of the former Sunbeam and Villiers works.
- The modest but well-detailed J Roper building at the corner of Sunbeam Street and Upper Villiers Street is visually appealing, and contributes to the setting of St Luke's Church (Plate 28)
- The former Sunbeam foundry building is of considerable townscape presence as it is set at the rear of the pavement (Plate 29).
- The street trees along Marston Road are unusual in the area, and provide a good foil between the large works buildings on the south and the residential properties on the north (Plate 10)
- Historically significant and architecturally interesting gates, piers and walls from the former Tong Castle in Shropshire create an unexpected and unusual feature at the entrance to the commercial site (Plate 31).
- The majority of buildings in this character zone are extremely large, repetitive structures, suggestive of their original functions (Plate 30). Many are set well back from the frontage, with areas of car parking to the front.
- The well-maintained green open space in front of the premises to the east of the former foundry building provides an unusual and welcome feature in this highly developed zone

Negative elements

- Modern portal frame building adjacent to [F7] interrupts the aesthetic rhythm of the repetitive north-lit works buildings to either side (Plate 32).
- Demolished condition of the listed Tong Castle gate piers and wall (Plate 33).
- Poor quality boundary treatment along central section of Marston Road frontage
- Architecturally weak building at corner of Marston Road and Upper Villiers Street provides poor counterpoint to St Luke's Church at northern gateway to proposed conservation area (Plate 34).
- Alterations to individual bays of former foundry building, including wall finishes, detracts from former unity of function.
- Blockings of all ground floor openings at south end of former foundry building [E7] detracts from original architectural form and detail (Plate 35).
- Vacant and boarded condition of former Ropers works building [E2] (Plate 28).



Plate 28: View west along Sunbeam Street



Plate 29: View of former Sunbeam foundry on Marston Road



Plate 30: South elevation of former Sunbeam machine shop

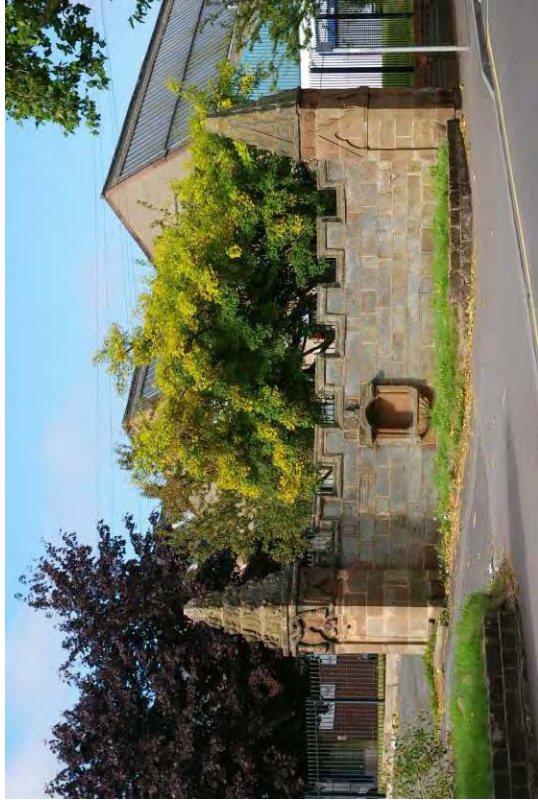


Plate 31: Former Tong Castle gate, pier and wall

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Plate 32: Unsympathetic modern building



Plate 34: Building at corner of Marston Road and Upper Villiers Street



Plate 33: Demolished section of Tong Castle gate pier and wall

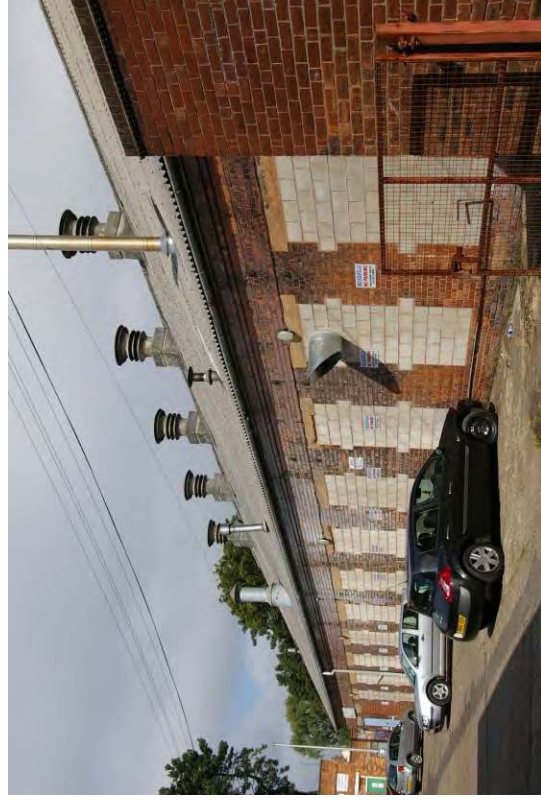


Plate 35: Blocking of openings on south elevation of former Sunbeam foundry



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Area 5 – Blakenhall Industrial Estate

Origins

- With the exception of the former Experimental department, which was built by 1916, and the former timber store to the south, this area was not developed till after the demise of the Sunbeam Motor Co., and the further development of the site by Villiers Engineering (Plate 3).

Key characteristics and components

- This area is of a very mixed character in considerable contrast to that of character areas 2 and 4, with a mix of buildings of very different orders of scale and massing, different architectural form, materials and function.
- The mix of materials is marked, in contrast to the ubiquitous brick of the pre-war buildings (Plates 39-43).

Negative elements

- The buildings in this area are generally of a poorer quality of construction than those to their north and west, and have deteriorated in condition more quickly (Plate 42).
- The use of modern cladding materials to weatherproof buildings of poor quality has further reduced the visual quality of the area (Plate 40).
- The multi-storey car park is an unsympathetic, monolithic structure which has an adverse impact on the setting of adjacent historic buildings (Plate 41).
- Problems of access to designated car parking has led to car parks being half full (Plates 36 & 40), while there is considerable on-road parking (Plates 37 & 43).
- The abrupt change in level between the south and north halves of the area results in the two access roads into the industrial area being dead-ends, with no through route for vehicles. This exacerbates the problems of large vehicle access and turning (Plate 43).

Area 6 - St Luke's C of E Junior School and playing fields

Origins

- Formerly the sports fields associated with the Sunbeam Motor Company's Moorfield car works, the school was built here in the third quarter of the 20th century

Key characteristics and components

- Large area of open amenity playing fields bounded on south and west sides by residential gardens with low rise school at north side (Plate 44).
- South and west boundaries include a number of large trees
- The industrial areas of character areas 3 and 5 are screened by dense vegetation and trees (Plate 45).

Negative elements

- Current school use prohibits the creation of a pedestrian through-route between Upper Villiers Street and Goldthorn Road, which could potentially be developed as an extension of the footpath from the end of Cyprus Street (Plate 46).



Plate 36: View north towards later Sunbeam departments



Plate 37: View west along north estate access road



Plate 38: Small-scale buildings along western boundary of character area



Plate 39: View east along southern estate access road


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Plate 40: View south-east across car park



Plate 41: Multi-storey car park



Plate 42: Poor quality buildings along southern estate access road



Plate 43: West end of industrial estate clogged by vehicles

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Plate 44: St Luke's School from the south-west



Plate 45: St Luke's School from the south-west



Plate 46: Public footpath from Cyprus Street to school grounds

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Plate 47: St Luke's Church viewed from the southeast



Plate 48: View southwards into the conservation area with St Luke's Church on the left

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Area 7 – St Luke’s Church and church hall

Origins

- The church was designed and built by G T Robinson of Leamington in 1860-1

Key characteristics and components

- Grade II* listed St Luke’s Church in flamboyant polychrome Gothic revival style
- Listed walls, gates and gate piers in polychrome brick and ashlar with quatrefoil piercing
- Vegetation within churchyard boundary

Negative elements

- The setting of this nationally important building has been compromised by vacant plots, areas of open car parking and boarded buildings

5.0 ISSUES: POSITIVES AND NEGATIVES

5.1 Positives

- **Location**
 - The area is situated close to the city centre of Wolverhampton, between two of the major arterial routes leading south from the centre, and close to the inner ring road.
 - The relatively small scale of the area, and its very strong associations with the famous Sunbeam Motor Car Co. - one of the most important companies in Wolverhampton's industrial heritage - mean that it should be relatively easy to create a unique and robust individual identity for the area, around which to promote its upgrading and regeneration.
- **Historical Associations**
 - Historical association of many of the buildings with two of Wolverhampton's most important companies; Sunbeam Motor Car Company and Villiers Engineering.
 - Historical associations perpetuated through the names of streets and roads in the area, namely:
 - **Upper Villiers Street** – named after Charles Pelham Villiers, MP for Wolverhampton 1835-85
 - **Marston Road** – named after John Marston, who founded the Sunbeam Motor Car Company in the late 19th century, and was Mayor of Wolverhampton 1889-91
 - **Sunbeam Street** – named after the motor car company which constructed their car works here in the early 20th century
 - **Moorfield Road** – named after the house which originally stood on the east side of Upper Villiers Street, and on whose site the first workshops of the Sunbeam motor car company were built in the late 19th century.
- **Buildings**
 - The area contains a small number of substantial listed buildings.
 - The area contains, and provides important components of the setting of the grade II* listed St Luke's Church.
 - Important and architecturally interesting frontages to several roads within the area; particularly Upper Villiers Street, Moorfield Road and Sunbeam Street
 - Fortunately, few of the historically important, or architecturally interesting buildings have been lost. However, some have been unsympathetically modified, though this is generally reversible.

5.2 Negatives

- **Buildings**
 - Much of the building stock is in a poor condition of repair and maintenance.
 - Lack of regular repair and maintenance of the more historically important buildings is of particular concern, as this will lead to long-term degradation of the historic fabric, and will eventually put them beyond economic repair.
 - Unsympathetic alterations have been made to important listed buildings, including the introduction of upvc replacement windows into the architecturally significant office ranges fronting Upper Villiers Street.
 - Many of the mid-late 20th century buildings are of an initial poor quality of construction and materials, and are nearing the end of their useful and economically viable life.
 - Lack of maintenance, and the poor quality of much of the building fabric creates a run-down feel to the area.
 - The poor quality of maintenance of some of the units is responsible for the low levels of occupancy and rental.

- **Occupancy**
 - It is estimated that only 75% of the area is currently in use
 - The occupancy of the BIZspace business units, which occupy the core of the 1906 Sunbeam factory workshops, are currently thought to be achieving only 50-60% occupancy
 - Existing businesses are generally low margin, comprising light and general industry, or providing storage or warehousing
 - Employment density is very low, with a large number of businesses employing few staff
 - Rents are generally relatively low, and many small businesses locate in the area for the short term only; aiming to move to better quality premises and locations as soon as they are able. Consultation suggests that 20% of businesses are planning to move within 3 years

- **Security**
 - Crime is a major issue in the area.
 - The lack of a residential, commercial and business mix, and the absence of any through routes for either vehicles or pedestrians means that the area is largely unoccupied at evenings and weekends, leaving it vulnerable.
 - Lack of intervisibility between areas of the industrial estates results in many 'hidden' areas, where criminal activity can take place unobserved
 - Security measures comprise a large proportion of the maintenance costs of some businesses, leaving little available finance for upkeep of building fabric. This is a particular issue with regard to the condition of the more historically significant buildings.
 - Crime and the fear of crime has led to the unsightly blocking of many ground floor openings, leading to increased artificial lighting costs

- **Access**
 - The main access into the area is via Upper Villiers Street, which is a narrow secondary route, leading south from the city centre into a residential area, and is an accident blackspot
 - The roads leading off Upper Villiers Street - Moorfield Road and Sunbeam Street - are narrow and congested, and provide poor access for large vehicles
 - Vehicle access within the area, particularly in the industrial estate at the western end of the area, is difficult
 - On-road parking, caused by the general lack of off-road parking, causes particular difficulties for the maneuvering of large vehicles.
 - Pedestrian access is generally poor, with no pavement provision within the industrial estate itself, and poor quality or non-existent linkages, making it generally unappealing for pedestrians

- **Parking**
 - Parking within the area is generally very difficult. However, some occupiers have more parking provision than they need, while others have insufficient.
 - Many of the access roads in the area are congested with parked cars, impeding access for large vehicles
 - The important frontage along Marston Road, following the demolition of the significant Villiers Engineering office building, is given over to parking which is visually undesirable

- **Commercial activity/services**
 - The area is poorly provided with services such as shops, cafes and public houses

- **General perception**
 - Generally, the area is of poor appearance, has a down-market feel, and a reputation for crime and deprivation

- Some businesses are concerned that the general poor condition of the area is not good for their visiting customers perceptions of their business.
- Due to the low employment densities, resulting from the widespread storage and warehousing uses of the buildings which require only irregular access, some areas of the industrial estate have a 'shut-up' and vacant feel, with no streetlife or commercial activity evident

6.0 MANAGEMENT PROPOSALS

6.1 Proposed Conservation Area Boundary

6.1.1 The proposed boundary for the conservation area is shown on Figure 1b. It is recommended that the designated area should include all those buildings and grounds once associated with the Sunbeam Motor Car Company; buildings formerly associated with Villiers Engineering; adjacent works occupying the same street blocks; the former Villiers Arms public house; and St Luke's Church and churchyard.

6.1.2 It is considered appropriate that the areas to the north and east of Automotive House are included in the designated area as they form an important component of the setting of the grade II* listed St Luke's Church, and the listed Automotive House and the early workshops to its rear, and conservation area status will provide additional control over their future re-development.

6.2 Recommendations for local list

6.2.1 It is recommended that consideration be given to the inclusion of the following buildings on the Wolverhampton City Local List:

- Former Sunbeam Foundry and Pattern Shop, later Villiers Engineering Foundry, on Marston Road [E7-12]
- J Roper works on corner of Upper Villiers Street and Sunbeam Street [E2]
- Former Blakenhall Tin and Japan Works, later Villiers Cycle works, Upper Villiers Street. (The extent of the listing will be dependant on the detailed site assessment of the works (see 6.4 below)).
- Workshops to rear of Automotive House, dating possibly from 1899 use of former 'Moorfields' coach house. (Detailed assessment should be carried out to ascertain extent of early survival).

6.3 Opportunities for Enhancement and use of grant aid

6.3.1 The present poor quality of parts of the proposed conservation area results in there being numerous opportunities for enhancement.

6.3.2 A grant aid budget has been established to provide heritage restoration grants to regenerate the exteriors of historically significant properties in the wider All Saints and Blakenhall Community Development (ABCD) Area. This budget is administered by the ABCD Heritage Project, and properties within the proposed conservation area would qualify for consideration for grant aid.

6.3.3 It is considered that the following initiatives would assist the preservation and enhancement of the proposed conservation area:

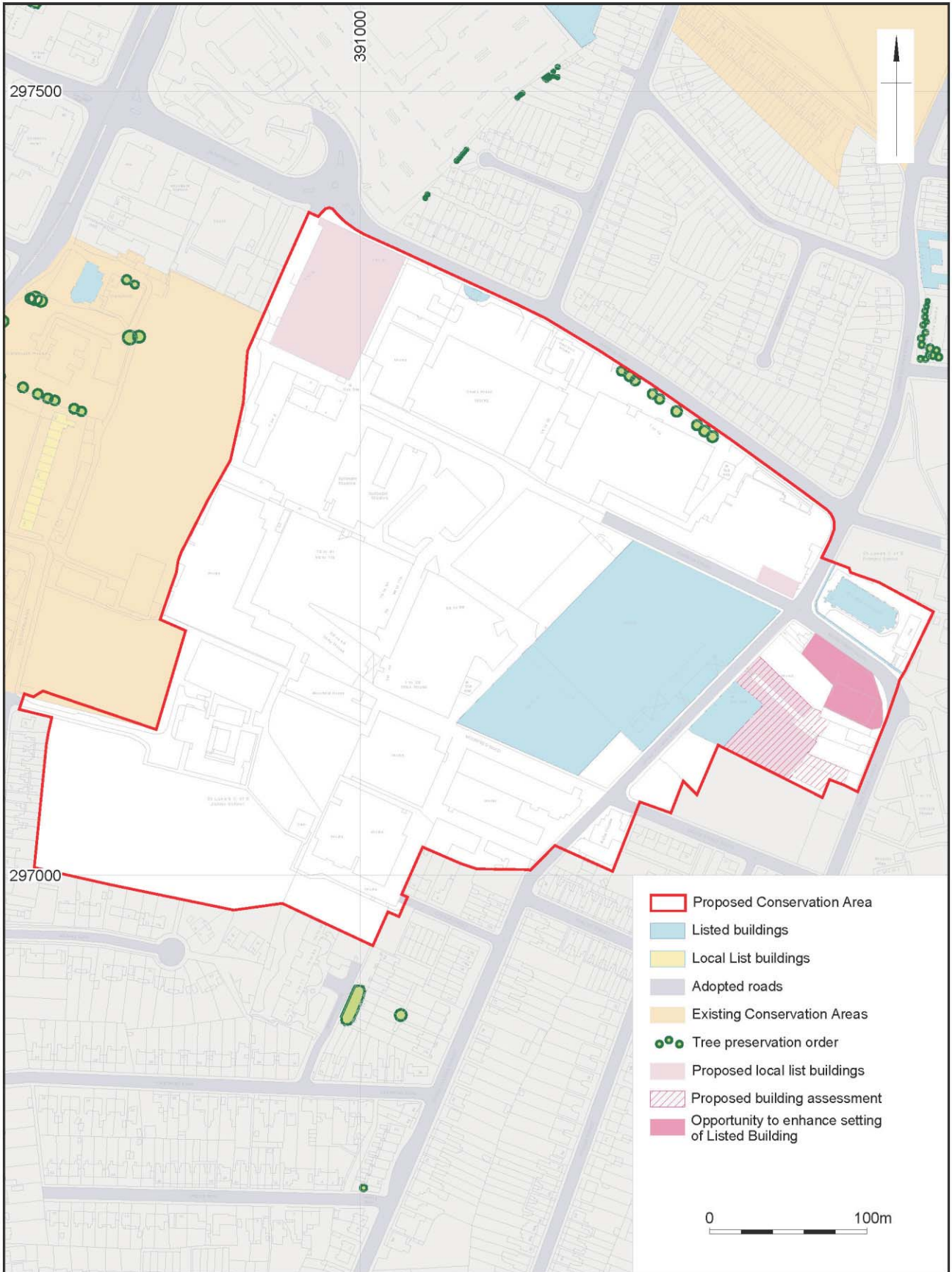
- Encourage/Facilitate the production of a Master Plan for the redevelopment of the industrial areas which has the preservation and enhancement of the special historic character of the area at its core, and which seeks to enhance the setting

of the listed buildings. This plan should be prepared in close consultation with the ABCD Heritage Project Officer.

- Create a north-south pedestrian route through the area to provide a connection between the city centre and southern Blakenhall, and to remove pedestrians from the narrow pavements of the busy vehicular through-route of Upper Villiers Street.
- Utilise the opportunity presented by the re-location of St Luke's C of E primary school to create an east-west pedestrian route through the area, possibly extending the line of Moorfields Road to meet Goldthorn Road.
- Provide grant aid for repairs to the listed 1906 workshop ranges to ensure their long-term preservation
- Provide grant aid for the restoration of the street elevation of part of the former Blakenhall Tin and Japan Works and adjacent cottages.
- Implement initiatives to reduce the threat of crime, which would allow the re-fenestration of ground floor openings and restore the authentic appearance of some significant historic buildings
- Encourage the sensitive re-development of the site extending along Moor Street South and Park Street South at the north-east corner of CA 1, to improve the setting of the important, grade II* listed St Luke's Church
- Discourage the use of modern external cladding which obscures the historic form and detail of the early works buildings. If necessary, provide grant aid for the repair of the historic fabric to make over-cladding unnecessary.
- Provide site interpretation to explain the important industrial history of the area to enhance local appreciation of the area and its buildings
- Consider the re-location of the former Tong Castle gates to a more appropriate and less vulnerable location; possibly in association with the creation of a new pedestrian route
- Encourage the repair and maintenance of boundary treatments, particularly along the Marston Road frontage
- Promote the enhancement of the public realm

6.4 Other management recommendations

- A detailed standing building assessment should be carried out of the former Blakenhall Tin and Japan works (later Villiers Cycle Component factory), on the east side of Upper Villiers Street, in order to clarify the extent of survival of original buildings
- A standing building assessment should be carried out of the workshops to the rear of Automotive House to investigate the potential survival of historic fabric of the former coach house to the rear of 'Moorfields' where the first Sunbeam motor car was built.
- Programmes of historic building recording should be carried out of significant historic buildings within the area, as a condition of any planning consent for alteration or redevelopment. This is to ensure that evidence of surviving features, fixtures and fittings relating to their original form, architectural detail and function is not lost as a result of alterations



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DX 894/8/4/5	Plan of Moorfield Works showing growth and expansion 1899-1924
WTON/3391	Extensions to motor factory, Feb 1905
WTON/3808	Extensions to motor factory, Sept 1906
WTON/4990	New machine shop, July 1911
WTON/6272	Offices, May 1916

Maps

Plan of the township of Wolverhampton shewing the several wards as laid down in the Charter of Incorporation, 1850 (Map/558 B2)

Peel and Cobbett's Map of the Borough of Wolverhampton, 1864 (Map/559 B3)

Ordnance Survey, 25 inch series, sheet LXII. 10, 1889

Alfred Hinde's Map of Wolverhampton, 1896 (Map/569 B5)

Ordnance Survey, 25 inch series, 1901

Alfred Hinde's Map of Wolverhampton, 1916 (Map/602 B7)

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Wolverhampton and District, surveyed 1882-85, revised 1919 (Map/603 B7)

Ordnance Survey, 25 inch series, 1938

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