

Wolverton and New Bradwell

Historic Town Assessment Report Consultation Draft



Church Street, built by London & Metropolitan Railway



Summary	4
I DESCRIPTION	8
1 Introduction	8
1.1 Project Background and Purpose	8
1.2 Aims	8
2 Setting	9
2.1 Location, Topography & Geology	9
2.2 Wider Landscape	9
3 Evidence	15
3.1 Historic Maps	15
3.2 Documentary Evidence	15
3.3 Built Heritage	15
3.4 Archaeological Evidence	19
3.5 Environmental Evidence	22
4 Archaeological & Historical Development for Wolverton & Bradwell	24
4.1 Prehistoric period (c.10,000 BC – AD 43)	24
4.2 Roman period (AD 43 – AD 410)	26
4.3 Saxon period (AD 410 – 1066)	28
4.4 Medieval period (1066-1536)	30
4.5 Post medieval period (1536-1800)	31
4.6 Modern period (1800-Present)	33
II ASSESSMENT	62
5 Designations	62
5.1 Conservation Areas (CA)	63
5.2 Registered Parks and Gardens	63
5.3 Scheduled Monuments	63
5.4 Archaeological Notification Areas	63
5.5 Listed Buildings	63
6 Historic Urban Zones	64
6.1 Introduction	64
6.2 Historic Urban Zones	64
6.3 Archaeological Assessment	64
6.4 Heritage Values	66
6.5 Historic Settlement	69
6.6 Modern Settlement	70
III RECOMMENDATIONS	79
7 Management Recommendations	79
7.1 Conservation Area Appraisals	79
7.2 Registered Parks and Gardens	79
7.3 Scheduled Monuments	79
7.4 Archaeological Notification Areas	79
7.5 Listed Buildings	79
8 Research Agenda	79
8.1 Modern	79
9 Bibliography	80
10 Addresses	81
1 Appendix: Chronology & Glossary of Terms	82
1.1 Chronology (taken from Unlocking Buckinghamshire's Past Website)	82
1.2 Glossary of Terms	82
2 Appendix: HER Records	83
2.1 Wolverton Monuments HER Report	83
2.2 Wolverton Find Spots	87
2.3 Wolverton Listed Buildings	91
2.4 New Bradwell Monuments HER Report	92
2.5 New Bradwell Find Spots	92
2.6 New Bradwell Listed Buildings	93
3 Appendix: Trade Listings and Population Data	94
4 Appendix: Historical Consultancy Report	97

List of Illustrations

Figure 1: Urban Character Zones for Wolverton and New Bradwell	6
Figure 2: Wolverton and New Bradwell in location	10
Figure 3: Geology of Wolverton and New Bradwell (BGS)	11
Figure 4: Diagram of Connections from Wolverton and New Bradwell (representational only)	12
Figure 5: Wolverton and New Bradwell in the wider historic landscape using Bucks HLC	13
Figure 6: Historic settlement around Wolverton and New Bradwell	14
Figure 7: Listed Buildings by century	16
Figure 8: Wolverton Tithe map 1851	17
Figure 9: Image of Listed Buildings by century.	18
Figure 10: Location and extent of events within Wolverton & New Bradwell	23
Figure 11: Prehistoric Monuments and Finds	25
Figure 12: Roman monuments and finds in and around Wolverton and New Bradwell	27
Figure 13: Excavations of mid Anglo Saxon cemetery at Wolverton © AS&C Ltd	28
Figure 15: <i>Wolverton village earthworks around manor farm (CUC Aerial Photographs)</i>	31
Figure 16: The Grand Junction Canal and the Galleon pub c. 1972	33
Figure 17: Wolverton Carriage Works in the 1950s (Copyright Bucks County Museum)	34
Figure 18: Wolverton Steam Train, 1900s (Copyright Bucks County Museum)	37
Figure 19: Wolverton Railway Works	38
Figure 20: McCorquodales printing works, Stratford Road, Wolverton c. 1900-1920	40
Figure 21: 1920s architecture of Maisies, 60-64 Church Street, Wolverton	43
Figure 22: Former Empire Cinema, Church Street © Bucks County Record Office	44
Figure 23: Church Street built by London & Metropolitan Railway	47
Figure 24: Anson Avenue	48
Figure 25: Late 1920s/1930s Housing, Gloucester Road	48
Figure 26: Market Place, Wolverton	49
Figure 27: St George the Martyr Church, Wolverton	51
Figure 28: Methodist Chapel, New Bradwell	51
Figure 29: Wolverton Science and Art Institute, c. 1926 (BCC Record Office)	52
Figure 30: Former School, St James' Street	53
Figure 31: Graph showing population changes in town (combined approximate populations for Wolverton and New Bradwell)	54
Figure 32: Wolverton & New Bradwell in the 1880s	55
Figure 33: Wolverton & New Bradwell in the 1920s	56
Figure 34: Wolverton & New Bradwell in 1955	57
Figure 35: Current Character	58
Figure 36: Dominant architectural styles	59
Figure 37: Period development	60
Figure 38: Settlement Morphology	61
Figure 39: Extent of the conservation area,	62
Figure 40: Diagram showing the processes involved in the creation of the urban character zones	65
Figure 41: Historic Character Zones for town	68
Table 1: Checklist for town	7
Table 2: Recorded population on Domesday holdings	29
Table 3: Summary of trade in New Bradwell 1830-1935 (method adapted from Broad, 1992)	42
Table 4: Summary of trade in Wolverton 1830-1935 (method adapted from Broad, 1992)	42

Summary

This report written as part of the Buckinghamshire Historic Towns Project is intended to summarise the archaeological, topographical, historical and architectural evidence relating to the development of town in order to provide an informed basis for conservation, research and the management of change within the urban environment. Emphasis is placed on identifying a research agenda for the town and on a semi-quantitative method for defining local townscape character. The Historic Towns methodology complements the well-established process of conservation area appraisal by its complete coverage, greater consideration of time-depth and emphasis on research potential. Each Buckinghamshire Historic Towns Project report includes a summary of information for the town including key dates and facts (Table 1). The project forms part of an extensive historic and natural environment characterisation programme by Buckinghamshire County Council.

Wolverton and New Bradwell is probably one of the best examples of a railway town in Britain. It was established in the 19th century when the London and Birmingham Railway Company sought a location at the midway point along the line to develop a station 'for the refreshment of passengers' as well as workshops to build and repair locomotives. A site in the parish of Wolverton was selected as it was ideally positioned with its good communication links. Wolverton had begun to grow in the early 19th century after the Grand Union Canal was cut through and carried across the Ouse in 1803-05. The railway company purchased land to build accommodation for their 700 employees, creating several new streets on either side of the Stratford road to the east of the old village. Initially this new development was known as 'New Wolverton' but, as the settlement grew in size and importance, the 'New' was dropped from its name and the medieval village became known as 'Old Wolverton'.

In 1862 the locomotive works were relocated to Crewe and Wolverton became instead a centre for carriage and wagon building, the population of (New) Wolverton had reached 2,370 and the town had a school, a church, St George the Martyr, and several inns. The railway company, now known as the London and North Western Railway Company, had been unable to purchase land in Wolverton for further expansion so, instead, had acquired land about half a mile to the east, in the neighbouring parish of Bradwell. This part of the development was named after the nearby village of Stantonbury, which, although virtually deserted, still had a functioning church, St Peter's, which was used by the inhabitants until a new church, St James, was built in 1860.

The period from 1890 to the outbreak of the First World War was characterised by considerable growth and prosperity, and the town more than doubled in size. More land was purchased by the railway company and new by law roads were constructed to service the houses. During this period houses were characterised by set back from the road to create small gardens. Apart from housing, schools, churches and were also built to accommodate the increase in the number of children.

In the 1920s the fortunes of the railway Works started to wane. It was a period of inflation and unemployment and Wolverton was not immune from the economic downturn; apprentices were dismissed, while the passing of the Railways Act 1921 resulted some of some depot functions being transferred to other parts of the Midland Railway network. In spite of the depression Wolverton's economy was revived when McCorquodales, the stationery manufacture, established an envelope factory in the town. Although new industries offered employment, the functions of the Works were in gradual decline. The

laundry, rolling mill and forge all closed in the 1930s, and the Works would never employ as many staff as they did in the years before the First World War.

During the Second World War carriage production was halted and the Wolverton Works was given over to production for the war effort. Among the armaments and equipment produced were special railway carriages, Horsa Gliders, armoured vehicles, and assault boats. At the end of the war the railway Works returned to the production of carriages, although production was reduced from its pre war levels, in the decades that followed there were threats of closure but the Beeching Review of 1963 stopped short of that recommending that Wolverton's role be reduced to a repair centre. The 1960s also ushered in changes to the original railway housing as the Wolverton Urban District Council began the clearance of all the 1840s housing in Creed Street, Ledsam Street, Young Street and Glyn Square, which were replaced with flats and retail units.

In the 1970s and 1980s the Wolverton Works became part of British Rail and in 1986 the British rail Maintenance Group. However the most profound effect on Wolverton was the expansion of the new city of Milton Keynes. The consequences of this saw the surrounding agricultural and allotment land developed for new housing and the insertion of the controversial Agora shopping centre built in 1979. More commercial development followed in the 1990s with the development of the Tesco supermarket which resulted in the destruction of the original 1830s Engine depot. Railway maintenance has a token presence in Wolverton, many of the ancillary buildings have become redundant or have been converted into housing such as the Triangular Building and Royal Train shed.

The culmination of this report is the production of eight historic urban zones that can be used to indicate areas of known archaeological potential; areas that may benefit from more detailed archaeological or documentary research and areas with limited known archaeological potential. Of the character zones Nos. 1, 2, 5 and 7 are the most significant. Zone 7 is archaeologically important containing the site of the former medieval settlement Old Wolverton. Zone 1 is centred on the Railway Works which contain a number of historic railway structures that are of significance including, the early railway structures built by Robert Stephenson - the Railway Viaduct, railway bridges and parts of early works survive from pre- Brunel. There is also an important earlier canal structure - the Iron Trunk Aqueduct.

Zone 2 contains the well preserved 19th and early 20th century, red brick worker's terraces laid out on a horizontal/ grid settlement. However within this compact grid there are also the schools, corner shops, churches, pubs, hotels, cinemas, a theatre and sports facilities that are contemporaneous with the housing making this a complete industrial town. The railway company, in keeping with other more well known single industry towns such as Port Sunlight and Saltaire had a caring, philanthropic outlook towards the town. In short, the town works as a sustainable community. Wolverton's Victorian town and Works is a uniquely valuable national heritage asset and this is reflected in its designation as a Conservation area. By contrast, Victorian New Bradwell, (Zone 5) has yet to be designated a conservation area.

In a compact area lies an enormous amount of physical evidence of Britain's railway heritage, perhaps in a more complete form than anywhere else in the country. It is above all a railway works town - indeed, the world's first railway works town built on a greenfield site.

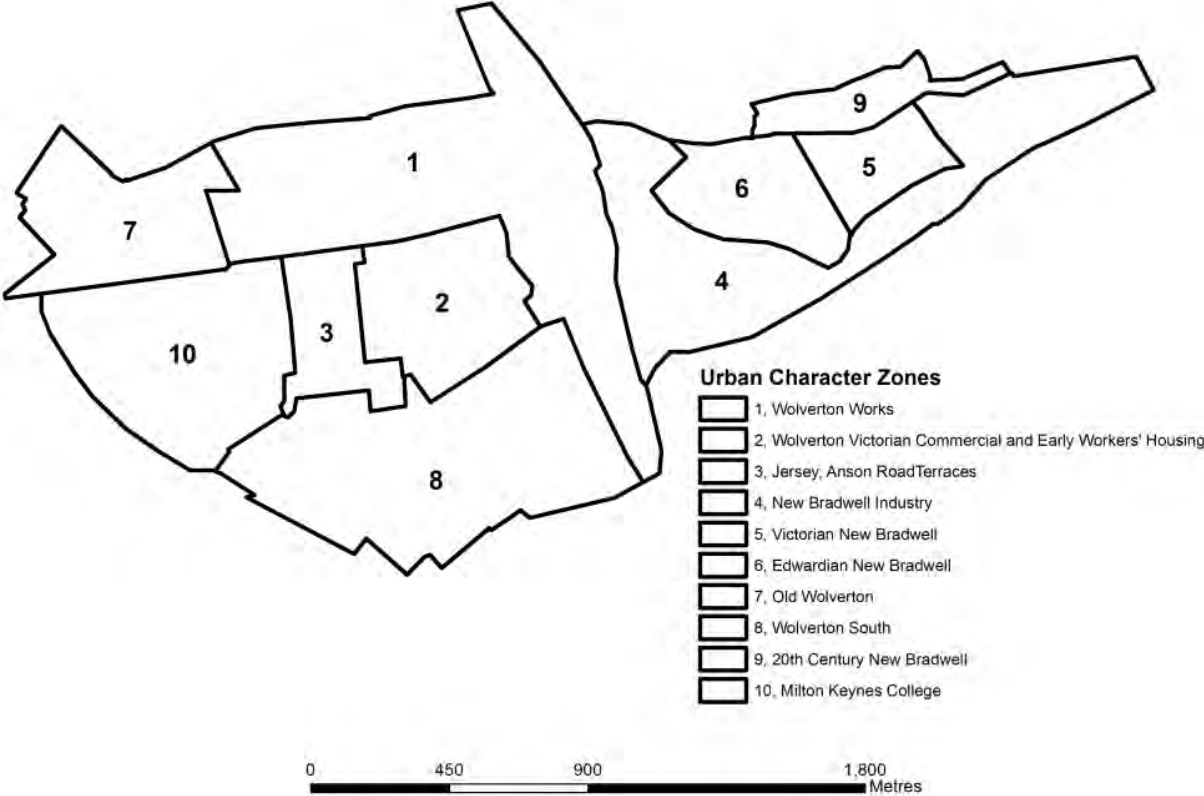


Figure 1: Urban Character Zones for Wolverton and New Bradwell

Period	town	Old Wolverton	Bradwell
Saxon (410-1066)	Saxon Reference	No	No
	Domesday Reference	Yes	Yes
Domesday (1086)	Number of Manors	1	3
	Watermills	2	No
	Domesday population (recorded households)	32 villagers; 8 smallholders; 10 slaves	6 villagers; 3 smallholders; 4 slaves
	Settlement type	Village	Village
Medieval (1066-1536)	Castle	Yes	Yes
	Church	1809 Holy Trinity rebuilt	St Lawrence Church
	Market Charter	1500	
	Monastic presence		Bradwell Abbey
	Settlement type	Village	Village
Post Medieval (1536-1800)	1577 Return of Vintners	1 alehouse keeper	No reference
	Manor House	1729 Longueville Court	
	Settlement type	Shrunken village	Shrunken village

Period	town	Wolverton	New Bradwell
Modern (Post 1800)	Population (1801)	238	255
	Railway station	Yes	No
	Modern development	Yes	Yes
	Population (1851)	2070	381
	Canal Wharf	Yes	Yes
	Population (1901)	5323	3946
	Significant local industries	Railway industry	Railway industry
	Proximity to turnpike	1825 Stony Stratford to Newport Pagnell	
	Population (1951)	13,426	
	Population (2001)	13,546	
	Settlement type	Railway town	Railway town

Table 1: Checklist for town

I DESCRIPTION

1 Introduction

1.1 Project Background and Purpose

The Buckinghamshire Historic Towns Project forms part of a national programme of projects funded by English Heritage (EH) based on the archaeology, topography and historic buildings of England's historic towns and cities.

This Historic Settlement Assessment Report for town has been prepared by the Buckinghamshire County Archaeological Service as part of the Buckinghamshire Historic Towns Project to inform and advise the planning process. This report has been compiled using a number of sources, including the Buckinghamshire Historic Environment Record (HER), the List of Buildings of Architectural and Historical Interest and selected historical cartographic and documentary records. Site visits were also made to classify the character of the built environment. The preparation of this report has involved the addition of information to the database and the digitising of spatial data onto a Geographic Information System (GIS). In addition, this report presents proposals for the management of the historic settlement archaeological resource.

1.2 Aims

The overall aim of the project is to inform management of the historic environment within Buckinghamshire's urban areas. Specifically, it will

- Improve the quality and environmental sensitivity of development by enhancing the consistency, efficiency and effectiveness of the application of Planning Policy Guidance 15 and 16 covering the historic environment and archaeology respectively.
- Inform the preparation and review of conservation area appraisals
- Where appropriate, assist with the development of Town Schemes and urban regeneration projects
- Inform Local Development Frameworks, especially in the recognition of historic townscape character
- Act as a vehicle for engaging local communities by promoting civic pride and participation in local research and conservation projects.
- Build upon the original Historic Landscape Characterisation (HLC) for Buckinghamshire (completed in 2005) through the addition of more detailed characterisation of the urban environment.
- Address an agenda recognised in the Solent Thames Research Frameworks for Buckinghamshire (2006) regarding a lack of knowledge of the built environment and in particular the need for research into land use continuity and internal planning within Buckinghamshire's early towns.

2 Setting

2.1 Location, Topography & Geology

There are essentially four settlements to introduce here, two medieval settlements (Old Wolverton & Bradwell) and two railway settlements (Wolverton & New Bradwell). It should be noted that the medieval settlements lay outside the characterised area of study in this survey, however they are briefly discussed here.

Old Wolverton is the medieval settlement to the north west of Wolverton railway town just at the edge of the modern settlement, little remains of Old Wolverton beyond the church and a small number of houses. It will be referred to here as Old Wolverton. Old Wolverton is not the subject of this report.

Bradwell lies some distance to the south of New Bradwell near to Bradwell Abbey. It will be referred to here as Bradwell, Bradwell Abbey is a distinct parish. Neither Bradwell nor Bradwell Abbey is the subject of this report.

Wolverton developed in the mid to late 19th century as a new town around the major railway works sited there by Metropolitan Railways. Wolverton developed largely to the west of the north south running London to Birmingham railway line. Previously it has been called Wolverton Station and New Wolverton but it will be referred to here as Wolverton.

New Bradwell developed to the east of the main railway line as an outpost to Wolverton and largely comprises of Victorian and Edwardian settlement around the canal. The settlement here has entirely new foundations. Despite its name New Bradwell originally formed part of Stantonbury parish.

The landscape around Wolverton and New Bradwell is fairly low-lying at a height of 60m OD (Ordnance Datum) around New Bradwell rising to 80m OD to the south of Wolverton.

The bedrock geology around Wolverton and New Bradwell consists of bands of mudstone and some limestone. Whitby formation mudstone is located around New Bradwell followed by Rutland formation with a band of white limestone across both towns before a narrow band of Blisworth clay mudstone then Cornbrash limestone followed by Kellaways formation. Oxford clay mudstone is largely located around Wolverton. The overlying superficial deposits consist mainly of glaciofluvial deposits including till and sand and gravel. A significant band of alluvium is located to the north of the settlements following the path of the Great Ouse with a small tributary leading through New Bradwell.

The Soil Survey Layer (Cranfield University, 2007) surveyed at a county level, classifies the soils around Wolverton as non-alluvial loam over gravel (Soil Series 5.11 Typical brown calcareous earths) surrounded by deep clay (Soil Series 4.11 Typical calcareous pelosols). Seasonally wet deep clay is recorded along the alluvial deposits (Soil Series 8.13 Pelo-alluvial gley soils).

2.2 Wider Landscape

Transport and Communications

The principal historic route near the settlements originally ran to the north of Wolverton along the Old Wolverton Road from Stratford to Newport Pagnell, Turnpiked in 1815, the road was an extension of an earlier turnpike from Warmington in Warwickshire to Buckingham, turnpiked in 1744. The Trust operated until the late 19th century. It was only following the creation of Wolverton that the road was altered to run through the new town towards New Bradwell. The section of the Grand Union Canal (then the Grand Junction) through Wolverton and New Bradwell was constructed in 1805.

The first railway line was opened in 1838 and ran from London to Birmingham, and second line to Newport Pagnell was opened in 1867 but was later dismantled. The railways are discussed in greater detail below.

Rural Landscape

The pre 19th century landscape was significantly different to the landscape of Wolverton and New Bradwell. First the canal and then the railway were introduced in the 18th and 19th century, this brought about the creation of the new settlements on land that had been enclosed in the 19th century through Parliamentary Act. Settlement in the area began in the mid 19th century and steadily grew until the 1970s when Wolverton and New Bradwell became part of the new town of Milton Keynes.

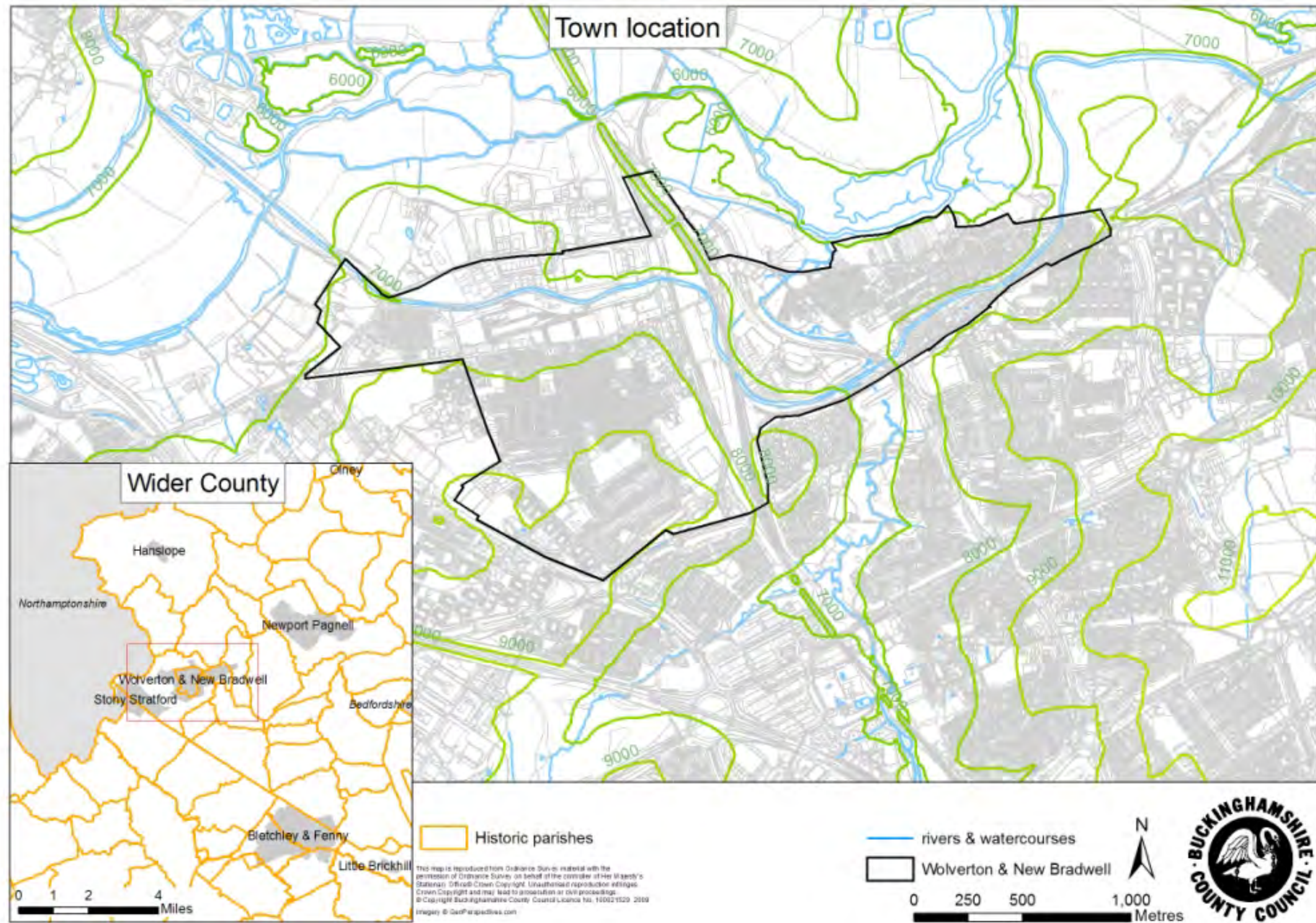
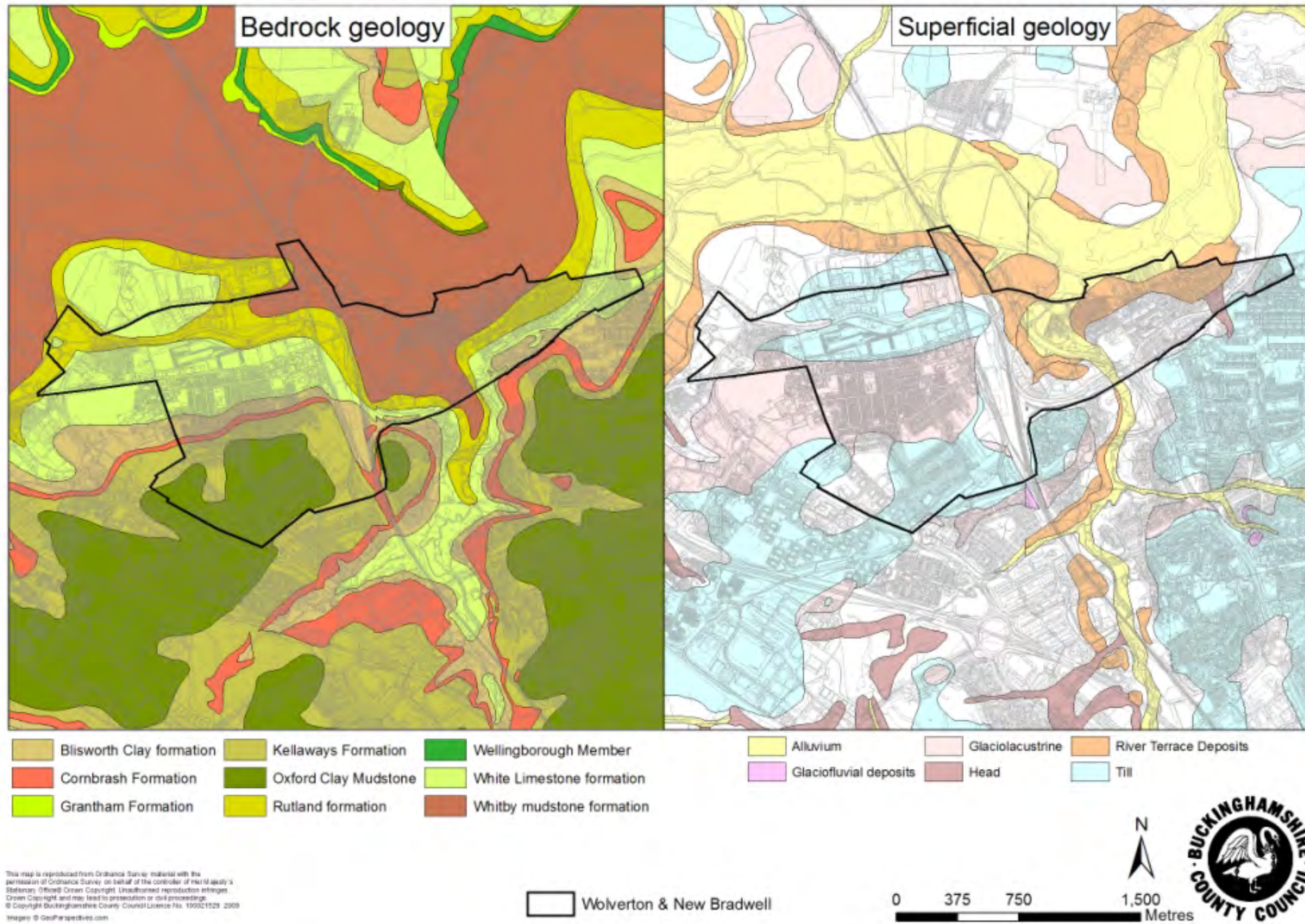


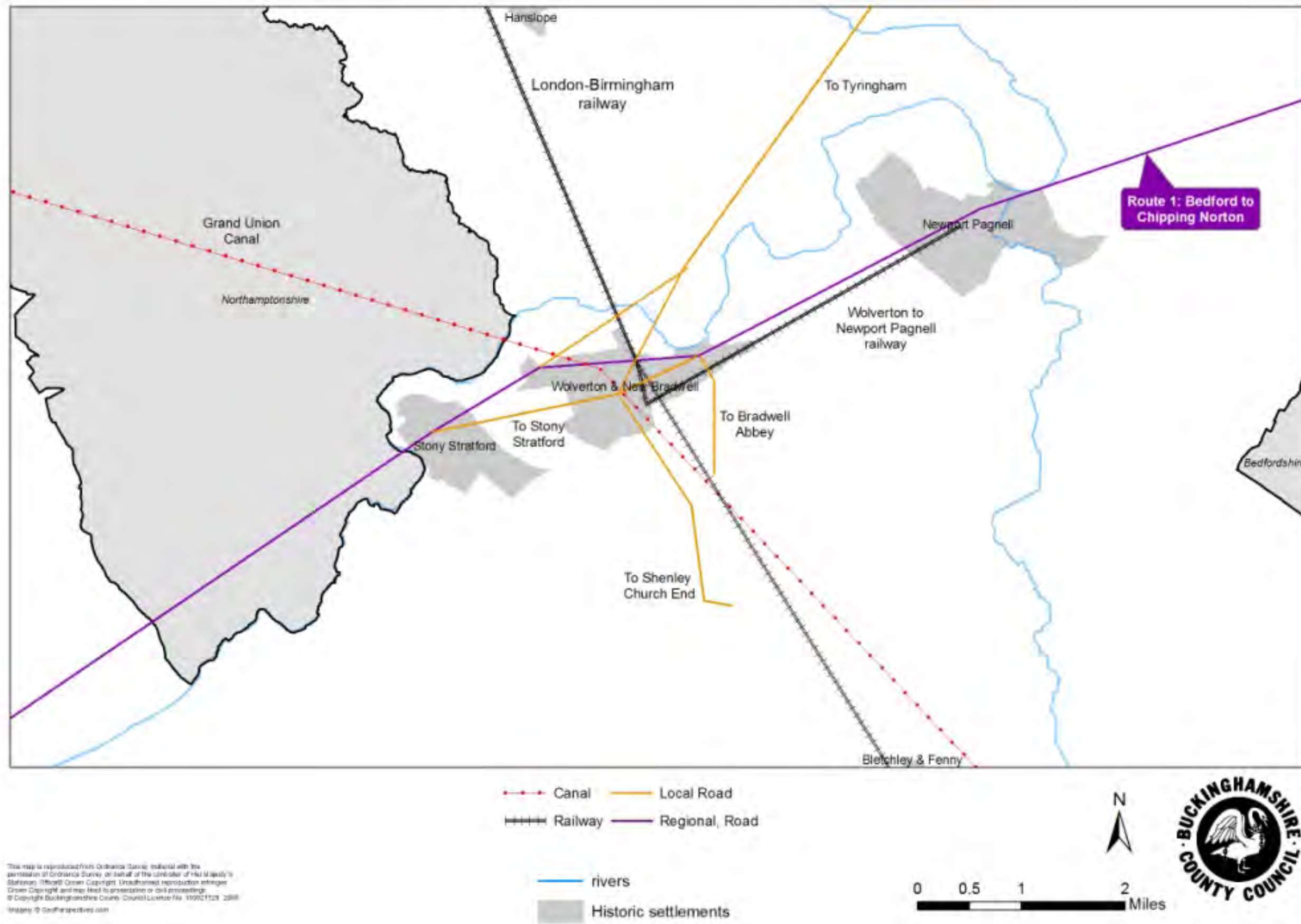
Figure 2: Wolverton and New Bradwell in location



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Wolverton & New Bradwell

Figure 3: Geology of Wolverton and New Bradwell (BGS)



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Figure 4: Diagram of Connections from Wolverton and New Bradwell (representational only)

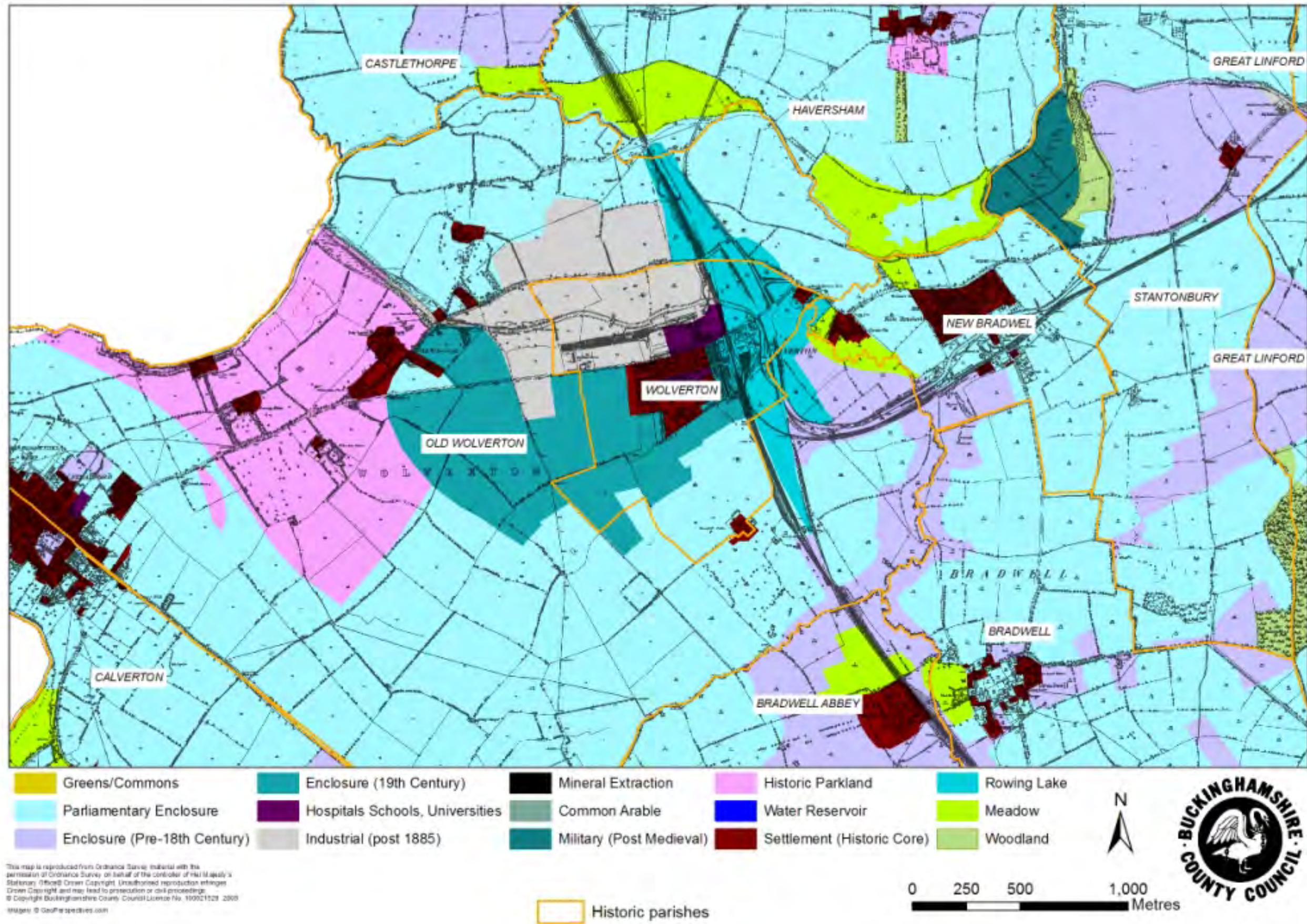


Figure 5: Wolverton and New Bradwell in the wider historic landscape using Bucks HLC

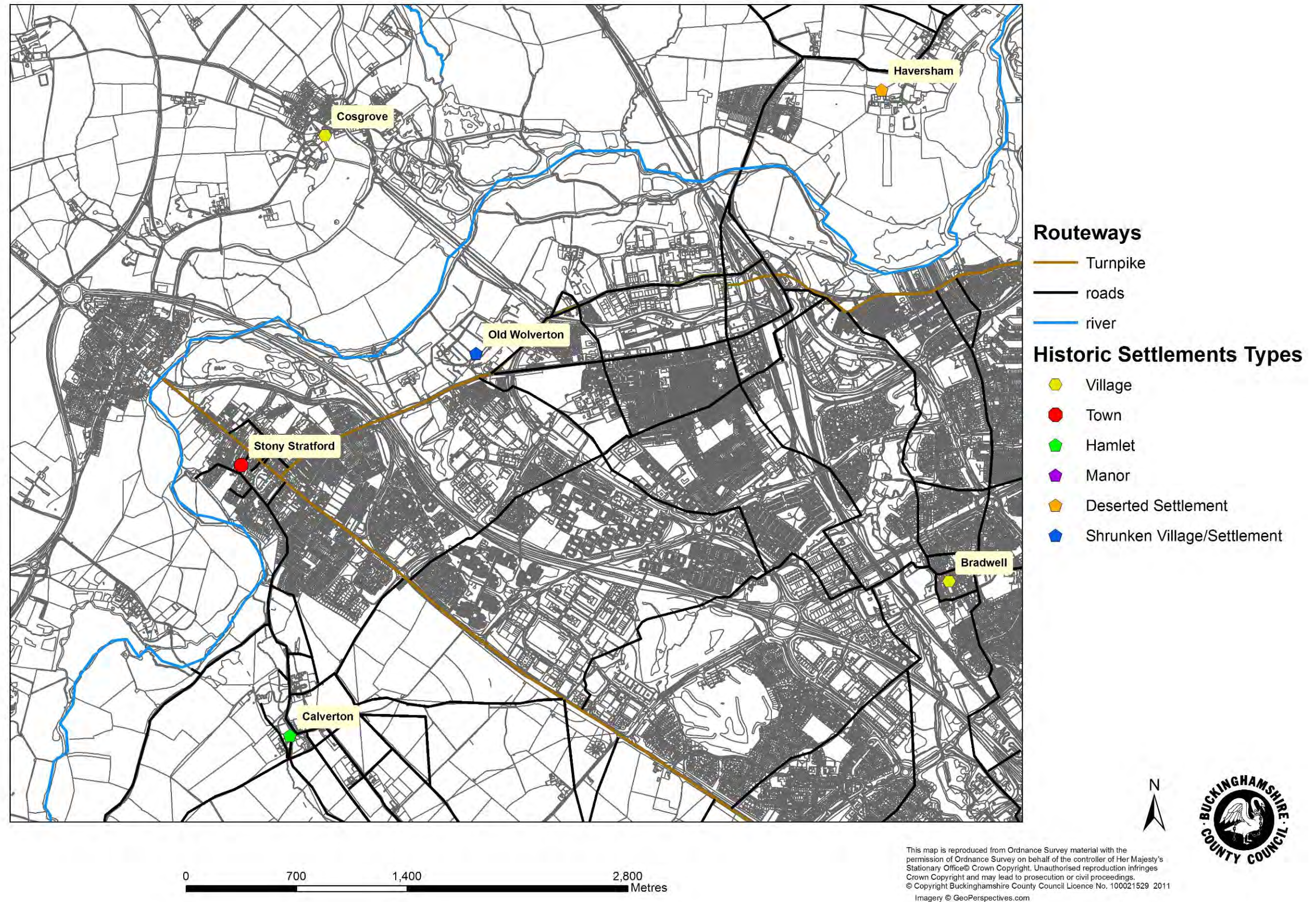


Figure 6: Historic settlement around Wolverton and New Bradwell

3 Evidence

3.1 Historic Maps

Characterisation for this project was primarily undertaken using the Ordnance Survey series of maps from the OS 2" Surveyors drawing of the 1820s to the current Mastermap data. Also used were county and regional maps including Jeffrey's map of the county (1760) and Bryant's map of the county (1820). The earliest map for the Bradwell area dates to the 1820s prior to settlement at the new towns. By the 1850s settlement was recorded at both towns on the Wolverton tithe map. Later maps from the early half of the 20th century depict the growth of the new towns in detail.

3.2 Documentary Evidence

The full report, produced by K Taylor-Moore of the University of Leicester, is available in Appendix 4. The history and development of Wolverton has been comprehensively researched and documented by a number of authors, among the publications of note are Sir Frank Markham's narrative overview of Wolverton (Markham 1975), However some of the most comprehensive studies have been undertaken by the Wolverton Society for Arts and Heritage, who have examined a number of themes in Wolverton's history. The content is published on a web page: <http://www.mkheritage.co.uk/wsah/hood/index.html> and includes an analysis of the industrial archaeology of the railway town by Geoffery Ealden et al, while studies of Wolverton's built environment have been undertaken by an extensive character study which has looked at every aspect of the built environment in Wolverton's from residential housing to public open space. By contrast there is less published on the development of New Bradwell which is often included as an extension of Wolverton rather than a settlement in its own right.

3.3 Built Heritage

There are 33 listed buildings in Wolverton and New Bradwell, 27 in Wolverton and six in New Bradwell. There are three Grade II* listed buildings in Wolverton at St Georges Church, Holy Trinity Church and the Grand Union Canal railway bridge. One Grade II* structure – St James Church - is recorded in New Bradwell. The majority of the buildings date to the 19th century, four buildings date to the 17th and 18th centuries while a further four date to the 20th century.

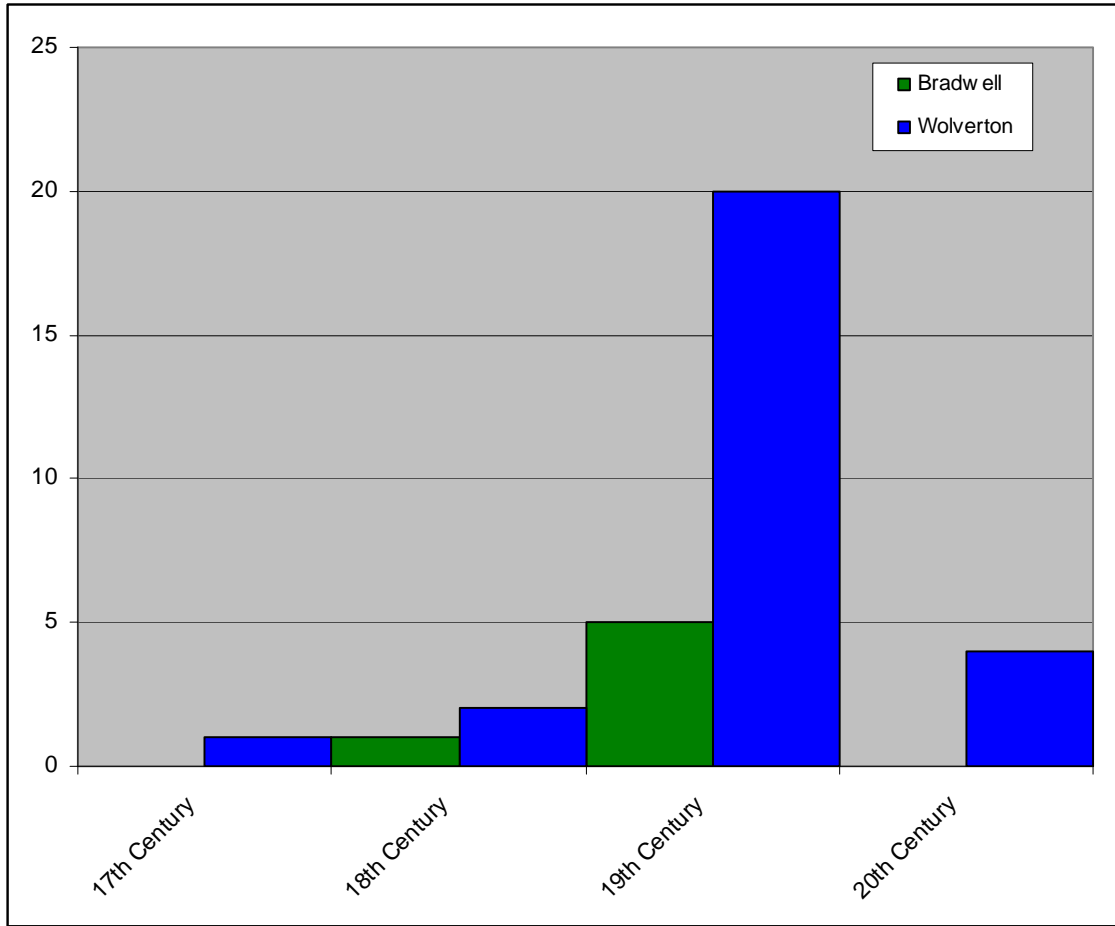
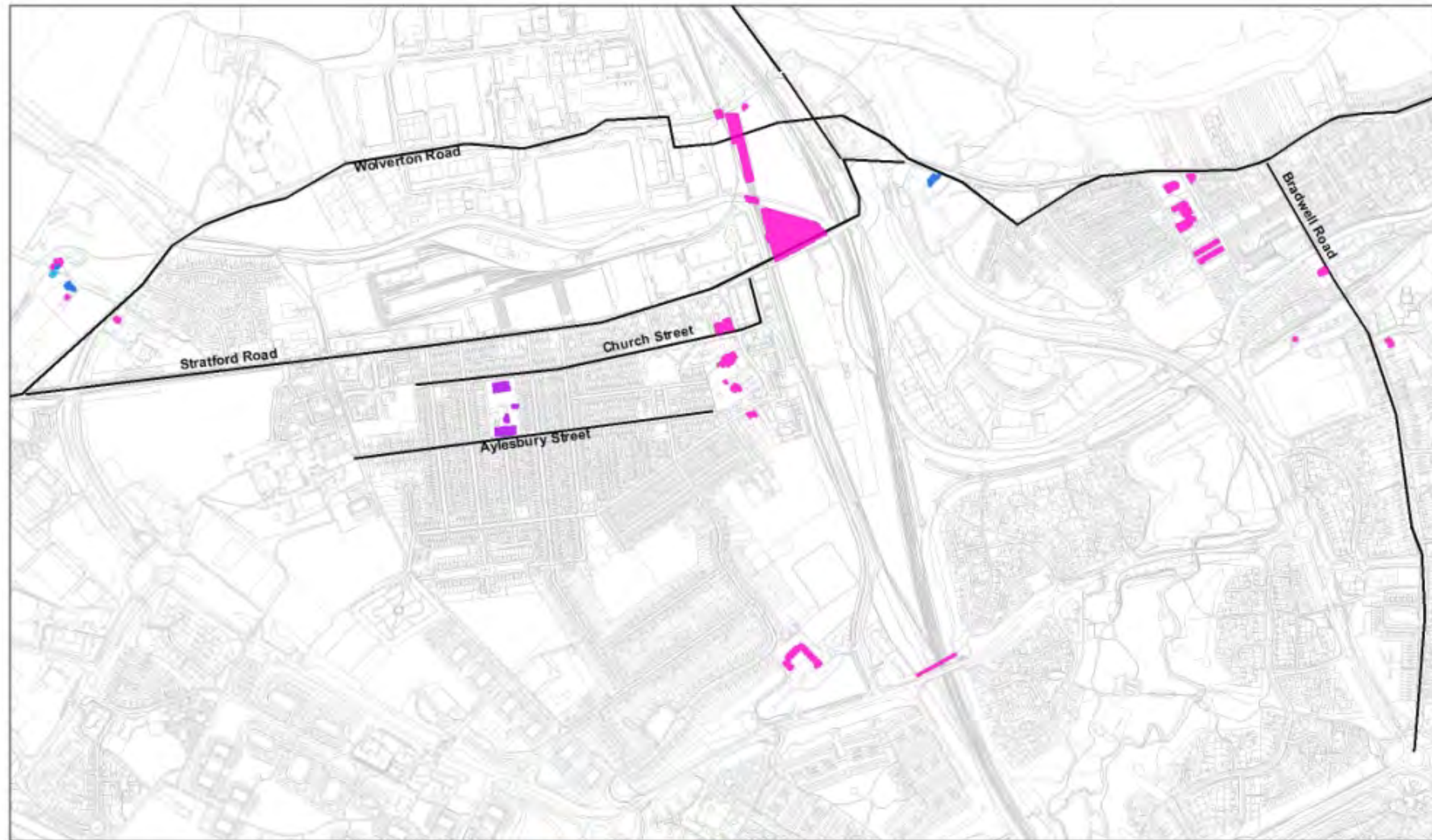


Figure 7: Listed Buildings by century



Figure 8: Wolverton Tithe map 1851



17th Century 19th Century
18th Century 20th Century

— Roads



0 125 250 500
Metres

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Figure 9: Image of Listed Buildings by century.

3.4 Archaeological Evidence

Several archaeological investigations within Wolverton and New Bradwell have been carried out mainly within the industrial areas of Wolverton. The most significant investigation was carried out near Wolverton at Bancroft Villa where a prehistoric to Roman settlement site with associated cemetery was discovered during excavations in the 1970s.

WL2: Holy Trinity Church NGR SP 80315 41312 (MK HER)		
Finds	Negative features (cut only)	Environmental evidence
2 fragments medieval tile	None	None
		Above ground structures
		None
		Positive features (above natural)
		None
Circumstances of investigation	Conclusion	
Source: MK HER notes Archive: Unknown	Short note in the Milton Keynes HER records a watching brief at the church in Old Wolverton. No archaeological features were reported except some fragments of medieval tile.	
WL4: Rail bridge over Grand Union Canal NGR (Powell J, 2003)		
Standing Buildings		
Railway bridge (19 th century)		
Circumstances of investigation	Conclusion	
Source: MK HER notes Archive: Unknown	Building recording carried out on the 19 th century railway bridge over the canal.	
WL5: Secret Garden. NGR 8205 4128 (Wheeler R, 2006)		
Finds	Negative features (cut only)	Environmental evidence
None	None	None
		Above ground structures
		None
		Positive features (above natural)
		None
Circumstances of investigation	Conclusion	
Source: Summary in Records of Buckinghamshire 45: Archaeological Notes p226 Archive: Unknown	Community excavation project headed by Phoenix Consulting. First season of excavation recorded the internal layout of the building	
WL7: McCorquodale Building, Stratford Road. NGR 81088 41059 (Wheeler R, 2006)		
Standing Buildings		
Industrial unit (20 th century)		
Circumstances of investigation	Conclusion	
Source: MK HER notes Archive: Unknown	Photographic survey of building prior to its demolition.	
WL8: Royal Train Shed NGR 81848 41583 (Albion Archaeology, 2006)		
Finds	Negative features (cut only)	Environmental evidence
		Above ground structures
		None
		Positive features (above natural)
		sandstone blocks
Circumstances of investigation	Conclusion	
Source: MK HER notes Archive: Unknown	Watching brief recorded presence of several sandstone blocks that were used to support the tracks from an earlier phase of building.	
WL9: Wolverton Works, Velodrome and Canal Bridge NGR 81896 41557 (McNicol D, 2007)		
Finds	Negative features (cut only)	Environmental evidence
		Above ground structures
		None
		Positive features (above natural)
		None
Circumstances of investigation	Conclusion	
Source: MK HER notes Archive: County Museum	Site recorded the construction of the 20 th century velodrome and the 19 th century railway bridge over the canal. A pumping house built in the 1830s was also recorded.	
WL10: Rear of 96-97 Stratford Road NGR 81140 41060 (Pegley A, 2007)		
Standing Buildings		

House (built 1907)		
Circumstances of investigation		Conclusion
Source: MK HER notes Archive: County Museum		Architectural survey of the Coach House, built in 1907 and originally used as monumental masons. Later altered to funeral directors when a chapel of rest was added.
WL11: Holy Trinity Church NGR SP 80429 41227 (MK HER)		
Finds	Negative features (cut only)	Environmental evidence
	ditch (post medieval)	
		Above ground structures
		None
		Positive features (above natural)
		None
Circumstances of investigation		Conclusion
Source: MK HER notes Archive: County Museum		Limited trial trenching at church in Old Wolverton revealed a post medieval ditch at a depth of one metre.

Several archaeological investigations within the historic settlement did not find any significant archaeological features, most likely due to either the extent of modern redevelopment in the area or to the limited nature of the archaeological activity.

Code	Activity type	Address	NGR	Date	Summary
WL3	Trial Trenching	Units 1 & 2 McConnell Drive	82008 41192	November 1999	Negative – no evidence for 19 th century railway station thought to be at this location (Zeepvat R)
WL6	Watching Brief	Church Street, Wolverton	80965 41000	January 2005	Negative – no archaeological features (Crank, N)

In addition to those sites within the historic settlement, several archaeological events of interest have been carried within the modern extent of the town.

WL1: Bancroft Villa (Williams R & Zeepvat R, 1994a; Williams R & Zeepvat R, 1994b)		
Site Reference MK 360: The Temple site NGR		
Finds	Negative features (cut only)	Environmental evidence
<i>Prehistoric</i> 3 coins (Iron Age) 136 flint flakes 3 sherds pottery (Early Bronze Age) 3699 sherds pottery (Late Bronze Age/Iron Age) <i>Roman</i> 360kg tile c. 50 fragments architectural stone calcareous tufa wall plaster Mosaic tiles 400 coins bronze & iron objects fired clay (Bronze Age to Roman) 8000 sherds pottery <i>Saxon</i> 192 sherds (early 5 th to mid 5 th century)	<i>Prehistoric</i> water hole (Bronze Age) 7 pits (Bronze Age) hollow (Bronze Age) 4 clay pits (Belgic) 5 pits (Belgic) 3 ditches (Belgic) 3 gullies (Belgic) <i>Roman</i> 1 large enclosure 5 smaller enclosures major boundary ditch culverts <i>Saxon</i> boundary ditch inhumation cemetery	<i>Prehistoric</i> 17 cremations 5888 fragments animal bone <i>Roman</i> 1 cremation 1 inhumation 325 fragments animal bone <i>Saxon</i> eight inhumations 660 fragments animal bone Medieval 75 fragments animal bone Above ground structures None Positive features (above natural) <i>Prehistoric</i> roundhouse post built structure (Bronze Age) four post structure (Bronze Age) floor layer (Bronze Age) 15 circular buildings (Iron Age) 1 roundhouse (Belgic) 5 rectangular structures (Belgic) <i>Roman</i> temple-mausoleum stone shrine corn drier stone causeway <i>Saxon</i> 1 sunken featured building
Site Reference MK 105: The Villa site NGR		
Finds	Negative features (cut only)	Environmental evidence
<i>Prehistoric</i> 5 coins (Iron Age) 449 flint flakes	<i>Prehistoric</i> 7 ditches (Belgic) <i>Roman</i>	<i>Prehistoric</i> None <i>Roman</i>

<p><i>Roman</i></p> <p>3600kg tile 15 slate tiles 3 limestone tiles calcareous tufa wall plaster Mosaic tiles 1011 coins bronze & iron objects 57,000 sherds pottery</p> <p><i>Saxon</i></p> <p>None</p>	<p>21 ditches (Villa I) 1 gullies (Villa I) 2 enclosures (Villa I) Artificial lake (Villa I) Track way (Villa I) 2 enclosures (Villa II) 3 ditches (Villa II) drainage ditches (Villa I) gully (Villa I) Formal garden (Villa II) Midden (Villa II) Pit (Villa II)</p> <p><i>Saxon</i></p> <p>None</p>	<p>timber palisade Wood Leather 9697 fragments animal bone</p> <p><i>Saxon</i></p> <p>2 inhumations 2 cremations</p> <p>Above ground structures</p> <p>None</p> <p>Positive features (above natural)</p> <p><i>Prehistoric</i></p> <p>None</p> <p><i>Roman</i></p> <p>1 aisled building with 9 rooms (Villa I) 6 farm buildings (Villa I) Sauna (Villa I) 2 walled enclosures (Villa I) Farmyard (Villa I) Track way (Villa I) 1 large building with 9 rooms (Villa II) 3 smaller buildings (Villa II) Enlargement of main villa (Villa II) Ornamental fishpond (Villa II) Industrial area (Villa II)</p> <p><i>Saxon</i></p> <p>1 possible sunken featured building</p>
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Circumstances of investigation

The site at Bancroft was subject to a series of archaeological investigations from 1971 to 1986. Two areas were excavated; the villa site (site reference MK 105) and the spur to the north (site reference MK 360). The results of the excavations indicate that the earliest settlement area was on the spur with occupation shifting to the villa site in the 1st century AD. Given the complexity and size of this site, only a short summary will be provided here. Source: Published monographs by Buckinghamshire Archaeological Society. Archive: County Museum

Conclusion

Summary of phases of site:

Prehistoric

While no prehistoric features were identified the presence of significant numbers of Mesolithic, Neolithic and early Bronze Age finds suggests some level of activity at this site. The late Bronze Age saw the construction of a single large building and a second smaller structure representing an isolated and possibly short lived occupation site. Settlement became more consistent in the Iron Age and Belgic periods with a small unenclosed settlement comprising of a series of two or three small structures during the middle to late first millennium BC representing a prolonged period of settlement. No associated agricultural enclosures were found at the site however. A gradual shift from circular houses to rectangular structures was recorded in the early 1st century AD while a cremation cemetery was established nearby. The first evidence of occupation at the villa site is also recorded with a series of rectangular structures.

Roman

Early Roman settlement at the site is indicated by a significant reorganisation of land boundaries including the creation of a large ditched enclosure and 4 small associated enclosures. While no structural evidence was recorded, the volume of domestic refuse indicates continued occupation in the area. The cemetery also continued in use. Occupation around the spur ended with the construction of the villa to the south. Prior to the construction of the villa, some activity was recorded including some evidence of a timber palisade and agricultural activity. There was several phases of development at the villa site; the first villa, constructed at the close of the 1st century AD consisted of an aisled house, sauna complex and agricultural areas. This villa was destroyed by fire in the late 2nd century and the site was virtually abandoned for some time. The second villa was constructed in the late 3rd century and extended and refurbished in the mid fourth century. The site continued in use until the early 5th century. At the spur site the temple was demolished and replaced with a small circular shrine.

Sub Roman/early Saxon

Limited occupation in the early Saxon period is indicated through the presence of a possible sunken featured building and a small scatter of Saxon pottery. Inhumation burials are recorded at the spur site although little probably remained of the temple or shrine. A sunken featured building is also recorded here.

Medieval

The site was eventually abandoned completely in the medieval period, both sites suggest robbing of the available stonework in the 11th and 12th centuries.

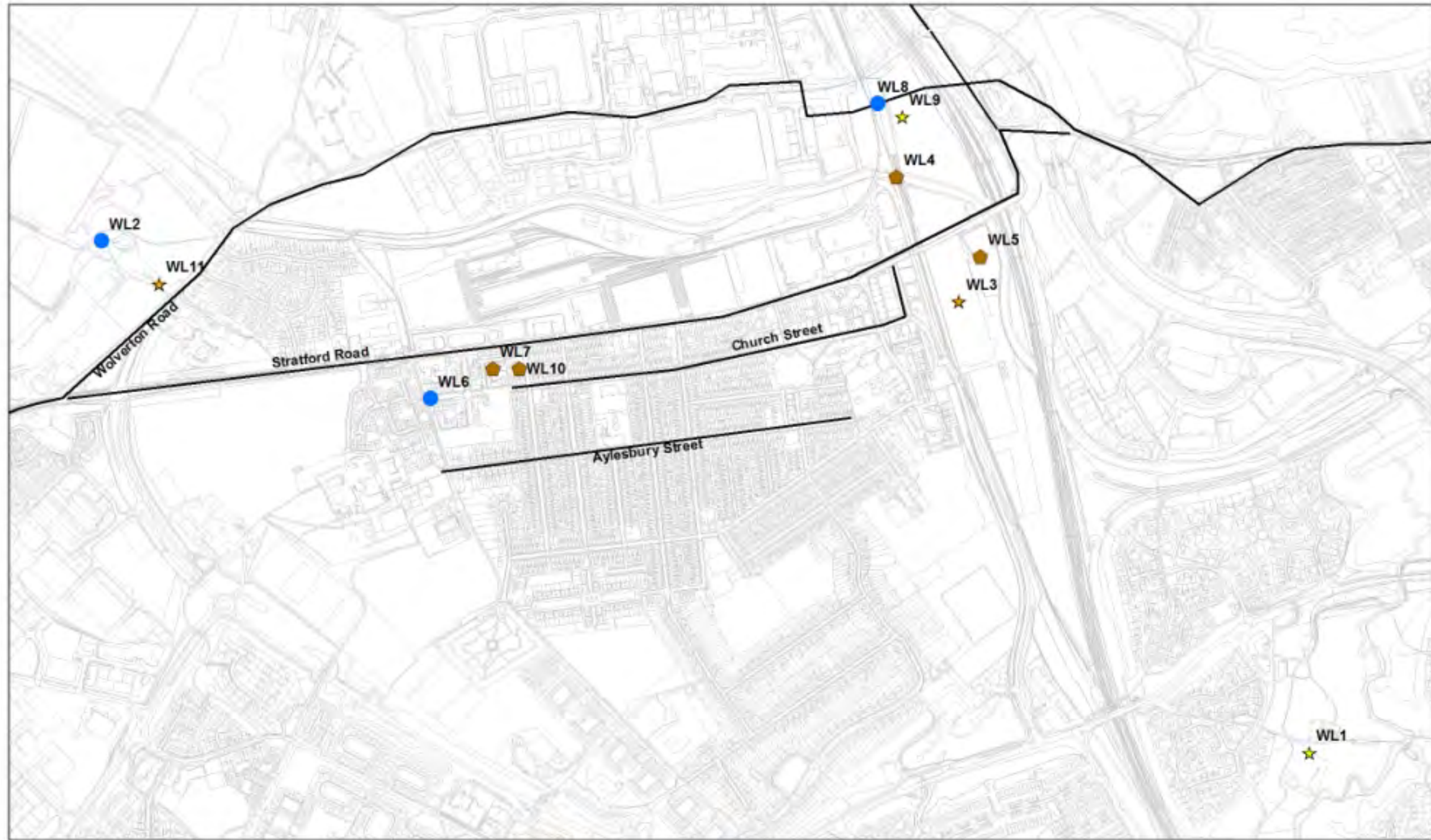
3.5 Environmental Evidence

In assessing the potential for environmental remains, it should be remembered that an urban environment can provide extremes in preservation. On the one hand proximity to the groundwater table within a historic core may lead to anoxic conditions and therefore good preservation potential for organic materials whereas on the other hand frequent below ground disturbance as a result of redevelopment and construction combined with modern industrial pollution can also lead to extremely poor preservation of organic materials (French, 2003).

There has been no environmental sampling undertaken during archaeological interventions, although the only example where environmental evidence has been recovered is outside Wolverton and New Bradwell, during the excavations at Bancroft Roman villa (WL1). The site was positioned on Loughton Brook, a tributary of the Ouse with overlying alluvial deposits, this was conducive for the preservation of wood and leather found in waterlogged deposits, although the excavation also revealed deposits containing well preserved bone.

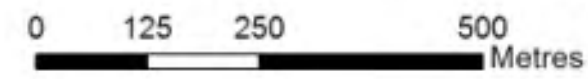
HER 1976 - 1) carbon14 date (a) 3813 +/- 45 BP (ie, 1863 +/- 45 BC), from wood sample, from base of gravel below alluvial clay. Date marks onset of alluvial deposition in tributary of Ouse at site near main channel. Laboratory no SRR-135 (b1 (mk 285/1)). RADIOCARBON 1974 16 P242/MKAU CARDS 285/1-2 Bronze Age edcofacts

The Bancroft excavation shows the potential for preservation of environmental material, especially the superficial geologies of land adjacent to the river Ouse is known to have attracted settlement and activity since the prehistoric times. The river terraces and alluvial sections of which could suggest a good potential for the preservation of wood and organic materials. Carbonised plant remains are also likely to survive across the northern part of the town.



- Building Survey
- ★ Trial Trenching
- ★ Excavation
- Watching Brief

— Roads



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Figure 10: Location and extent of events within Wolverton & New Bradwell

4 Archaeological & Historical Development for Wolverton & Bradwell

4.1 Prehistoric period (c.10,000 BC – AD 43)

The new town is located in a sensitive area of the along the Ouse valley which was a focus of settlement in the prehistoric period.

At present, there is no evidence for prehistoric settlement or activity within the New town of Wolverton with the exception of a small number of worked flints found at] and two flint blades from Castle House (Lewis, 1992).

The earliest evidence for activity in the wider landscape comes from the Neolithic period. Finds are scattered across the parish including individual stone axes at and Gawcott [HER 0539100000] as well as flint scatters at Bourton Manor farm [HER 0239901000] and at White House Farm near Thornborough [HER 0235000000]. Field walking by the Whittlewood Project in the parishes to the northeast of Buckingham found a similar pattern of low intensity flint scatters lacking major settlement foci.

Aerial photography near less than 2 miles from suggest the presence of several ring ditches and enclosures, possibly of early Bronze Age date . Aerial photography has also indicates two more ring ditches just to the west of along the and another, now destroyed, on

In 1879 at the County Arms Public House, New Bradwell there was the discovery of what became known as the 'New Bradwell Hoard' (HER 1192-4). A cache of weapons dating to the Bronze Age were found in 'a deep cist filled with Black earth'. The hoard comprised nine socketed axeheads, three broken axes, one palstave, two socketed spearheads and a leaf shaped sword which had broken into four pieces. The collection was deposited in the County Museum, Aylesbury.

Wolverton mill ring ditches from aerial photographs (Bronze Age) (HER 2072)

By the Late Iron Age and into the Roman period, Buckinghamshire fell under the territory of a south-eastern tribe called the Catuvellauni who had major settlement bases to the east at Colchester and St Albans. Wolverton and New Bradwell lay on the northwest border of their territory. Late Iron Age occupation is evident in the Ouse Valley at Milton Keynes (where). It is, however, worth noting that Iron Age coin hoards have been found at Whaddon Chase and Westbury with another prolific findspot at Evenley (Northants).

A Salvage excavation in 1972 at Kiln Farm (HER 1513) (NGR 480720 239440) revealed evidence for an occupation site probably dating to the Iron Age with a circular house gulleys, roundhouses reported on the site. (same as CASS 03025: 01: 000)

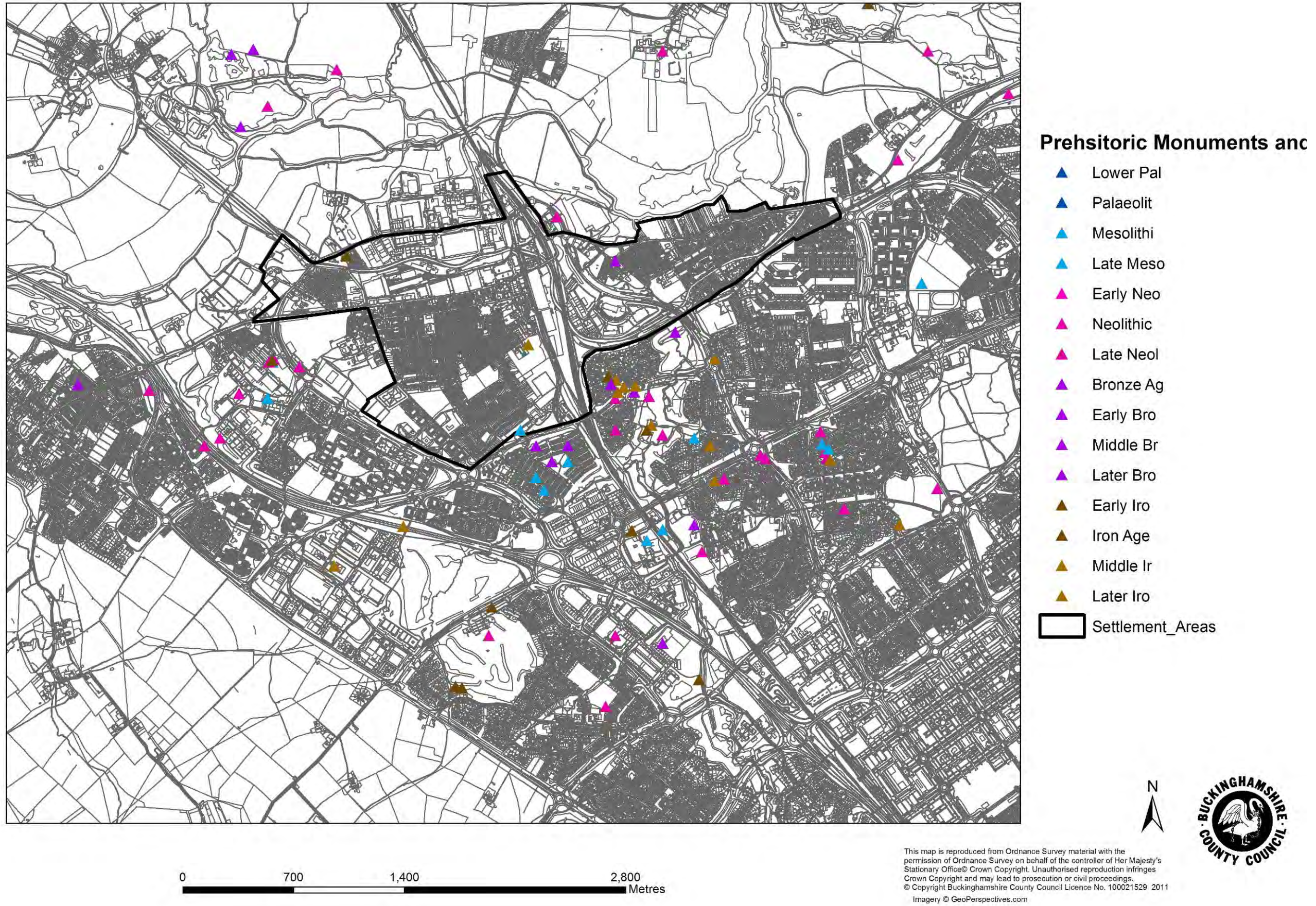


Figure 11: Prehistoric Monuments and Finds

4.2 Roman period (AD 43 – AD 410)

One of the major changes to the landscape and the economy during the Roman period was the establishment of towns, which provided focal points for the communities in the surrounding areas, as social and administrative centres, as well as markets for local produce. The local centre for the Milton Keynes area was Magiovinium, a small town covering some 7.5 hectares, close to the Watling Street crossing of the river Ouzel, south east of Fenny Stratford.

Perhaps the most notable Roman site outside Wolverton is Bancroft Villa (WL1). Excavated in the 1980s Bancroft villa is probably the most comprehensively examined villa site in the Ouse valley area (Williams & Zeepvat 1993). The villa itself was located on a south facing slope close to Loughton Brook, a tributary of the Ouse and was established in the first to early second centuries AD. It comprised a farmhouse and adjacent farm, buildings and yards alongside a cobbled trackway following the brook. The farm buildings comprised two barns, a granary, and two circular buildings, possibly housed farm workers (Williams & Zeepvat 1993). There was also evidence of enclosures possibly gardens for growing vegetables and herbs (Williams & Zeepvat 1993). In addition to the farm complex, on a hill overlooking the villa, 250m to the north-west, a cremation cemetery was established on the site of earlier farmsteads spanning the late Bronze Age and Iron Age periods. During the second century a substantial temple /mausoleum was built close to the cemetery, surrounded by an enclosure ditch. Around AD 170 the house at Bancroft burnt down, and the villa appears to have been abandoned, it is likely that the mausoleum also began to fall into disrepair during this time.

There is a hiatus in activity on the site until the 3rd century when a new house was built partly overlying the site of the first house but orientated south east. Its walls appear to have been built of stone throughout; its roof was tiled and was possibly two storeys in height. At the south end was a bath suite: one of two ground floors living rooms was also heated. During the fourth century the house was extended, with the addition of a new larger bath suite to the south west, projecting rooms, a corridor and central porch

Apart from Bancroft there has been evidence for smaller Romano British settlements found in and around Wolverton, one of which was discovered midway between Wolverton Station & Stonebridge Farm (HER 1817) NGR 482200 241430. Here features were seen during stripping for H6 Road, but no layout to site identified. However, the topography and quantity of coins found suggests Romano British occupation.

In Loughton Valley, Bradwell the side of access road leading to Loughton Valley trunk foul sewer cut through Roman drainage ditches, containing pottery dating from the late 1st century to mid 2nd AD, NGR 482910 240010. A half a kilometre to the south of New Bradwell at Stanton High, Stantonbury chance surface finds of Roman pottery were found (HER 1249) (NGR 483800 241000)

A number of chance finds have indicated the presence of settlement sites including at Manor Cottages (HER 2209) to the west of Wolverton, where a large amount of Roman pottery and fragment of keyed flue tile was found in spoil of machine trench.

The other noticeable change to the landscape was the construction of a comprehensive road network, initially for military and administrative purposes. In the Wolverton and New Bradwell the most prominent route was Watling Street (now the A5) which crosses Milton Keynes on a north-west to south east alignment. In addition there must have been a network of less formal routes and trackways serving the farmsteads and villas mentioned above.

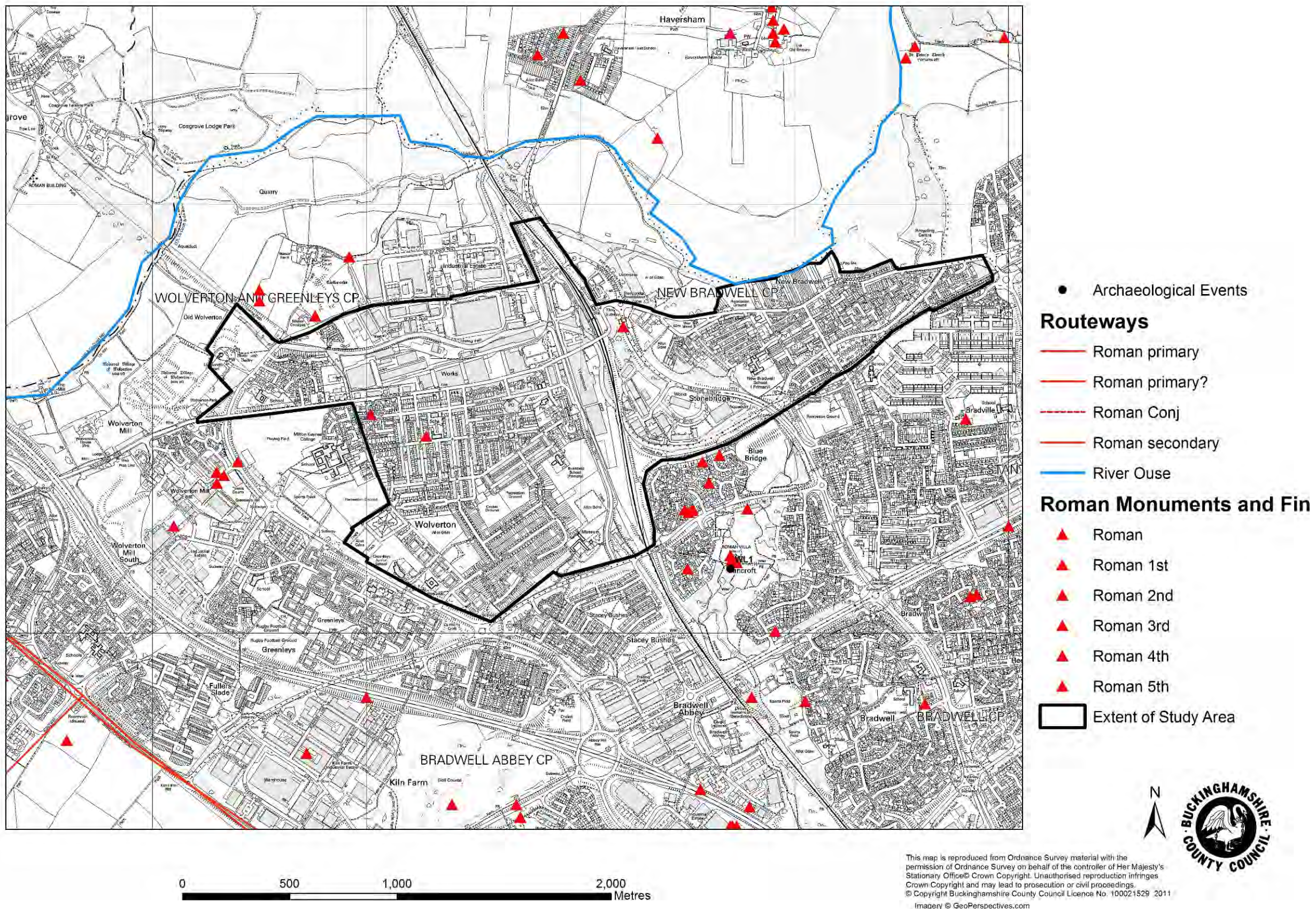


Figure 12: Roman monuments and finds in and around Wolverton and New Bradwell

4.3 Saxon period (AD 410 – 1066)

Place Name Evidence

Wolverton is first mentioned in Domesday as *Wlverintone* and is thought to mean 'Wulfhere's settlement' (Mawer & Stenton, 1925). Wulfhere, probably a thegn, holds the overlordship, (Gelling 1984). The term Old Wolverton is a modern suffix used to distinguish the historic village from the 19th century railway town. Old Wolverton is situated to the northwest of Wolverton.

Bradwell is also first mentioned in Domesday as *Brodeswelle* and is thought to translate as 'broad spring' (Mawer & Stenton, 1925). Bradwell is situated close to Bradwell Abbey some distance to the south of New Bradwell.

Saxon archaeological evidence

In terms of archaeological evidence there has been no direct evidence of a settlement in Wolverton or New Bradwell. However there has been some evidence of an inhumation cemetery that may date to the Saxon period. During the 1950s skeletons were periodically unearthed during the extensions to the McCorquodale's print works (HER 2305). The burials were extended, orientated north south and east west and contained no grave goods or finds. Unfortunately the details of the excavation are not properly recorded and the interpretation of the cemetery as dating to the late Roman to early Saxon is somewhat tenuous. This suggestion is supported by the discovery of a bronze coin of Constantine found in close proximity to the burials (HER 1565).



Figure 13: Excavations of mid Anglo Saxon cemetery at Wolverton © AS&C Ltd

Domesday

Wolverton

Domesday contains one reference for Wolverton, the manor was held by three thanes prior to 1066 and by Mainou the Breton after the Conquest. The manor answered for 20 hides (c2400 acres) with land for 20 ploughs and a further nine for meadow, one mill is also recorded. The population for Wolverton is fairly substantial with 32 villagers, eight smallholders and ten slaves. The value of the manor was assessed at £20 both before and after the Conquest (Morris 1978).

Bradwell

There are three references to Bradwell in Domesday. Walter Giffard held one and a half hides in the parish, managed for him by Walter Hackett. This estate had land for two plough and meadow for a further plough. A second holding in Bradwell was owned by William son of Ansculf. This holding comprised three virgates of land (c90 acres) with land for one plough and meadow for another. The final holding in Bradwell was owned by Miles Crispin, comprising two hides and three virgates of land (c.320acres) this estate was valued at 20s. The estate held land for three ploughs and meadow for a further two.

Domesday ownership	Total hidage	Villager population	Smallholder population	Slave population	Value (1086)
Walter Giffard	1 ½ acres	0	1	1	20s
William son of Ansculf	3 virgates	1	2	1	10s
Miles Crispin	2 hides	5	0	2	20s

Table 2: Recorded population on Domesday holdings

4.4 Medieval period (1066-1536)

Manors

Bradwell

The manor held by Walter Giffard in 1086 was divided in 1245 with the greater portion going to the Valences, Earls of Pembroke the remaining portion was left to the Earls of Gloucester (Page W, 1927). The manor held in 1086 by Miles Crispin as part of the honour of Wallingford passed to the earls of Cornwall in the 13th century and to the Princes of Wales in the 14th century with whom it has since remained (Page W, 1927). There are few surviving reference to the manor held by William son of Ansculf at Domesday, the last mention coming from the 13th century when it was held by the honour of Dudley (with Newport Pagnell).

The priory founded by Meinfelin, lord of Wolverton in 1151 until 1524 when it was given to Cardinal Wolsey subsequently formed part of the endowment on the college founded by the cardinal at Oxford. It was seized by the Crown in 1531 and granted to the priory of Sheen (Surrey) until 1539. The manor was granted to Arthur Longville in 1543 descending with that family until 1650 when it was sold to John Lawrence. The manor passed through a number of hands until it was bought by Sir Charles Nicoll, lord of Olney Manor with which it has since descended (Page W, 1927).

Wolverton

Wolverton Manor was held by Mainou the Breton after the Conquest and formed the principal residence of the barony of Wolverton. The barony was inherited by Meinfelin who founded Bradwell Abbey, the remainder descending with Mainou's family until 1351 when the barony was divided between two heirs, Wolverton passing to Margery Hunt. By 1393 the estate again passed by indirect inheritance to John Longville, descending with the Longville family until 1713 when it was sold to John Radcliffe who subsequently placed the manor in trust for the benefit of charities with which it has since remained (Page W, 1927).

Wolverton Deserted Medieval Village (HER 5998)

The site of the village of Wolverton is the best surviving example of a deserted medieval village in Milton Keynes. Only the parish church and 18th century rectory, together with several cottages of similar date have survived. The plan of the village earthworks shows that it was a linear settlement, extending from the mill on the Ouse for a distance of some 1.5 km to the Grange (now manor farm) in the east.

Wolverton Castle (HER 2907)

There is no documentary evidence on the history of Wolverton castle, although it is believed to have been the barony derived from the holding of Mano the Briton. The castle is believed to have been in existence before the period of unrest and civil war known as 'the anarchy' (1135-1154), when it was held for the King Stephen by Meinfelin or his son Hammo in the 12th century. The bailey and surrounding motte is sub rectangular 220x90m, and aligned northwest to south east. The northern and eastern boundaries of the bailey are quite clear, forming a possible entrance on the north east side which has been destroyed by a post medieval quarry pit. It appears that the castle was only constructed of earth as there is no evidence of masonry or stone walls (Croft & Mynard 1993). It is not known how long the castle was in use although, many motte and bailey castles were destroyed at the end of the conflict many under the instruction of Henry II who ascended the throne in 1154.

Wolverton Mill (HER 4682)

About a mile west of Wolverton is Wolverton Mill. It is believed that this site has continuously been used for the same purpose since the 11th century. Built and altered over a hundred years between the late 18th century and late 19th century, Some time in the mid-19th century the mill was raised up and an open shelter built on cast iron columns to house a steam engine for use when the water from the adjacent River Ouse was low. The current building is now converted into flats.

4.5 Post medieval period (1536-1800)

Wolverton Manor

It is known that the manor building was in existence until the 18th century and thought to be a 16th century building in the ownership of the Longville during their ownership of the manor. The manor house was eventually demolished by the Radcliffe Trustees in 1725. The existing rectory built c. 1730 incorporates stonework from the demolished manor (Page. 1927 p. 505).

Wolverton village & enclosure

As lords of the manor the Longvilles not only rebuilt their manor but sought to improve their demesne at the expense of the villagers of Wolverton. (Hyde 1945) There are references to the enclosure of land within the parish from the early 16th century onwards. In 1501 Sir John Longville enlarged his park by enclosing land which lay immediately to the southeast of the village (Hyde 1945) Further enclosure was carried out in the 16th century and in 1580 the people of Stony Stratford petitioned the Queen & Lord Chancellor over their loss of common and grazing rights, but without success (Croft & Mynard p.189).

Enclosure is believed to have been the main cause of the desertion of the village although the development of the market town of Stony Stratford in the west of the parish may have attracted people away from the village, or provided a useful place for the Longvilles to move them to (Croft & Mynard 1993 p. 186).

By the 18th century Wolverton consisted of several farms and a few cottages remaining to the south west of the church. This is reflected in the surviving buildings that remain in here which are predominantly 18th and 19th century remodelling of older buildings. The area grew with the advent of the canal and the focus of the village shifted by about half a mile when the railway line arrived in 1838. Old Wolverton is now little more than a hamlet.



Figure 14: Wolverton village earthworks around manor farm (CUC Aerial Photographs)

The Grand Union Canal

In 1792 the Grand Junction Canal was proposed as a route linking the industrial Midlands with the River Thames. Work was begun in 1795 under the direction of engineer William Jessop. An aqueduct was recommended in 1799, after the canal was opened and built a few years later. The course of the canal runs to the south of the village of Wolverton and to the north of the village of Bradwell. The location of Grand Junction Canal in the late 18th century was to have significant impact on the decision to locate a new railway town.

Non conformity

Some evidence for non-conformity in Old Wolverton and Bradwell is recorded in the Visitations of 1706 to 1712. The 1706 Visitation to Wolverton records three each of Catholic and Baptist families, by 1709 this ratio had changed to four Baptist families and two Catholic families. By the 1712 Visitation the numbers for both had been reduced to one Catholic family and two Baptists (Broad, 1993).

The Visitations of 1706 for Bradwell record one Baptist family and two Presbyterian families, while the 1709 Visitation records one Baptist and three Presbyterian families. The 1712 Visitation, however, only records one Baptist family (Broad, 1993).

4.6 Modern period (1800-Present)

The development of the town of Wolverton and New Bradwell occurred in the 19th century. Although I

Wolverton Aqueduct – ‘iron trunk’

An aqueduct was originally proposed in 1799 to overcome the problems of flooding on the river Great Ouse and eliminate 8 locks. It was designed by Jessop in 1802 and built by a consortium comprising of Thomas Harrison of Wolverton, Major Mansel, Thomas & Joseph Kitchen of Castlethorpe and William Oliver of Stony Stratford. It comprised of three semicircular arches running the full width of the embankment that were constructed on dry. The river was diverted under them upon completion of the structure. Work started in August 1803 and was supervised by Henry Provis. In October 1804 the length of the arches was extended by 2'0" and the backwalls were increased from 3'0" to 5'0". The aqueduct was opened on 26 August 1805. A bank collapse at Cosgrove in January 1806 closed the aqueduct and on the 18th February 1808, the central 22 yards of two of the arches collapsed causing a massive breach in the canal but only minor local flooding (Faulkner 1972). Faulkner states that 'The line of the foundations of the arches of the old aqueduct can still be seen in the river bed today" (Faulkner 1972 p. 70).

The Wharf House/The Locomotive/The Galleon - Public House

The Galleon pub, on the Old Wolverton Road, was built in the early 19th century to serve the canal traffic. A wharf was also built near the bridge on the Old Wolverton to Newport Pagnell road. Known originally as “The Wharf House”, the pub was renamed “The Locomotive Inn” with the coming of the railway, and then “The Galleon” in 1939.

Research on the brewing industry in Bucks has indicated that this particular pub possessed its maltings and brewery (Brown 2007). In the guise of the Wharf House run by Benjamin Barter the pub is thought to have established a small brewhouse. While this continued in 1842 the Locomotive (licensed in 1837) and In July 1849 the Locomotive was let when the tenant was Mr G Masters and the owner William Barter of Stony Stratford. He was also a farmer and a coal merchant. In 1851 William Barter was a wharfinger and farmer High Street, Stony Stratford (Brown 2007).

Galleon Wharf

Built to allow loading/unloading on the Grand Junction Canal (now the Grand Union Canal), goods were then placed onto the Stony Stratford to Newport Pagnell turnpike road. Galleon Wharf is now occupied by timber merchants.

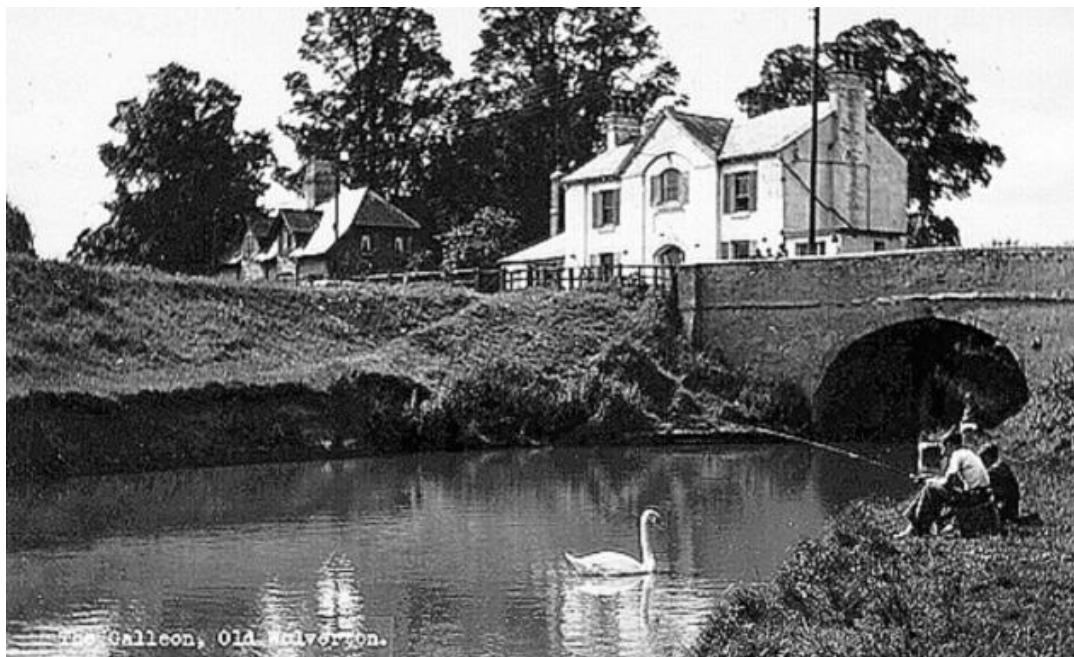


Figure 15: The Grand Junction Canal and the Galleon pub c. 1972

Wolverton Railway Works

In 1838 London and Birmingham Railway Company decided to find a site to erect carriage workshops approximately halfway between the two cities. A workshop was necessary as early railway engines were unreliable, requiring maintenance and an overhaul after travelling 100 miles. After some evaluation Wolverton was selected as the most suitable site as it possessed good existing transport links including its position on the Grand Union canal and its proximity to Watling Street (Croft R, 1982). By 1846 the London & Birmingham Railway had merged with several northerly lines to form the London and North Western Railway.

Phase 1: 1838-1858 Initial development of New Wolverton

Carriage works built across small site close to canal and Old Wolverton Road in 1838

Locomotive Engine Depot (HER 6508)

One of the first buildings constructed in 1838 was the great engine shed where reserve engines could be kept in steam, while those that had maintenance problems could be serviced. Built by George Aitchison, this original locomotive workshop of the London and Birmingham railway was a very imposing building, it was 314 ft square and of quadrangular form; 'almost large as a cathedral' (Markham 1975 p.71). The building was constructed of brick with stone cornice and blockings the style of architecture being classical Doric detailing. However the depot being a functional building had no extraneous ornamentation. The shed had the capacity to accommodate up to 36 engines; these repaired in erecting shops located either side of the entrance. Around the courtyard were the engine and tender sheds, the joiners' shop, iron foundry, boiler yard, hooping furnaces, iron warehouse, smithy, turning shops, offices, stores, a steam engine for giving motion to the machinery and for pumping water into a large tank over the entrance gateway. In sum the shed housed every facility that a large manufactory of this nature can require and provide. The depot remained in use until it was demolished around 1990 to make way for a Tesco supermarket.



Figure 16: Wolverton Carriage Works in the 1950s (Copyright Bucks County Museum)

In 1858 the LNWR decided to expand the Works. So far it had been a centre for the repair and servicing of engines and tenders: now it was to become a locomotive factory and from Wolverton's own designs. The four wheeled, inadequate Bury engines were to be gradually scrapped and in their place were to be the new efficient Bloomer engines.

First passenger station: 1838-40 (HER No. 6450)

The original passenger station built was built on the main railway line to the north of the Grand Union canal, it was approached from what now is termed the 'old road' by an incline up the side of 'Hell's Kitchen', the present park. The station was originally designed as transit for passengers waiting for a replacement train, however the station had a short operational life and was soon to be demolished and replaced by a much larger station to the south (see below). Very little of the station infrastructure survives (Pevsner & Williamson 1993: p. 565) and the site is now occupied by the Haversham shed.

Second passenger station: 1840-1881 (HER)

Although the works buildings managed to cope with the maintenance of the engines, it became clear within two years of operation that Wolverton's railway station was not adequately equipped to cope with the volume of passengers. There was little in the way of conveniences and refreshments to satisfy waiting travellers. As a consequence the decision was made to build a bigger and better passenger station to the south of Stratford Road. The new station, completed in November 1840, was a grander building containing a restaurant, refreshment rooms and kitchens. A notable feature of the station was that it boasted a sunken ice house so ice would be available throughout the year (Markham 1975 p.73).

Much of the original works were demolished in 1850 due to overcrowding, the 'Triangular Building' (collection of workshops) was then built (MKC Wolverton Conservation Area)

Canal Bridge 171c (HER 6207)

As part of the early railway infrastructure a cast iron beamed bridge was designed by Robert Stephenson 1834-5 to cross the Grand Union canal (Pevsner & Williamson 1993: p. 565). This is one of the earliest railway bridges along this line and its significance is reflected in its designation as grade II* listed building. At the time of writing was in a poor state of repair with some lost railings.

Blue Bridge, 1834 (HER 6373)

Accommodation bridge over railway 1834-5 constructed for the London & Birmingham Railway. Original bridge is of three elliptical arches constructed of coursed, squared, rock faced limestone and blue engineering bricks (Pevsner & Williamson 1993: p. 565). The bridge was extended in 1878-82.

Skew Bridge 1837/38

Railway bridge 171 d known as Skew Bridge, was designed by Robert Stephenson in 1837/38. Constructed of red brick in English bond, it has been extensively repaired in blue engineering brick with red sandstone dressings. The bridge derives its name from the stone impost bands, which are built on a significant skew. The arch is framed on the west face by elegant stone coped retaining wing-walls, which curve forward to terminate in low piers with pyramidal stone caps. The east face has a similar retaining wall on the north, but to the south the bridge abuts against the impressive, rock-faced stone retaining wall of the north end of the embankment for Wolverton's first railway station, now superseded by the former Royal Train Shed. The bridge is now designated as a grade II listed building (Pevsner & Williamson, 1993: p. 565)

Wolverton Viaduct 1838.

The Viaduct, which is 198 m long and 17 m high, was originally designed and built by Robert Stephenson. The viaduct was also doubled when the main line was diverted. The older (1838) section lies to the west. (Pevsner & Williamson 1993: p. 565)

Wharf building (HER 6492)

1840 map shows a large rectangular building with a roof projecting over the canal basin. There were two rail connections to the main line. An old print of Wolverton Station shows the two storey wharf building with two wagons on the track leading to the upper floor of the structure. Also shows the curved side walls shown on the plan. The structure was demolished by 1850

Phase 2: 1862-1920. Redevelopment and expansion

In 1862 the London and Birmingham Railway Company became London and North Western (Markham 1975). In 1865 saw transfer of Saltley (Birmingham) carriage works to Wolverton (MKC Wolverton Conservation Area).

Wolverton Works - Bridge 171E (HER 6738)

A steel all-girder railway bridge built in 1865 to give rail access to twenty acres of land purchased by L&NWR for the erection of new buildings necessitated by the change to railway carriage construction (McNicol 2007).

It once had a distinctive wooden station building, painted black and white, on the north side of the road bridge above the track, with wooden stairs leading down to each of the platforms. This was unfortunately removed by British Rail in about 1990 before it could be listed. The three original platforms (1, 2/3 & 4) remain. The outer edge of Platform 4 also remains adjacent to the car park, once a goods yard. This platform was used by the trains for the "Nobby Newport" line to Newport Pagnell, which closed in 1964 (this line can be followed as a footpath to Newport Pagnell).

In 1870 the painting and trimming works which was located in London was transferred to (MKC Wolverton (Markham). However this consolidation of work was balanced by the loss in 1877 of the manufacture and repair of locomotives at Wolverton, with the focus on carriage production from then on (MKC Wolverton Conservation Area)

From 1878-1882 rather than demolish any more workshops, a new and larger railway line was built to the east of the original line (MKC Wolverton Conservation Area) Additional land bought for future expansion in 1865 and 1898 (MKC Wolverton Conservation Area)

Third passenger station:

In 1878 the third station was built on a wider main line laid to the east of the earlier line, it was eventually demolished in 1992. (Pevsner & Williamson 1993: p. 565)

Works perimeter wall, Stratford Road (HER)

In 1882, the Works was enclosed by a high brick wall over 1.5 km of which fronted Stratford Road and thus became a marked feature of the town, (Pevsner & Williamson 1993: p.565). Some of the wall has since been demolished, but a significant section remains. Note the gates/doors, now sealed, through which thousands of workers once streamed each day.

Railway Paint Shop (HER 6686/7)

Wolverton to Stony Stratford Steam Tram

A steam powered tramway operated between Wolverton and Stony Stratford from 1887 to 1926, and the line was extended to Deanshanger in 1888 and 1889. The purpose of the tramway was to provide transportation for workers from outlying towns and villages to the Wolverton Works and the McCorquodales envelope works. Much of the steel track of the old line still survives under the wide grass verge on the north side of the road between Wolverton and Stony Stratford, to the east of the A5 bypass/ When the first Stony Stratford bypass was constructed in 1973, part of the line was excavated and removed to the Stacey Hill museum, where one of the tram coaches, rescued from a farm at Shenley Church End, has since been put back onto a section of the track (Croft R, 1982).



Figure 17: Wolverton Steam Train, 1900s (Copyright Bucks County Museum)

Phase 3: 1920-Present.

The period after the First World War was characterised by inflation and unemployment of the Post war period hit Wolverton, reducing the workforce from 4600-3500 (MKC Wolverton Conservation Area)

In 1926 Wolverton workers joined the General Strike (MKC Wolverton Conservation Area)

In the 1930s saw the first closures saw the loss of the laundry, rolling mill and forge (MKC Wolverton Conservation Area)

WWII Works used for the war effort producing armoured vehicles etc (MKC Wolverton Conservation Area)

Two pill boxes inserted on wall of St Francis Church (MKC Wolverton Conservation Area)

1962 First threat of closure of works, after which Wolverton reduced to repairing carriages rather than construction, workforce then reduced by further 2000 (MKC Wolverton Conservation Area)

In 1966 Wolverton Goods Yard closed, all railway production and repair then ceased.

In the 1970s Work became part of British Rail and carried out limited maintenance work.

The last of Aitchison's workshops were demolished in 1990 for Tesco supermarket (MKC Wolverton Conservation Area)

Process underway for conversion of Triangular Building and the Royal Train Shed into flats.

Current station built 1990s.



Figure 18: Wolverton Railway Works

Other Industries (see Appendix 4 for details)

Wolverton

McCorquodale Printing Works, Stratford Road

Although the Wolverton's railway Works was the chief employer of the town, McCorquodale's Printing Works was also a significant employer in Wolverton. McCorquodales were an established firm by the mid 19th century specialising in registered envelope manufacture, but undertook many other government and security printing contracts. McCorquodales possessed factories in Liverpool, London and Glasgow. Sir Richard Moon, the Chairman of the London & North Western Railway had an idea for solving the problem of unemployed women of the town and contacted his friend George McCorquodale to suggest that he build a printing works in the town. The factory was eventually built in 1878 and once opened it was an immediate success. The works rapidly increased in size and diversified into printing books, forms and commercial stationery. By 1886 McCorquodales of Wolverton was known as one of the finest printing factories in the country and employed 120 year women and 20 men (Ealden et al).

The company were also quick to provide the best welfare and working facilities in the area, and the staff were provided with dining, reading and recreation rooms. A Good Samaritan Society was started and pension funds paid for holidays and service bonuses all made for a happy company.

Year after year, new buildings were erected and the works reorganised and rearranged. Government contracts for postal stamps, stationery, postal orders, old age pension and widows and orphans forms were secured. It is interesting to note that the advent of football pools massively increased the print runs on postal orders overnight, and ensured that the firm remained profitable.

The original envelope factory, established in on the Stratford Road, was an important workplace, especially for women workers and operated from 1878-1890s. Most of the factory was demolished in 1988 (Pevsner & Williamson 1993: p. 565). The site on the Stratford Road is now occupied by car showrooms, however a small remnant of the Envelope factory survives, a single storey extension dating to c. 1912 (extended 1924).



Figure 19: McCorquodales printing works, Stratford Road, Wolverton c. 1900-1920

Power and Utilities

As a railway works, Wolverton used steam power to run the machines within the Works although no remains have yet been found. It later used gas, being made at the Works and also being piped out to the town. The remains of a gas tower can be seen beside the viaduct at the Park Lodge house end of the Park. In 1900, the first power station was built and the Works notably became the first all electric railway works in the country (Ealden et al).

Early supply of water to Wolverton This water tower formerly in Osborne Street was one of three in Wolverton. The town water tower at the junction of Green Lane and Western Road was built in 1887 of blue and red brick, and is the last remaining example of three built by the LNWR to provide the town with a clean alternative to the canal water supply. It was used until 1948 when Wolverton became part of the local mains supply (Ealden et al).

Public Houses and Brewing

Radcliffe pub – ‘Hell’s Kitchen’ (HER 6506)

The Radcliffe arms It was lit with scores of candles – and was notorious for its singing, quarrelling, swearing, thumping and the clattering of mugs and glasses from every room. Stowell Brown reports that the talk inside or outside the pubs was profane and beastly in the extreme and that men (who include Welsh, Scottish and Irish) had very little political intelligence although it was a time of great agitation about Chartism and Free Trade. The pub would have been demolished for the construction of the loop line and new station circa 1880 (Markham 1974).

Within Wolverton itself there were four public houses, three of which survive. The former Queen Victoria on the corner of Radcliffe Street and Church Street is now called Zaks. The Craufurd Arms on Stratford Road was originally a People’s Refreshment House, a semi-temperance hotel. The site of the North Western also on Stratford Road was bought by Mr Davies, the Stationmaster, and sold to a Newport Pagnell brewing firm in 1861 when the pub was built. The first landlord was previously a mechanic from the Works. On Sundays, the large back hall was used by the Congregationalists until their own chapel was built at the top of Market Square (demolished in 1970). The Royal Engineer (now the Greek Villager ?) is the only surviving pub contemporary to the Works when first built. It was built in 1841 opposite the then Works entrance. Along with The Queen Victoria (1860), the yards were used by ‘transport clubs’ to stable their horses and carts during the day. The aim of these clubs was to allow railway workers from the villages to share journeys and cost.

In 1850 Joseph Clarke was listed here and then for 1853/54 Henry Clamp was running the pub. On 13th October 1856 the stock in trade, including a capital ginger beer engine, was for sale.

On 29th November 1859 William Adams advertised the Plough for sale. Then in 1863 John Arnold was listed, in 1864 Adams was again at the Locomotive. In March 1867 William Adams was shown as a beer retailer. Then in 1877 he was shown as a brewer at the pub, still being there in 1883.

In 1895 it may have operated as the Wharf House. On May 26th 1899 Mrs Adams gave a 21 year lease to R&W, owned by the canal company, Adams having been tenant for some 40 years, at a valuation of £210. Mrs Adams had a niece and her husband living with her and they had been using her very badly indeed.

Mr Seabrook wrote that he had to stay all the Friday until 9pm on the Saturday to manage the house. George Beard was installed and officially took over the lease in December. In 1903 trade was very slack because of the railway works laying off workers and in 1924 was doing around 9 barrels per week.

It was Kate Benskins after their purchase of R&W, but in July 1947 Halls bought the freehold for £20,500 from Joe Willie Brearley, when it was trading as the Galleon. In 1973 it was Ind Coope pub with a declining trade of 100 bpa. It is still trading as a free house next to the canal bridge.

The Plough, Watling Street

In 1812 William Barter a victualler at a pub, which originally traded as the rising sun. He built a brewhouse and at some point renamed the pub. The 1851 census shows a William aged 31 at the Plough presumably his son who was still at the pub in 1854. On 29th November 1859, William Adams advertised the Plough, with its brewhouse, as a free public house, but with the sale aimed at local brewers.

Trades

After the establishment of the railway works and the accompanying town, the majority of trades in Wolverton and New Bradwell were in retail, for the provision of services to employees of the railway works.

New Bradwell

	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Artisans/trades	5	10	7	5	2	5	6	8	8	5
Merchant/dealer	3	6	13	17	12	16	12	38	30	36
Agric/General	0	3	4	3	4	1	1	1	0	0
Professional	1	1	1	1	1	1	1	1	3	3
Service/Provision	13	19	25	18	15	19	21	28	23	23

Table 3: Summary of trade in New Bradwell 1830-1935 (method adapted from Broad, 1992)

Wolverton

	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Artisans/trades	5	10	7	5	8	13	15	20	0	16
Merchant/dealer	3	6	13	17	18	32	40	54	0	60
Agric/General	0	3	4	3	2	3	7	5	0	8
Professional	1	1	1	0	4	7	7	13	0	19
Service/Provision	13	19	25	18	18	18	42	51	0	49

Table 4: Summary of trade in Wolverton 1830-1935 (method adapted from Broad, 1992)

Shops

In many purpose-built railway towns there is sometimes evidence of company-run stores which provide cheap items for workers. Here in Wolverton, documents suggest that the first shops were built within the Work's grounds. Later, when the town was expanding in the 1850s, the railway company encouraged retailers to set up business in the town. Stony Stratford had been the original source of purchasable items until bakers, butchers, clothes outfitters and so on moved here. Walking down Stratford Road and Church Street it is still possible to see remains of original Victorian and Edwardian shop fronts; a detailed analysis of the surviving shop fronts can be found in Wolverton's Conservation Area Review (MKC 2009) Although some of the more notable shop fronts are the shop formerly known as Fosters menswear on the corner of Stratford Road and Radcliffe Street. Maisie's in Church Street occupies the former 1920's Art Deco premises of the Co-op (Figure 19).



Figure 20: 1920s architecture of Maisies, 60-64 Church Street, Wolverton

Civic & Leisure

Wolverton Bath House (HER 6662)

Built in 1891 to replace the ones in Green Lane, the Baths on Stratford Road were built by the Railway Company between two of their workshops. It was designed to have 16 separate baths and it was hoped that swimming baths would be added later, but they never were. Today it houses Wolverton's Living Archive (Ealden et al).

Wolverton Park (HER 6500)

Sport was also supported and promoted by the Railway Company. Wolverton Park on the north eastern edge of the town was created by the London & North Western Railway Company for its workforce. The ground was officially opened on the 3rd August 1885, it initially comprised an athletic ground and bandstand (Markham 1975). Wolverton Athletic Club was founded in 1885 while Wolverton Football Club founded in 1886/7 (it eventually folded in the 1990's). Wolverton Bowls Club was founded in 1889.

The ground includes one of the oldest surviving grandstands in the country, built in 1899 (HER 6501), and a velodrome that was an important Whitsuntide national venue prior to the outbreak of the First World War (HER 6502). The Company imported good footballers from other railway towns and offered them jobs. As a result Wolverton Football Club enjoyed considerable success in the early years of the century.

'Barber's Electric Picture Palace', 63 Stratford Road (HER 6507)

Built in 1911 as Picture Palace, Barbers was the third cinema to be opened in Buckinghamshire. It was powered by its own gas generator and the architecture both internally and externally suggests the links to the Works. By the 1960s the cinema was converted to Bingo Hall. The building was saved from demolition and is now a Pentecostal Church (R Ayers & R Croft 1990).

Empire Cinema, Church Street (HER 6510)

The Empire cinema was converted from or built on the site a dance hall in 1926. In 1932 plans were submitted to reconstruct parts of the structure which included new stanchions. This shows that the cinema had rear projection and talking equipment. The Empire eventually closed in 1969 and for some years was used as a sorting centre. However by 2003 a new purpose was found the building and converted to an Asian Centre and Mosque.



Figure 21: Former Empire Cinema, Church Street © Bucks County Record Office

Allotments

Land had been provided by the railway company in several places for the new townspeople to grow their own vegetables. Wolverton had one of the highest number of allotments per head of population in the country. Many sites disappeared when new housing estates (particularly Greenleys) were built but there are still two sizeable sites that continue to be used today.

*Housing Development in 19th and early 20th centuries***Phase 1: 1838-1858.** Residential development of New Wolverton

One the other side of the canal

By 1840 the railway company had built sixty cottages for the servants of company in Wolverton. Although the houses looked very similar there was a distinct hierarchy according to the workers position in the company. A signalman, a fireman, a trimmer or a platelayer could live in adjacent houses, but it was recognised that a signalman was superior to a platelayer and that an engine driver was Mercury's representative here on earth (Markham 1974).

Many of the streets were named in honour of LBRC Railway directors or senior officials: Creed Street, Glyn Square, Ledsam Street, Young Street and Bury Street which in their day housed the near elite of Wolverton Railway men (Markham 1974).

The first 100 or so workers' houses were built in the 1840s very close to the railway works but subsequently demolished, this consisted of terraced housing along Creed Street, Bury Street, Ledsam Street & Glyn Square along with a school, market hall and reading room, these houses probably demolished in late 1850s when Trust released more land to LBRC (MKC: Wolverton Conservation Area)

In 1844 Stratford Road was built providing a more direct route to Stratford (MKC: Wolverton Conservation Area)

New church then built by Radcliffe Trust, dedicated to St George the Martyr, followed by more housing up to Green Lane and Bedford Street (Croft R, 1982)

In 1850 there were 242 workers houses in Wolverton as we are fortunate to have a contemporary record from Sir Francis Bond Head, a colonial governor and author of note who paid a visit to Wolverton that year.

New Bradwell

The Radcliffe Trust blocked the sale of additional land around Wolverton during the 1850s. The railway was left with no other choice other than to establish housing elsewhere and a site in the parish of Stantonbury was selected.

The first phase of development at consisted of 116 houses and a pub (MKC: Wolverton Conservation Area). In 1857 Bradwell parish was created (Sheahan, 1862: 606)

The Railway company erected around 200 houses, with additional 50 by private developers in this period (Sheahan, 1862: 606)

To allow for expansion of the Works some of these had to go and before long the little streets had between the engine shed and the canal, Walker Street, Cooke Street and Garnett Street were raised to the ground.

Spencer Street Housing (HER 5210)

Some of the earliest railway cottages in New Bradwell can be found at 57-79 and 58-80 Spencer Street Built 1853-61. All that remains of 3 streets known as Railway Cottages. Cottage terraces facing each other, formerly with service roads behind (Markham). They are constructed in yellow brick with red brick quoins, string courses and cambered arches to doors and windows. Slate roofs with moderately projecting eaves. The importance of these surviving cottages has been reflected in their designation as Grade II listed buildings.

Phase 2: 1858-1890. Redevelopment and expansion

Next phase of railway housing of 1860s in Wolverton included Stratford Road, Church Street, Radcliffe Street, Buckingham Street, also led by LBRC who sold the plots (MKC: Wolverton Conservation Area)

In 1862 Wolverton contained 250 houses, built by railway company, a market place, butchers shambles, several shops, two inns, schools, baths, a dispensary etc (Sheahan, 1862: 649). This phase saw the growth of the modern commercial area around Church Street, this was not a planned expansion by LBRC (MKC: Wolverton Conservation Area)

Up until 1878 the Railway Companies built all of the workers' housing but after this date the Wolverton Permanent Building Society was established with the encouragement of the LNWR Railway Company. Henceforward the housing needs of the town were to be met by private builders, the company negotiating the acquisition of the land and setting out the streets.

The interface between company and private housing can be seen in Church Street and in Buckingham Street. The north side of Buckingham St (even numbers) was built before 1878 by the company for their office clerks (according to the oldest resident) to a fine and unusual single design with elements derived from Gothic architecture, such as the nailhead decoration of the cornice, carried out in brick. The houses all originally had 16 pane box sash windows, which survive only at No.78. On the other side, the south side (odd numbers) a variety of different house designs can be seen, put up by various builders, not all at the same date (MKC: Wolverton Conservation Area).

The Railway Works had its own hierarchy - of management, office staff, foreman, skilled and semi-skilled craftsmen and labourers and that is reflected in the town's housing. Some of the best early houses were built along the Stratford Road facing the Works. Senior managerial staff lived there. There is at present no evidence as to whether these plots were allotted by the Railway Company on the basis of occupation or were just sold to the highest bidder. Senior railway station and Works staff also lived in rented accommodation in the villas alongside the Grand Union Canal near the second station entrance (now the site of the Secret Garden). Then, as the town developed on the rising ground to the south, the 'better' houses in each new phase, occupied by those with higher status within the works (foremen and clerical staff for example) were those at the edges and on the highest level of the contour. There were building features that helped to individualise and distinguish privately built houses - terracotta architectural mouldings, encaustic tiled doorways and, more noticeably, bay windows.

The construction of the Works Wall along the Stratford Road effectively shaped the character of the residential Wolverton, giving a precise separation between the town space and the industrial Works (MKC Wolverton Conservation Area).



Figure 22: Church Street built by London & Metropolitan Railway

Phase 3: 1890-1968 Private development

Additional land bought by L&NWR in 1892, 1896 and 1904, but they were no longer the principal drivers of residential development (MKC Wolverton Conservation Area)

The first phase of private dwellings there are bay windows on the south side of Aylesbury Street, setting a trend that was developed in the post 1893 development of the Cambridge Street and Windsor Street where the houses had not only bay windows but also small front gardens that were fenced with elaborate railings.



Figure 23: Anson Avenue

Some of the most distinctive residences have been lost notably the canal side villas that housed the Stationmaster and senior Railway Works staff: the Gables, home to the Works Superintendent was demolished in the 1960's and replaced with a multi-storey block of flats. There are however a number of fine properties remaining: St George's Rectory, the Beeches and Viewsley in Western Road; the Elms No's 1 and 2 Green Lane, built for Dr Harvey and designed by Edward Swinfen Harris; the large houses in Stratford Road in the same block as the Working Men's Club; the larger houses in Moon Street including the Congregational Manse; the Methodist Manse in Church Street and diagonally opposite its 'twin', the 'Library' house on the corner of Church Street and Cambridge Street, built and occupied by Mr Robinson the local builder and decorated almost as a 'show house' with a range of terracotta moulded features

After the First World War, terrace house development was superseded by a fashion of private and public semi-detached housing as shown in the development to the south of the Conservation Area in Wolverton. In 1928 saw residential expansion along Gloucester Road, Marina Drive and Windsor Street (MKC Wolverton Conservation Area)



Figure 24: Late 1920s/1930s Housing, Gloucester Road

Phase 4: 1968-Present. Modern redevelopment (Milton Keynes Corporation)

In the late 1960s the earliest high density back to back houses built by the London & Birmingham and the LNWR Railway Companies in the 1840s were demolished - the 'Little Streets' disappearing - a victim of a post war 'slum clearance'. They were replaced with a mixture of industrial and residential buildings (MKC Wolverton Conservation Area). Some demolition of building in 1970s following creation of a central square and the Agora shopping centre



Figure 25: Market Place, Wolverton

*Civic structures***Wolverton**

St George's Church Hall, Church Street

The church hall was built in 1907 by architects J O & C M O Scott, (Pevsner & Williamson 1993: p. 564).

Bradwell

Canal Aquaduct 1991. Pell Frischman.

*Religious structures***Wolverton**

St George the Martyr Church, Church Street (HER 5200)

Designed by architects Wyatt & Brandon, St George the Martyr was the first church sponsored by a Railway Company for its works town in 1843. It is believed to be the first church in the world to be sponsored by a railway company for the spiritual betterment of its workforce and families, then some 800 people (Ealden et al). The nave has seven timber trusses of 'industrial' appearance that were probably made in the Works. The graves of railwaymen can be identified in the churchyard. The church had further extensions in 1895 and 1902 for its growing congregation. (Pevsner & Williamson 1993: p.564)

St Francis de Sales RC Church, Stratford Road

St Francis is a modest church in gothic style. The architect is not known but the church is thought to have been built in 1865/67 (Pevsner, 1993: p.565). The nave and chancel are combined, unusually the altar faces north. There is a possibility that the church was original combined schoolroom. In the 1960s a new entrance porch in contrasting white brick was added. The church is not designated as a listed building.

Methodist Church, 173 Church Street, West End (HER 5075)

Not a great deal is documented about this church other than it is thought to have been built in 1907. The architect is Ewan Harper. The church is constructed of brick with stone dressings, decorated tracery and other ornament, strings, kneelers and coping. The building still functions as a church and community centre. The church is not designated as a listed building. Gable end to Street with square tower at west side.

Wesleyan Chapel, Church Street

The former Wesleyan Chapel was built in 1892 by Ewan Harper of Birmingham. The chapel is constructed in a gothic style with tower (spire cut down). It was originally built along with a Sunday School (to the rear) although this demolished in the 1990s to make way a for Foyer building. In the 1940's most of the school railings were removed, while in the 1960s alterations were made to the stone spire (Pevsner & Williamson 1993: p. 565).

Evangelical Church, 108a Church Street



Figure 26: St George the Martyr Church, Wolverton

New Bradwell

St James Church, Newport Road (HER 5203)

An Anglican Church built in 1857-60 by renowned church architect G E Street (Pevsner & Williamson 1993: p.540). The church is constructed in an early English style with lancet windows and plate tracery to east and west. The church comprises a nave, chancel and south aisle (the north aisle was added in 1898). It is largely built of Cosgrove stone with slate roof. St James is designated as a grade II listed building. The accompanying brick built vicarage is also designed by Street and is also listed grade II.

Baptist chapel, Bradwell Road

A Baptist chapel was erected in 1862 (Sheahan, 1862: p.606) This building is not listed/

Methodist Chapel, North Street,

Mosque, North Street



Figure 27: Methodist Chapel, New Bradwell

*Hospitals & Schools pre 1945***Wolverton**

Parsonage House, Church Street contained school for 300 (Sheahan, 1862: 649)

Science & Arts Institute,

Sited to south side of St. George's Church, the Science & Arts Institute was built in 1861-64 by architect G.E.Street, (Sheahan, 1862: p. 649). The building was extended in 1880, 1891 and 1893. The institute was an important pioneering institution for 'self-improvement' and further education. A technical school was founded there in 1925/6. By the 1950s it had taken on its role within the confines of the 1944 Education Act which created Grammar Schools (selection at 11), Technical Schools (selection at 13) and Secondary Modern Schools (general education from 11-15). It was destroyed by fire in 1970, the site is now occupied by car parking in front of former Wesleyan Methodist Church.



Figure 28: Wolverton Science and Art Institute, c. 1926 (BCC Record Office)

Wyvern County first school, Aylesbury Street

Wyvern County first school is a significant building in Wolverton. It is a tall two storey school building of great prominence complete with original railings and ancillary buildings. A new dining block was built in the 1980s on part of the playground. False ceilings installed in classrooms in 1980s. There is a difference of date as to when the school was originally built, the Wolverton Society for Arts & Heritage state that it was built in 1906 by Bucks County Council. Architect Messrs Harrington, Ley, Kerkham & Partners of 65 Bishopsgate St Without, London. mkheritage.co.uk/wsah/hood/docs/character7.html While Pevsner says it was 1912, (Pevsner & Williamson 1993: p.565).

Bushfield School, Moon Street

The Bushfield School was built in 1906 by Bucks County Council. It was designed by Ley, Kirkham & Partners of Bishopsgate London as a Secondary School for North Bucks. It has been substantially altered and unsympathetic additions from 1960's onwards. Its setting as a result is also eroded.

The Radcliffe School, Stratford Road

1960. F Pooley. (Pevsner, 1993: p. 565)

Emmanuel Chapel Schoolroom (HER 6755)

A Sunday School Room erected to the rear of 106 & 108 Church Street shortly after 1922. Plans passed in 1922 for a new schoolroom 25'9" by 28'3" with a storeroom attached and a porch with access from Cambridge Street Back Lane. (A Bye Law planning application by W. F. Sturgess WL/4/22)

Bradwell

School, St James' Street (Pevsner, 1993: p. 540)



Figure 29: Former School, St James' Street

Combined School, Bounty Street

School, Bradwell Road

Hospitals & Schools post 1945

Wolverton

Greenley's School, Great Monks Street

Wolverton Health Centre and day hospital, Great Monks Street

Slated Row School, Wolverton Road

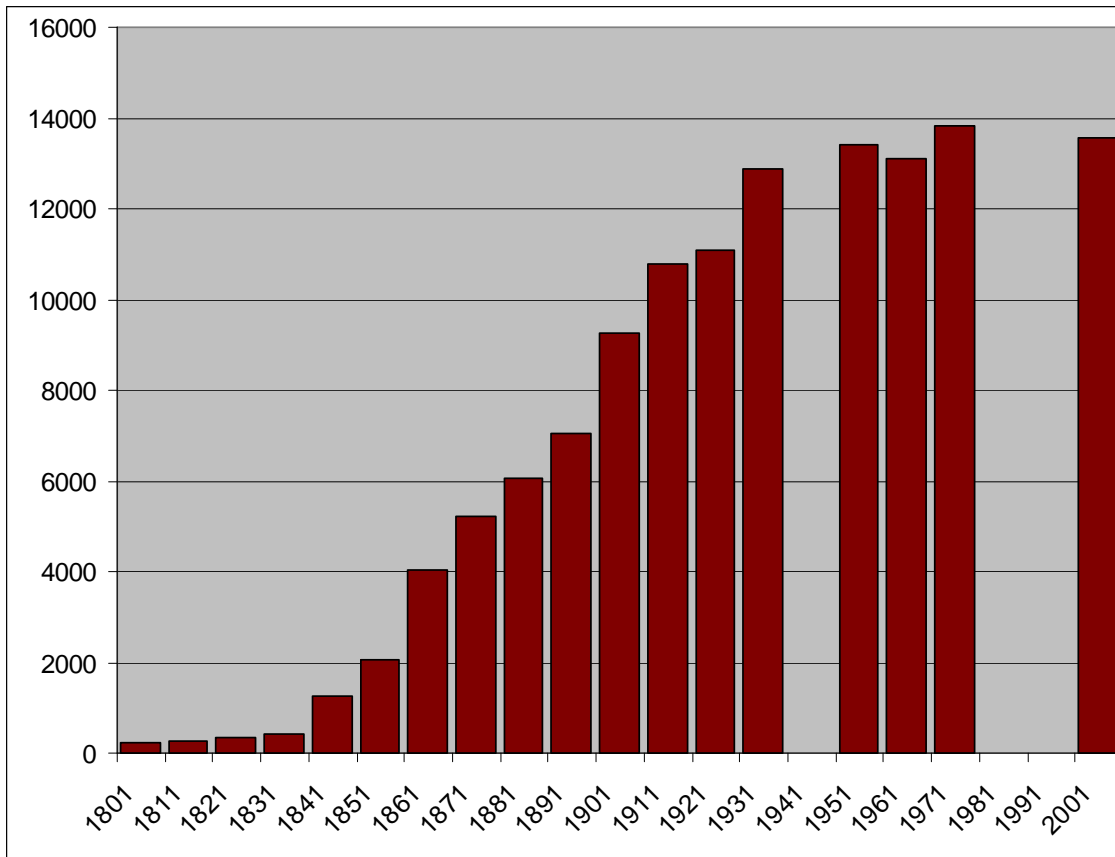
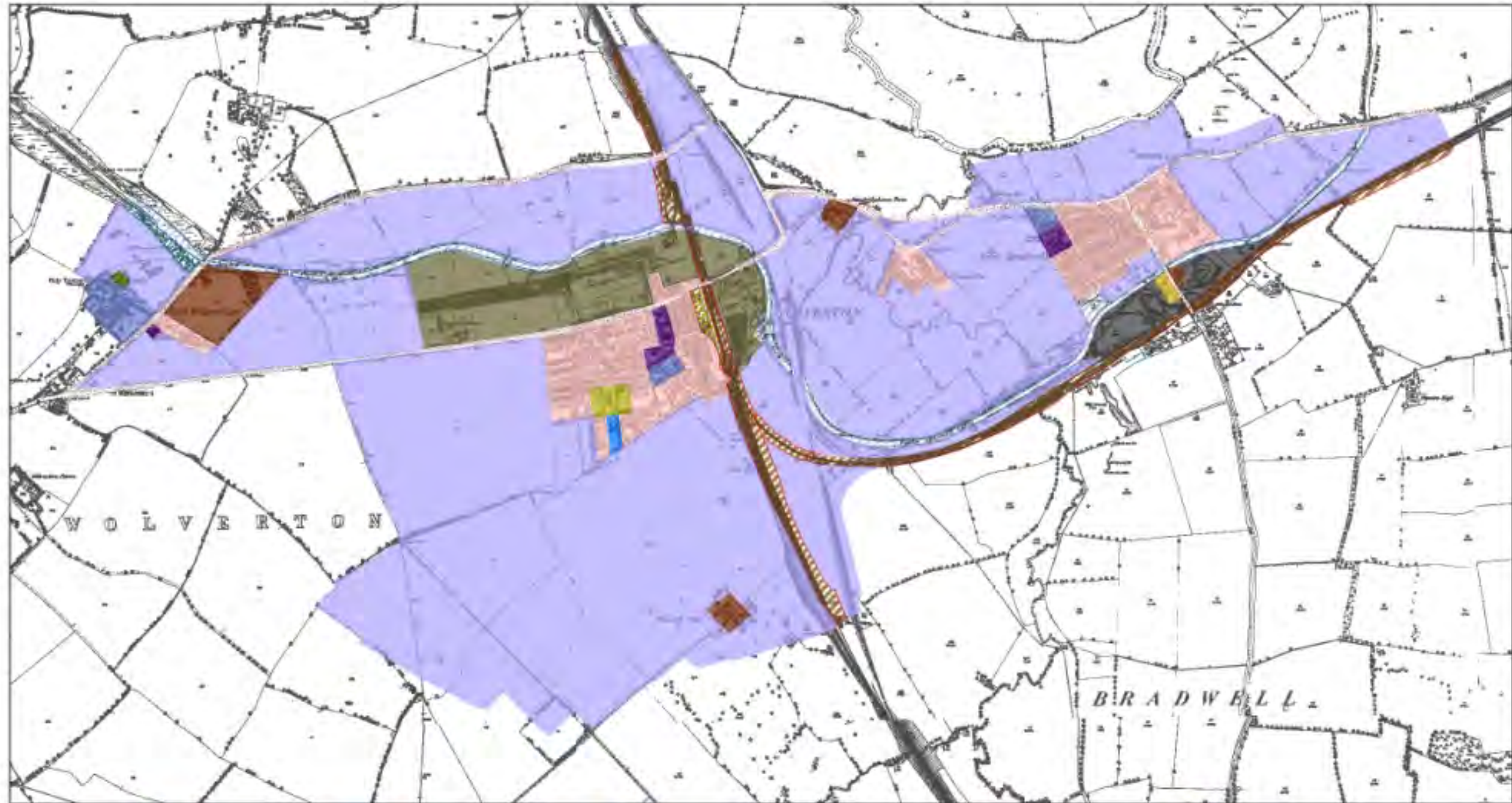


Figure 30: Graph showing population changes in town (combined approximate populations for Wolverton and New Bradwell)



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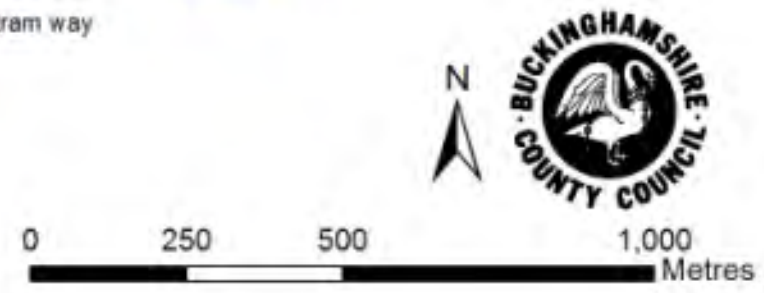


Figure 31: Wolverton & New Bradwell in the 1880s

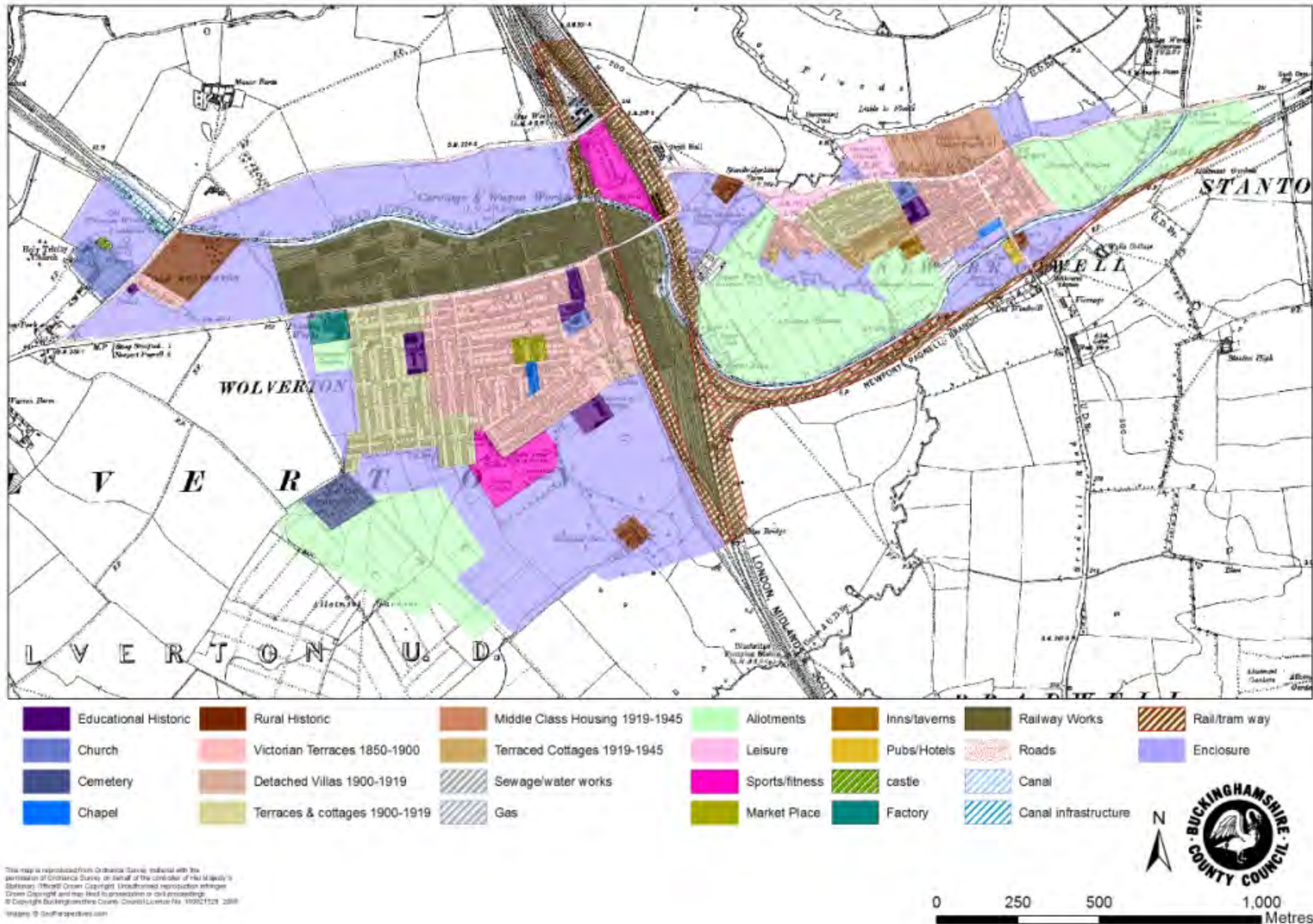


Figure 32: Wolverton & New Bradwell in the 1920s

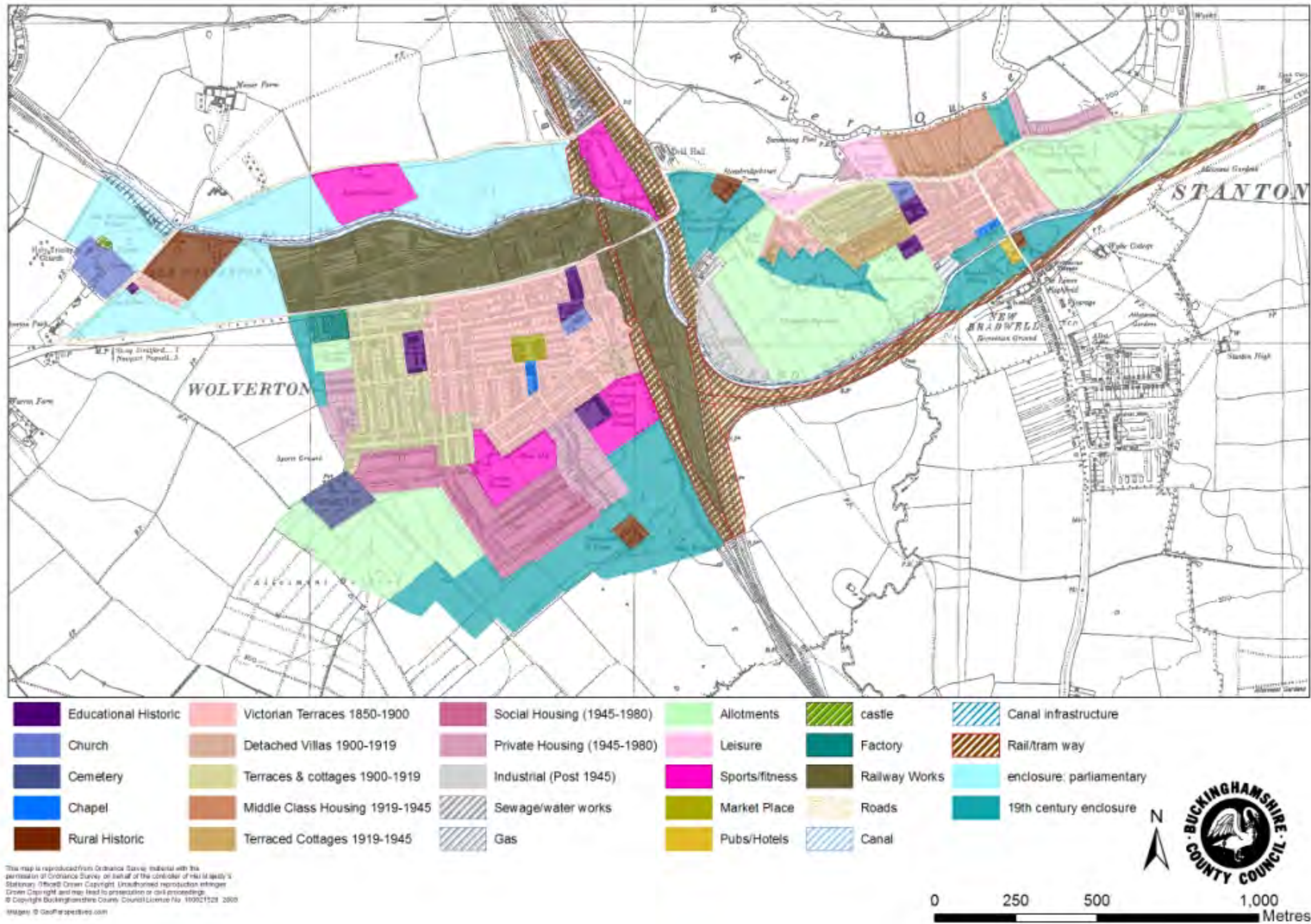


Figure 33: Wolverton & New Bradwell in 1955

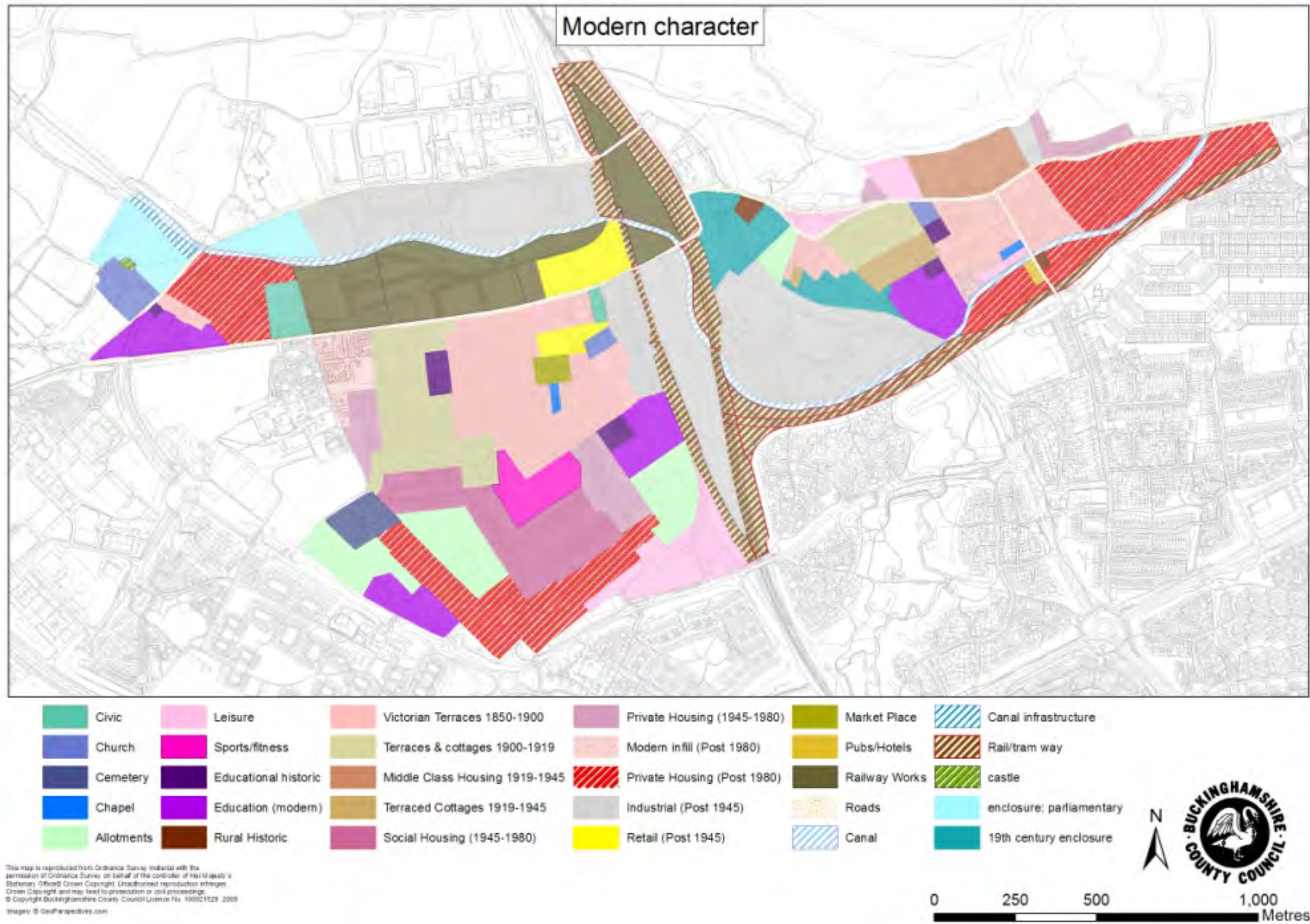
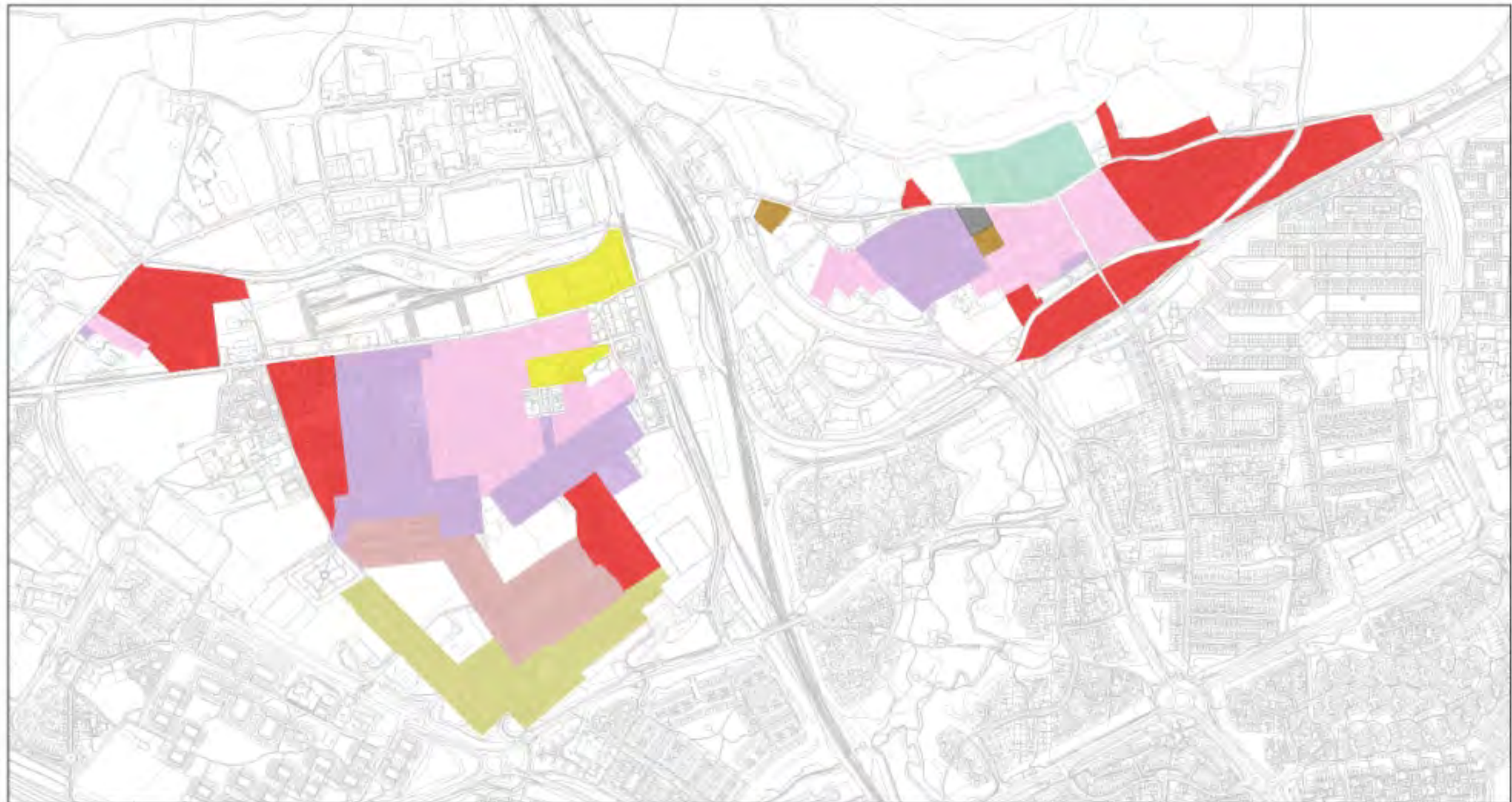


Figure 34: Current Character



- | | | |
|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
|  Gothic Style |  Edwardian Style |  commercial 1970s |
|  Vernacular Style |  Mock Historic Style |  Modern (General) |
|  Victorian Style |  Brutalistic |  Municipal Modern |

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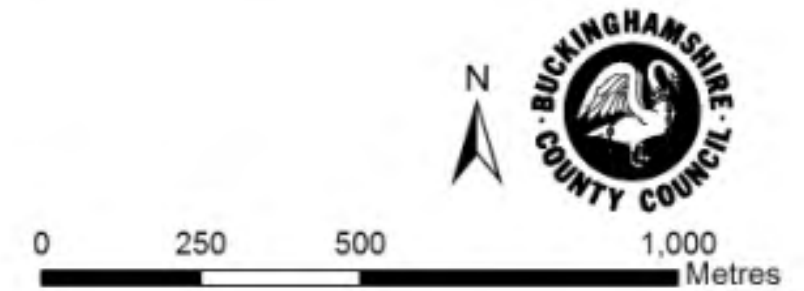
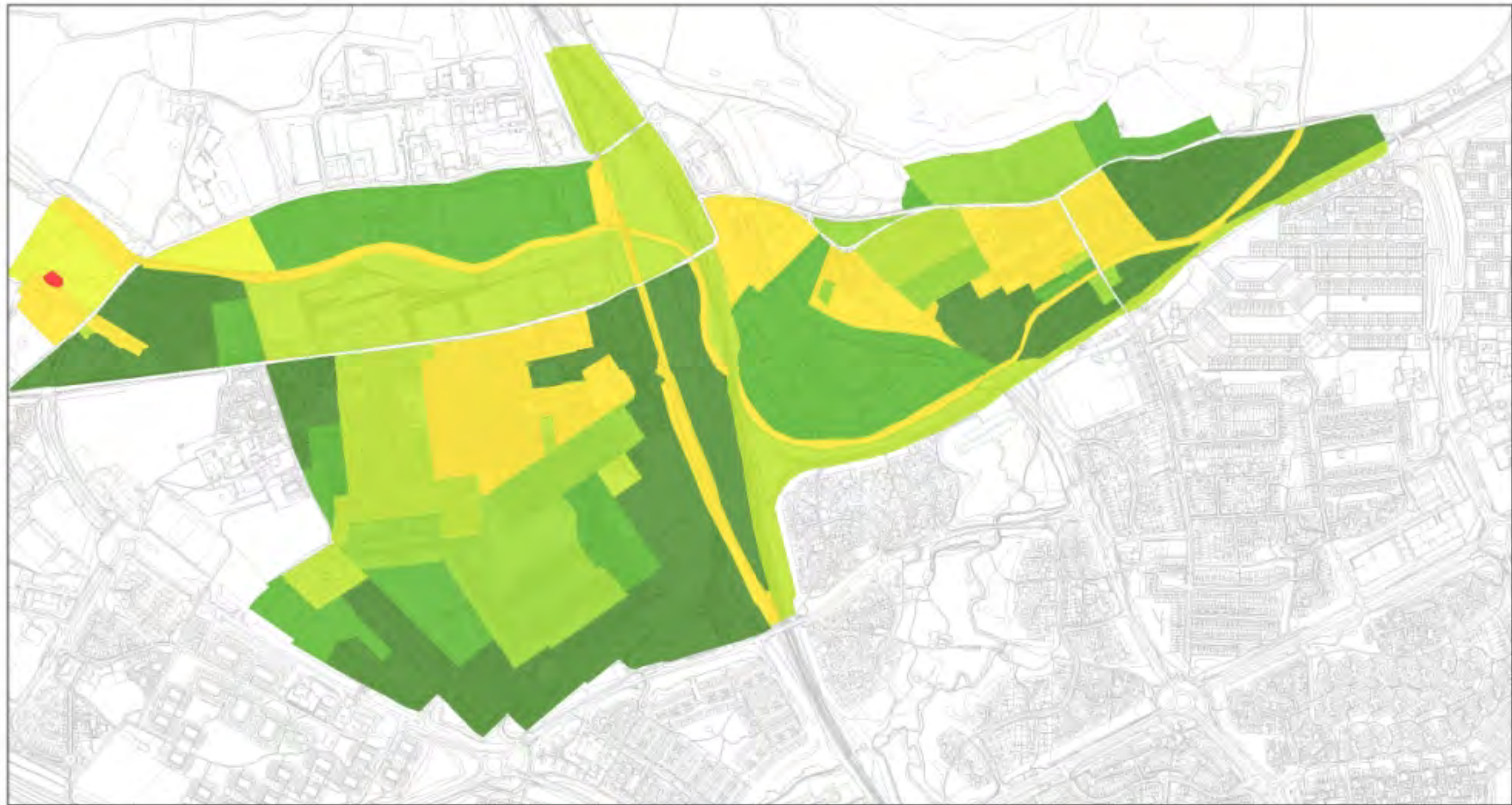









Figure 35: Dominant architectural styles



- | | | | | | | | |
|-------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------|------------------|
|  | Norman 1066 - 1200 |  | Late Victorian 1850-1900 |  | Inter War 1915-1945 |  | Modern Post 1980 |
|  | Victorian 1800-1850 |  | Edwardian 1900-1915 |  | Post War 1945-1980 | | |

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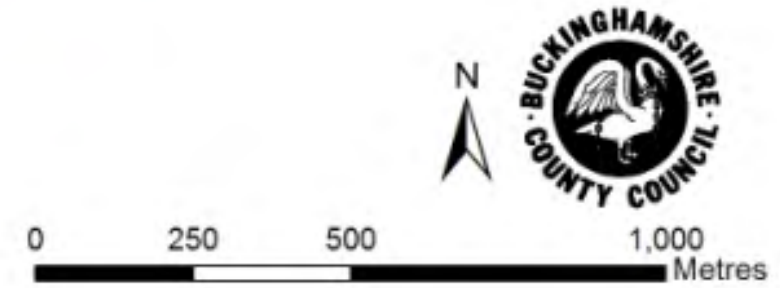
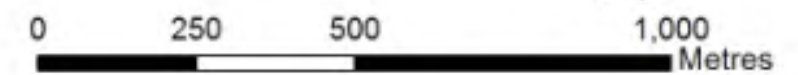
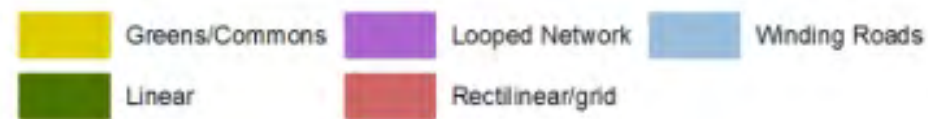
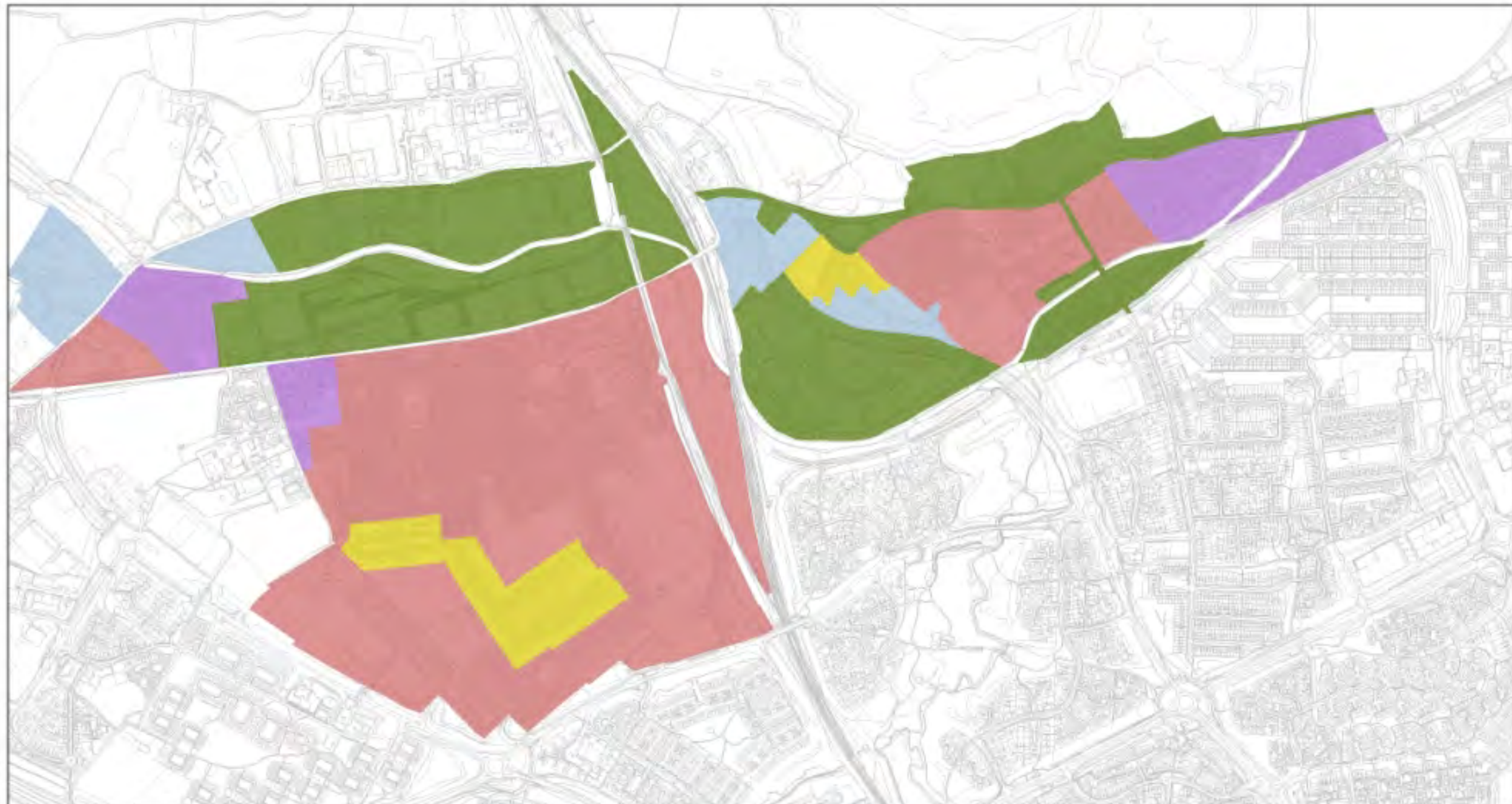


Figure 36: Period development

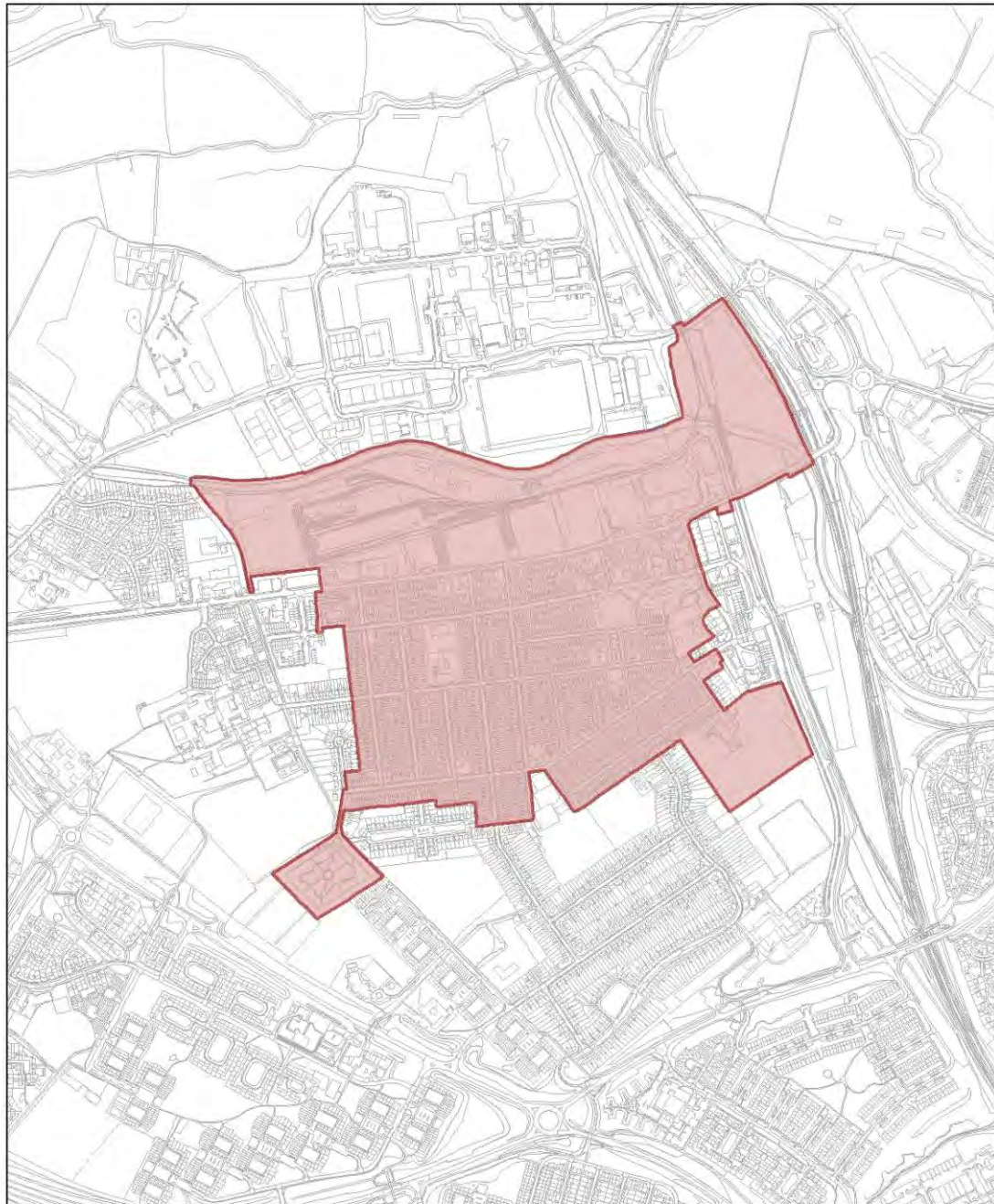



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Figure 37: Settlement Morphology

II ASSESSMENT

5 Designations



 Conservation Areas



0 125 250 500
 Metres

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Figure 38: Extent of the conservation area,

5.1 Conservation Areas (CA)

The Wolverton Conservation Area was first designated in 2001 and covers the Victorian core of the settlement comprising the London and Birmingham Railway Company works, the Victorian residential area, the Grand Union Canal where it flanks the railway works and the Wolverton Park recreation area and cemetery. The conservation area was further revised in 2008 currently under review with a recent draft publication in April 2009 (MKC: Wolverton Conservation Area, 2009).

5.2 Registered Parks and Gardens

There are no registered parks and gardens in Wolverton and New Bradwell.

5.3 Scheduled Monuments

There is one schedule monument, the earthworks of the motte and bailey Castle of Wolverton, first scheduled in 1967 (13609). Although a monument in its own right, the motte and bailey forms a part of a wider scheduling area which also includes the deserted medieval village of Wolverton to the west and the earthworks of a monastic Grange at Old Wolverton surrounding the Manor Farm to the east (both outside of the area of study).

5.4 Archaeological Notification Areas

Although not offering statutory protection, archaeological notification areas are a helpful tool for planning control as they highlight areas that are of known or suspected archaeological potential to planning control officers at a district and county council level. The archaeological notification areas cover the industrial heritage of Wolverton while the below ground archaeology follows the potential for discovery of archaeology, particularly the Roman and early Anglo Saxon sites found to the east and west of Wolverton.

5.5 Listed Buildings

There are no additional buildings or structures in Wolverton or New Bradwell that merit listed status.

6 Historic Urban Zones

6.1 Introduction

The process of characterising and analysing Buckinghamshire towns produces a large quantity of information at a 'fine-grained scale' e.g. the character of particular buildings, town plan forms and location of archaeological data. This multitude of information can be hard to assimilate. In order to distil this information into an understandable form, the project will define larger areas or Historic Urban Zones (HUZs) for each town; these zones provide a framework for summarising information in a spatially and written form. Each zone contains several sections including:

- A summary of the zone including reasons for the demarcation of the zone.
- An assessment of the known and potential archaeological interest for pre 20th century areas only.
- An assessment of existing built character.

6.2 Historic Urban Zones

The creation of these zones begins with several discrete data sets including historical cartography and documentary sources; known archaeological work; buildings evidence (whether listed or not) and the modern urban character (Figure 39). From this, a picture can be drawn of the changes that have occurred to the built character within a given area over a given period. Discrete areas of the town that then show broad similarities can be grouped as one zone.

After the survey results have been mapped into GIS the resulting data is analysed to discern any larger, distinctive patterns; principally build periods, urban types, styles or other distinctive attributes of buildings. Zone boundaries are defined based around areas of homogenous townscape, although occasionally there may be more diversity as a result of piecemeal change. Other considerations for defining these zones can be made from the other attribute data, including time depth and degree of preservation.

Several different datasets will feed into the creation process for urban zones under two broad headings; Historical and topographical modelling and built character.

Historical and topographical modelling covers a variety of sources including;

- Historical maps and documentary research – historical consultancy work, an analysis of historic routes and an analysis of manorial holdings where available
- Archaeological and environmental evidence – data stored in the HER, geological and soils databases provided by the BGS and Cranfield University and an analysis of the distribution of pottery fabrics for the Saxon and medieval periods

The Built Character heading incorporates the following sources;

- Built environment – English Heritage listed buildings and historic map research
- An analysis of the modern urban form – The historic urban character database produced for this project and designations such as Conservation Areas and Registered Parks and Gardens

6.3 Archaeological Assessment

The second part of the analysis examines the significance and potential of towns from an archaeological perspective, this assessment is undertaken by the analysis of archaeological and historical sources. Unlike the built environment, the focus of investigation is limited to the historic cores of settlements, where most archaeological evidence exists and the likelihood of archaeological discovery is at its greatest. The assessment includes consideration of the archaeological interest of above-ground buildings and structures, which may contain hidden elements, which are earlier than their nominal date based on visible architectural details.

The method for evaluating archaeological significance is an adaptation of English Heritage’s Monuments Protection Plan for urban areas (English Heritage 1992). For the character zones within the historic core an evaluation is made of particular attributes, these are: Period; Survival; Potential; Group Value and Diversity.

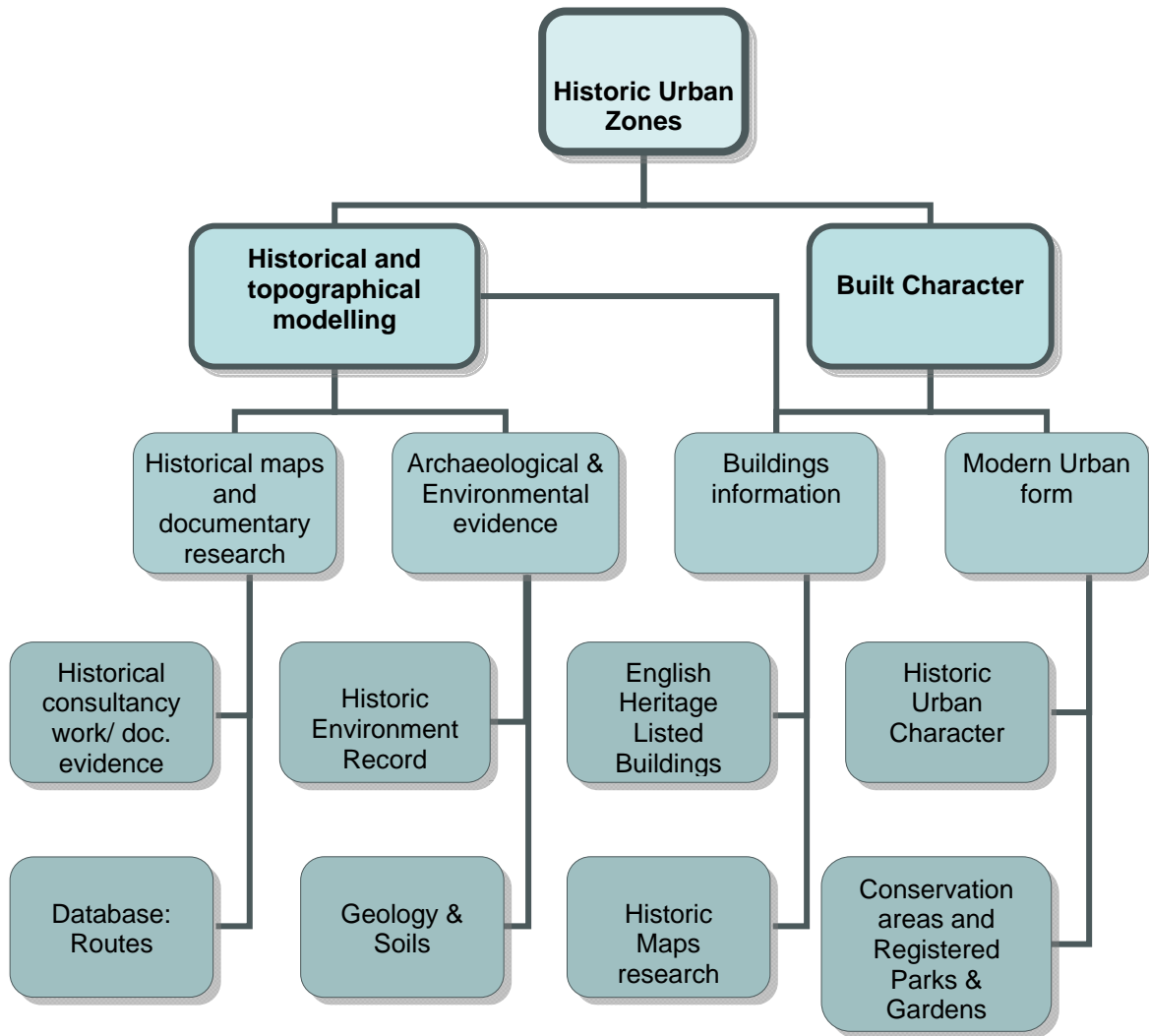


Figure 39: Diagram showing the processes involved in the creation of the urban character zones

Period

Assessment of the time-depth of archaeological remains likely to be present. As a general rule urban deposits with greater time-depth will tend to be of more archaeological interest.

- Early Medieval foundations 1000 -1100 and/or with possible proto or pre urban antecedents. Potential for remains with a very wide date range of a thousand years or more.
- Medieval Foundations of 1100 -1536 with remains relating to Medieval and Post Medieval establishment and change
- Post 1536 - establishment and change occurring after 1536. Post-medieval remains only
- Post 1800 – modern development

Survival

This section focuses on the visible or documented survival of historical elements. For example buildings will have a bias towards post medieval although some medieval forms (churches) will exist. In terms of deposits assessment will often be based upon documented investigations and it should be recognised that some parts of towns cannot be assessed until further data becomes available.

- High = Documented survival of extensive significant remains
- Medium = Documented survival of significant remains
- Low = Documented extensive destruction/loss/absence of remains
- Uncertain = Insufficient information for reliable judgment

Potential

This section relates to the likelihood of preservation of structural, artefactual and ecofactual evidence and will be a summary based in part on known archaeological and environmental evidence and in part on predictive preservation and therefore should be treated with caution. Potential preservation is based upon ground conditions whether wet or dry, the topography and the quality of archaeological evidence. The relationship between subsurface deposits and standing buildings is also of relevance. Evidence for buildings potential lies in determining the preservation of older building structures or fabrics hidden behind later builds and facades. The principal nature of remains predicted will be indicated. This will also refer to the potential for environmental finds, although this can only be a general statement.

- High - Areas predicted to contain stratified or waterlogged buried deposits or early structural elements within standing buildings. High potential for environmental finds such as anoxic environments with pH of over 7. (peats, waterlogged deposits)
- Medium - Areas predicted to contain significant buried deposits and/or potential for hidden structural elements. Potential for environmental finds can be varied, covers a wide range of soil types.
- Low Areas predicted to have limited survival of archaeological deposits e.g. due to destruction of subsurface deposits by modern development. Low potential for environmental finds such as oxic environments with a neutral pH. (brown earths)
- Uncertain - Areas with insufficient data to make any meaningful prediction

Group Value

The identification of adjacent buildings where concentrations of types occur forming a distinct character. For the majority the group value will be not applicable but can include Commercial clusters, Ecclesiastical clusters or Industrial clusters.

Diversity

This criterion seeks to measure the phases of change to a given area through time. The diversity reflects the range of features, components and monuments that can be recorded within the zone or across a wider range of zones. Equally this could also apply to the diversity of the built environment. This will also examine the survival of buildings within the historic core using English Heritage listed buildings data to assess the range and diversity of dates and architectural style within the zone.

- High – 3 or more phases
- Medium – 2 major phases
- Low – Single phase
- Unknown

6.4 Heritage Values

The assessment has also adopted the methodology outlined in the English Heritage document *Conservation Principles, Policies and Guidance (2007)*. This is intended to help ensure

consistency when carrying out assessments on the historic environment by proposing an integrated approach to making decisions, based on a common process.

Although acknowledging the importance of existing heritage designations, the Conservation Principles promotes an holistic approach to the various inter-related heritage values that might be attached to a place. The high level values range from evidential, which is dependent on the inherited fabric of the place, through historical and aesthetic, to communal values, which derive from people's identification with the place.

- *Evidential*: The potential of a place to yield evidence about past human activity e.g. through study of buried archaeological remains or historic buildings
- *Historical*: Derives from the ways in which past people and events and aspects of life can be connected through a place to the present. It tends to be either illustrative of particular activities or process or associative with famous people or events.
- *Aesthetic*: Derives the ways in which people draw sensory and intellectual stimulation from a place. It can reflect deliberate design (e.g. architecture) or the fortuitous coming together of features to create a 'patina' of age.
- *Communal Value*: derive from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values can be closely bound up with historical (particularly associative) and aesthetic values, but tend to have additional and specific aspects manifesting as symbolic, commemorative, social or spiritual values.

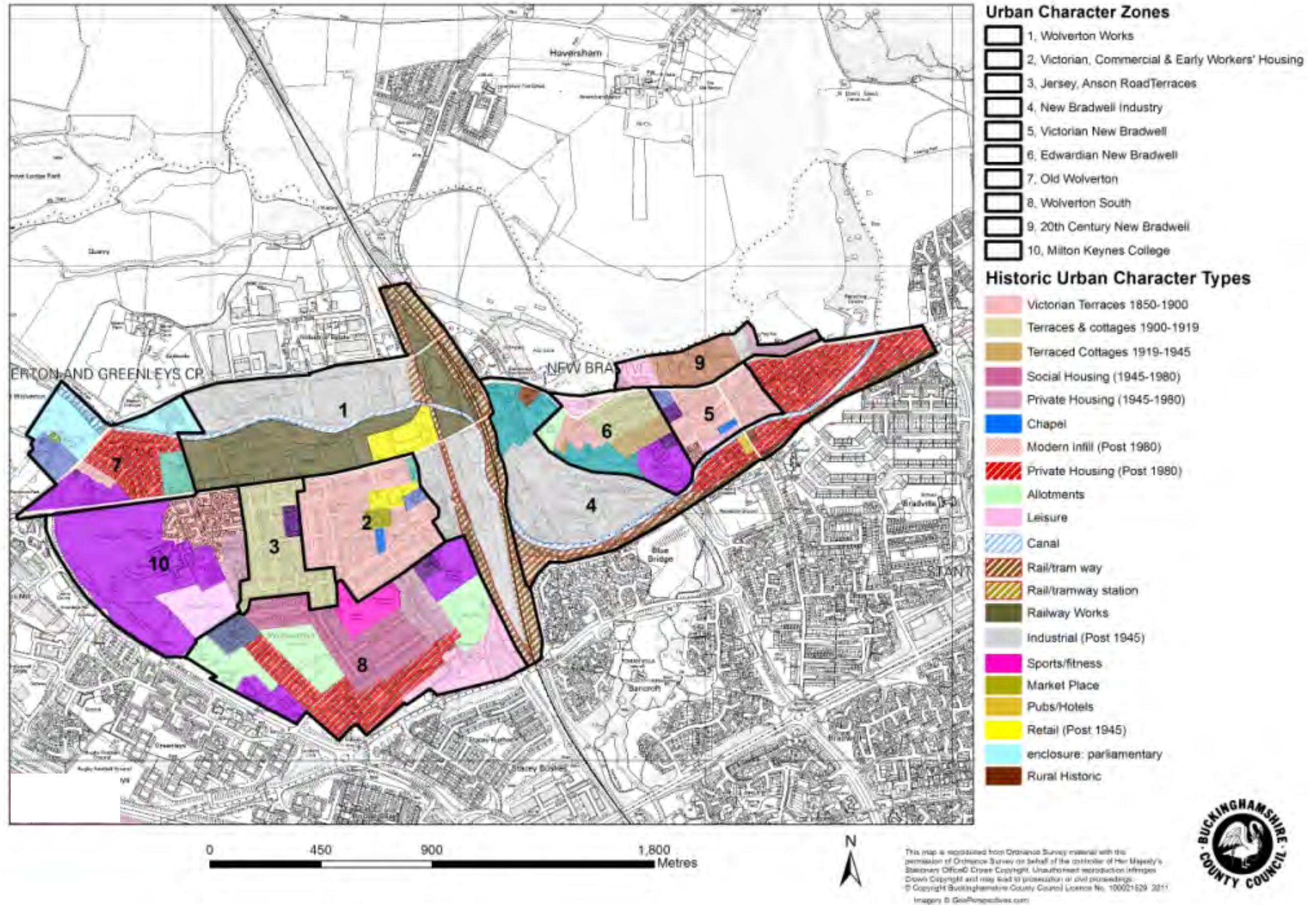


Figure 40: Historic Character Zones for town

6.5 Historic Settlement

Zone 7: Old Wolverton					
<p>Summary: This zone located to the north west of Wolverton comprises the former medieval village of Wolverton. The zone lies outside of Wolverton’s conservation area but does contain four listed buildings and three scheduled monuments.</p>					
<p>Historical: The historic village is found to the west of the zone This was the centre of <i>Wlverintone</i>, Wolverton manor and village which has its origins dating back before Domesday. The site of the medieval castle & barony. The village remained until the 18th century when the lord of the manor the Longvilles enclosed the surrounding landscape which is believed to have been the main cause of the desertion of the village; although the development of the market town of Stony Stratford in the west of the parish may have also been a catalyst for inhabitants moving away. By the 18th century Wolverton consisted of several farms and a few cottages remaining to the south west of the church. This is reflected in the surviving buildings that remain in here which are predominantly 18th and 19th century remodelling of older buildings. The area grew with the advent of the canal and the focus of the village shifted by about half a mile when the railway line arrived in 1838. Old Wolverton is now little more than a hamlet. In 1808 the Grand Union canal was cut through the landscape. Despite the creation of the neighbouring railway town in the 19th century, Old Wolverton was relatively unaffected by its development and possessed a rural character. The only change occurred at Slated Row with construction of workers’ terraces and a girls and boys school. Aside from the construction of small estate of houses the in the 1950s, the most profound changes happened in the late 20th century when the landscape to the south of the Old Wolverton road was developed to accommodate more residential growth for Wolverton. This included expanding the Victorian school.</p>					
<p>Evidential: The archaeological significance of Old Wolverton is high. This area contains a number of nationally significant archaeological sites including the deserted medieval village of Wolverton which contains the preserved earthworks of the village. There is also a surviving Motte and Bailey castle which is located in the churchyard, with traces of outer earthworks in field to north east. There have been two archaeological interventions in this zone a watching brief and trial trenching at Holy Trinity Church (WL2) (WL 11), this revealed archaeology finds and features dating to the medieval period. The area around the Old Wolverton village is of importance and should be considered archaeologically sensitive. Elsewhere there have been some isolated finds dating to the Iron Age found during the construction of housing at Llewellyn Chase, although the likelihood of archaeological deposits being found in these developed areas is thought to be low/medium. In terms of the historic built environment, Holy Trinity church is grade II listed building and there is the 18th century building of Longueville Court, its fabric incorporating the materials of the 17th century manor house. The zone also contains industrial heritage in the shape of the Grand Union Canal which includes the infrastructure of the lock gates (top lock).</p>					
<p>Aesthetic: The feel and character of the Old Wolverton zone is polarised. To north of the Old Wolverton Road has a rural tranquil feel. The presence of the the Grand Union canal and links to Ouse Valley Park make Old Wolverton popular for walking, boating and fishing as well as for visiting the heritage sites of the motte and bailey castle and Holy Trinity church. By contrast the urban environment to the south of the Old Wolverton Road is typical of late 20th century suburban developments.</p>					
<p>Communal: The historic hamlet of Old Wolverton, although no longer an active village, still provides this area a sense of place for this part of Wolverton. Another area point is the Victorian area of Slated Row and the school which provides a focal point for the surrounding area.</p>					
Archaeological Assessment	Built Character (general characteristics)				
<p>Period: Medieval/Post Medieval/Modern Survival: High Group Value: DMV Diversity: Potential: Medium /High</p>	Morphology:	Looped Network	Rectilinear/ grid	Density:	High
	Character Types:	Private Housing Post 1980 Education (Modern) Civic Church Canal Infrastructure		Canal Victorian Terraces 1850-1900 Castle Educational (historic) Enclosure: Parliamentary	
	Architecture:	Modern: General		Victorian	
Heritage Values	Plan Form	Modern: Semi-detached Modern: Terrace		Post medieval; Rear addition terrace	
<p>Evidential Value: High Historical Value: High Aesthetic Value: Medium Communal Value: High</p>	Build Materials:	Brick: Machine (Red)			
	Roof Materials:	Tile: Machine Clay			

6.6 Modern Settlement

Zone 1: Wolverton Works				
<p>Summary: The character zone is large are defined by the Railway Works. The Railway Works stretched in a band between the canal and the main Stratford Road, the latter is demarcated by a large brick wall of 1882. but much has been demolished and replaced by a supermarket, car show rooms etc. This area lies entirely within Wolverton's conservation area. The zone contains ** listed buildings, the majority are buildings relating to Wolverton's industrial past</p>				
<p>Historical: It is in this area some of the earliest housing was constructed in the 1830s to accommodate the workers constructing the railway and employed in the Works. The earliest works dating to 1841 were built where the canal loops south alongside the railway line, They formed a large square with a huge lifting and boiler shop on one side and other two-storey shops including iron founding, smithing, wheels, boilers on the other three sides. In 1859 the expansion of Wolverton enabled the Works to expand westwards and it is thought that around this time the original 1830s housing north of Stratford Road was demolished to make way for more working space. The works built by the London and Birmingham Railway underpinned the economy and development of Wolverton from the middle of the 19th century until it was significantly scaled down during the late 1970s and 1980s. At the height of production the Wolverton works were nationally renowned and were comparable to the other centres of Swindon and Crewe. The Works that formerly employed 5,000 people now employs only 400, but despite the decline of the railway many of the sites have been redeveloped, although some important buildings from Wolverton's industrial past have survived, albeit some have been converted to other uses. The London to Birmingham main line still runs through Wolverton. The railway provides access to important towns including Coventry Northampton and Bedford.</p>				
<p>Evidential: There have been five archaeological interventions in this zone (WL3) (WL4) (WL5) (WL8) and (WL9), Wolverton is highly significant due to its industrial heritage. Some of the earliest archaeology was discovered during building works at McCorquodales, where skeletons have been unearthed during factory extensions. These burials are thought to be of Roman or Saxon date (early medieval 5th century). However the most significant are remnants of Wolverton's Railway Works which is industrial heritage, as this area contains which is of national importance. Despite its decline the Railway Works remains largely intact if altered. The local description of the Stratford Road and the Works wall as 'The Front' emphasises this focus. The Works now house a modern workplace within some of the old original railway workshop buildings. Although now empty and in a state of disrepair some of the original workshops (including the old Royal Train shed) have been listed and can be converted to new uses so that the evidence of the town's railway heritage will be retained and enhanced. The Conservation Area is designated for its significance as a railway town of local as well as regional and national importance. Several railway structures of particular significance are the early railway structures built by Robert Stephenson - the Railway Viaduct, railway bridges and parts of early works survive from pre- Brunel. There is also an important earlier canal structure - the Iron Trunk Aqueduct. Much of the triangular building survives in its pre-Brunel form while its early alterations reflect Brunel's engineering ideas at Swindon.</p>				
<p>Aesthetic: The Railway works are demarcated from the residential part of Wolverton on its southern and western side by the Works wall. Much of this industrial area is closed off and isolated from the rest of Wolverton. The town points down the hill towards the workplace and the views from the top of the town are of the roofs of the railway workshops. The aesthetics of the works is hard to assess as much of the area could only be viewed by gaps in walls</p>				
<p>Communal: The works are an important communal focus for the town. Although much of the works now lie derelict or abandoned the railway works buildings are in the process of being adapted and reused for housing and modern retail development</p>				
Heritage Values	Built Character (general characteristics)			
<p>Evidential Value: High Historical Value: High Aesthetic Value: Medium Communal Value: Medium</p>	Morphology:	Linear	Rectilinear/grid	Density: Low
	Character Types:	Post 1945 Industrial Railway Works Rail/tram way	Commercial 1970s Canal Medium distance highway	
	Architecture:	Victorian	Edwardian	
	Plan Form styles:			
	Build Materials:	Brick: Machine (Red)		
	Roof Materials:	Corrugated iron/glass		

Zone 2: Wolverton Victorian Commercial and Early Workers Housing

Summary: This zone, located immediately to the south of the former Railway Works, comprises the Victorian commercial area and some of the earliest housing in Wolverton, much of it developed by the London and Birmingham Railway Company. The zone lies entirely within Wolverton's conservation area and contains 12 listed buildings.

Historical: Until the founding of a new settlement in Wolverton, much of this area was rural in character, composed of pre 18th century fields. The only surviving element of this former landscape is the road now known as Green Lane which was incorporated into the planning of the new town. It was not until 1840s that this part of Wolverton was developed when the London and Birmingham Railway purchased land from the Radcliffe Trustees for construction of infrastructure and terraced housing for its workers. New roads of Creed Street, Bury Street, Ledsam Street and Glyn Square were the first to be laid out and the construction of a school market hall and Reading Room. By 1844 Stratford Road was constructed providing a more direct access from Stony Stratford and in the same year St George the Martyr was constructed. Buckingham Street which dates to 1850. In 1860s Radcliffe and Church Street were added.

The area was served by a number of public houses including the Drum and Monkey situated on the service road between Stratford Road and Church Street although it ceased trading on September 30th 1971 and was reputed to have been licensed prior to 1860. Tradition states that the building was formerly a shepherd's cottage belonging to Old Wolverton Manor.

The growth of the new town of Milton Keynes in the late 1960s and 1970s was felt in this part of Wolverton, some of when some of the earliest houses on Church Street and Buckingham Street were demolished to make way for a new central square and Agora shopping centre (see below).

Evidential: There have been no archaeological interventions in this zone, and the archaeological potential of the area is generally low as the majority of deposits are disturbed by later development in the Victorian and Edwardian periods. The main heritage interest lies in the built environment, principally the collective survival of workers housing and the supporting infrastructure of shops, churches and chapels. Of particular note is the 19th century church of St George the Martyr by architects Wyatt and Brandon and the accompanying vicarage and summer house, all designated as grade II listed buildings. At the eastern end of Green Lane there is a notable Edwardian house known as The Elms, designed by local architect Edward Swinfen Harris in 1907 as a house and surgery for the railway company doctor. The house is now a grade II listed building although it is now converted into two houses.

Apart from the heritage relating to the railway this part of Wolverton contains military archaeology in the form of two 'pillbox' structures situated on the northern wall of the garden at the junction of Radcliffe Street and Stratford Road.

Aesthetic: The workers terraces are a significant feature of the town's character. They are well preserved, retaining a high level of regularity and uniformity. The orange and red brick terraced houses are arranged in a pattern of rectangular blocks, set along their gun barrel straight streets. Although seemingly, a consistent product of Victorian planning, the streets and their houses in fact possess a degree of subtlety which shows variety in design by the builders and the different phases of construction. The sum of these streets produces a strong identity for the town. However in complete contrast to the uniformity of the railway worker's houses is the Agora shopping centre and indoor market designed by Milton Keynes Development Corporation in the late 1970s. The Agora's divides opinion, with many voicing their dislike highlighting this as the worst sort of modernist architecture. While the counter view hales the development as an exemplar of its time; an architecturally innovative design with its diagonal profile contrasting with the straightness of the Victorian terraced streets.

Communal: Wolverton's was the character of this zone comprises residential housing of the railway workers, and contains a good mix of shops, offices, restaurants, public houses along Stratford Road and Church Street. Its plan and social model upon which Brunel based his great Swindon Works in 1843. The more recent Agora Shopping centre and its accompanying market in the square is the most important commercial heart of Wolverton. Although shops predominate there are religious and civic institutions that are well used by Wolverton's community, this includes the library, council offices, community hall, the Anglican church the Wesleyan chapel and a mosque.

Heritage Values	Built Character (general characteristics)			
Evidential Value: Medium Historical Value: High Aesthetic Value: High Communal Value: High	Morphology:	Rectilinear/grid		Density: High
	Character Types:	Victorian Terraces 1850-1900 Market Place Commercial 1970s	Church Chapel Civic	
	Architecture:	Victorian	Commercial 1970s	Modern: general
	Plan Form styles:	Post Medieval: Rear addition terrace		
	Build Materials:	Brick: Machine (Red)		
	Roof Materials:	Tile Slate (Natural)		

Zone 3: Jersey, Anson Road Terraces			
Summary: The Jersey Anson Road Terraces is situated to the south of the Newport Road. This zone lies within Wolverton's conservation area.			
Historical: This part of Wolverton was a late Victorian/Edwardian extension of railway workers housing. This area represents the next phase in residential development at Wolverton. Rather than the railway company this phase of development was undertaken by the landowners, the Radcliffe Trust, who realised there was more money to be made building houses themselves rather than selling the land to LNWR. The principle roads of Church Street and Aylesbury Street were extended eastward while new roads of Peel Road, Jersey Road and Anson Road (named after the Radcliffe Trustees) ran north south to create the characteristic grid iron framework for the development of the terraced houses. The area was developed from west to east the first housing built in the late 19 th century this also included the Boys School was built in 1896, while the Girls and Infants school (Aylesbury Street) did not open until 1906. Known as the Wyvern First School, it is an example of a Robson-styled Board school. Another notable historic building is the former Barbers Electric Cinema, 63 Stratford Road, which was the third cinema to be opened in Buckinghamshire.			
Evidential: There has been no archaeological interventions in this zone and there is very little in the way of chance finds the only notable discovery, a Roman coin 4 th century. The lack of archaeological material and the extensive development in this part of Wolverton suggests that this area is of low archaeological significance. Of greater importance is the historic built environment, there has been one architectural survey of the Coach House (WL10), built in 1907 and originally used as monumental masons. Later altered to funeral directors when a chapel of rest was added.			
Aesthetic: This part of Wolverton flows seamlessly from the Victorian residential area (Zone 2); rows of well maintained red brick terraces, although in type they are chronologically different as most are built after 1900. There are variations in architectural finish on the front of these houses which will give slight clues as to the date of their build.			
Communal: This is predominantly terraced housing which was designed to engender a sense of community for the early 20 th century railway workers. Despite the presence of motorised traffic and parked cars a sense of community still prevails into the 21 st century. shops offices, public are found principally along Stratford Road.			
Heritage Values	Built Character (general characteristics)		
Evidential Value: Low Historical Value: High/Medium Aesthetic Value: High Communal Value: Medium	Morphology:	Rectilinear/grid	Density: High
	Character Types:	Terraces/Cottages 1900-1919	Educational (Historic)
	Architecture:	Edwardian	
	Plan Form styles:	Post Medieval: Rear addition terrace	
	Build Materials:	Brick: Machine (Red)	
	Roof Materials:	Tile: Slate (Natural)	Tile: Machine Clay

Zone 4: New Bradwell Industrial				
<p>Summary: This kidney shaped zone comprises the areas of modern industry and residential development between Wolverton in the west and New Bradwell to the east. It's northern and southern extents area demarcated by the Stratford Road and the former railway line. The area is outside of any conservation area although there are three listed buildings in the zone.</p>				
<p>Historical: Up until the 20th century the character of this part of New Bradwell remained distinctly rural, composed of 18th and 19th century enclosure fields and isolated historic farmstead of Stonebridgehouse Farm. During the 19th century there was the slow industrialisation of the surrounding landscape, the first development was the creation of the Grand Junction Canal in 1800, followed by the development of the Wolverton railway works and the rail infrastructure of tracks and sidings. The railway was a catalyst for extractive industries with quarries and "limekilns" adjacent to the track. The eastern part of the zone was ripe for the expansion of the Wolverton works but it was overlooked as the landowners, the Radcliffe Trustees, were reluctant to sell to the railway company. As a consequence the New Bradwell was established to although much of the New Bradwell was hemmed in by the canal and the only presence in this zone was the New Inn and the station on the Old Bradwell Road.</p> <p>It was not until the latter half of the 20th century that this area was eventually developed. The landscape that separated New Bradwell and Wolverton became in-filled with modern industry while the land to south and east of New Bradwell accommodated residential housing.</p>				
<p>Evidential: The archaeological potential for the area is generally low. There have been no archaeological interventions in this area although a quantity of coins found 50m west of the former line of Bradwell Brook has suggested of a Romano British occupation site located midway between Wolverton Station & Stonebridge Farm. There have been some isolated finds including and discovery of medieval bronze strap end (HER 2575) but generally the potential for archaeological discovery is low in the more developed areas of the zone. The historic built environment includes Stonebridge House farmhouse, a Grade II listed building dating to the mid 18th century, while the New Inn is also grade II listed. There are also the remnants of Bradwell Station; the brick platform, on the north side of the former single-track railway, survives, but no buildings. The other notable heritage asset in this area is the presence of the grand union canal which runs east west through the area.</p>				
<p>Aesthetic: The aesthetic value is generally low; the zone contains modern housing built in modern 'general' style and large warehouse type buildings to accommodate modern industry. The only attractive area is the former railway line which is now functions as a Railway Walk.</p>				
<p>Communal: The zone has a low communal value, composed mainly of residential housing and industrial buildings.</p>				
Heritage Values	Built Character (general characteristics)			
<p>Evidential Value: Medium Historical Value: Medium Aesthetic Value: Low Communal Value: Low</p>	Morphology:	Linear	Winding Roads	Density: Medium
	Character Types:	Post 1945 Industrial Private Housing Post 1980 Enclosure: 19 th Century	Canal Rural Historic Pub/Hotels	
	Architecture:	Industrial	Modern (General)	Vernacular Style
	Plan Form styles:	Modern: Detached	Modern: Terrace	
	Build Materials:	Brick: Machine (Red)	Brick: Machine (Coloured)	
	Roof Materials:	Tile: Machine Clay	Tile: Slate (General)	

Zone 5: Victorian New Bradwell			
<p>Summary: This zone defines the Victorian extent of the dormitory town of New Bradwell built in 1850s to 1880s to accommodate an increase in workers at Wolverton. The zone is bordered by the Grand Union canal to the south Newport road to the north. There are eight listed buildings in this area. This zone is not within a conservation area.</p>			
<p>Historical: In 1852 the London and North Western Railway decided to create a dormitory town at Stantonbury where land was available - the Radcliffe Trustees refused to grant any more land around Wolverton. That year the company bought 15 acres of arable land there between the canal and the turnpike road to Newport and 4 acres of meadow adjoining Bradwell Brook and the road, all for £150 an acre and about half a mile from Wolverton station. Within a year the company had built the first 116 houses, a public house and several shops. A church of St James was planned and by it the associated Church Schools. For years the town was known as Stantonbury but gradually became better known as New Bradwell.</p>			
<p>Evidential: The archaeological potential for the area is low; there have been no archaeological interventions and there have been little in the way of isolated finds. However, evidentially the most significant aspect of the zone is the historic built environment of New Bradwell; its collective value of the workers' terrace houses and the supporting civic infrastructure. Some of the notable buildings include the listed Anglican Church of St James, designed by renowned Victorian architect: G. E. Street in 1858, while to the south of the church is the gothic styled St. James's School, also a listed building. Among the noteworthy vernacular buildings is the Cuba public house built c. 1860 grade II listed, while a number of the earlier terraced workers' housing survives in New Bradwell: Nos. 57-79, 58-80 in Spencer Street are all that remains of three streets known as Railway Cottages built in 1853-61. The significance of these remaining railway workers cottages is reflected in their designation as grade II listed buildings.</p>			
<p>Aesthetic: The layout of the grid iron streets and the consistency of the accompanying red brick terraced houses gives this zone a distinctiveness and sense of identity. The housing is well designed, cottage terraces facing each other, formerly with service roads behind. There is an attractive uniformity of the housing, of red brick, string courses and cambered arches to doors and windows. Slate roofs with moderately projecting eaves. However the only blight is the presence of cars and parking; the 19th century streets were not designed to accommodate of traffic 20th century.</p>			
<p>Communal: Despite the absence of a market or shops, the layout of the streets around New Bradwell with its school, church and pub was originally designed to engender a sense of community for the Wolverton workers. However, this ethos has been diluted in the 21st century living where private ownership the motorcar predominates.</p>			
Heritage Values	Built Character (general characteristics)		
<p>Evidential Value: Medium Historical Value: High Aesthetic Value: High Communal Value: Medium</p>	Morphology:	Rectilinear/grid	Density: High
	Character Types:	Victorian Terraces 1850-1900 Education (historic) Church	Modern infill Post 1980 Chapel
	Architecture:	Victorian	Modern (General)
	Plan Form styles:	Post Medieval: Rear addition terrace	Modern: Terrace
	Build Materials:	Brick: Machine (Red)	Brick: Machine (Coloured)
	Roof Materials:	Tile: Slate (Natural)	

Zone 6: Edwardian New Bradwell				
Summary: This zone, located to the west of Wolverton, is delineated by the Newport Road to the north, St James Street to the east, There are no listed buildings and the area is outside of any conservation area.				
Historical: Prior to its development this area was a mixture of agricultural land and allotments. It was not until the mid 19 th when the decision was made to establish a 'dormitory settlement' that was to become known as New Bradwell. The first housing to be constructed was built at Caledonian Road Wallace Street and Wood Street, collectively known as Corner Pin. However the majority of the workers' housing was laid out around the turn of the 20 th century using the rectilinear framework of St Mary, St Giles, King Edward, Queen Anne and Bounty Streets. With the exemption of the establishment of New Bradwell Primary school in the 1920s and its subsequent expansion, there is been very little development in the 20 th century.				
Evidential: There have been no archaeological interventions in this zone although this part of New Bradwell did provide a significant discovery. Construction work in 1879 revealed a hoard of Bronze Age axe heads at the County Arms Public House (HER 1190). The objects were found contained in a deep cist filled with black earth & approx 1ft 6in deep. A Bronze Age hoard is an exceptional find although this part of New Bradwell is in close proximity to the river Ouse which was a preferred location for settlement and activity in the prehistoric and Roman periods. However the likelihood of archaeological deposits from these periods surviving is low given the extent of development in the 19 th and 20 th centuries.				
Aesthetic: The aesthetic value is Medium: This area is a mixture of architectural styles although the terraces of the former railway workers' terraces along the characteristic of the grid iron streets gives an attractive uniformity and continuity with Victorian New Bradwell. The zone has provision for recreational green spaces next to the streams that feed into the river Ouse.				
Communal: This part of New Bradwell School has a sense of community, although it lacks the services and amenities found in the Victorian part of New Bradwell. Apart from the primary school, there are allotment gardens and playing fields adjacent to the Newport Road.				
Heritage Values	Built Character (general characteristics)			
Evidential Value: Low Historical Value: Medium Aesthetic Value: Medium Communal Value: Medium	Morphology:	Rectilinear/grid	Winding Roads	Density: High
	Character Types:	Terraces and Cottages 1900-1919 Terraces and Cottages 1919-1945 Victorian Terraces 1850-1900 Education (modern)	Allotments Leisure Enclosure: 19 th Century Education (historic)	
	Architecture:	Victorian	Edwardian	
	Plan Form styles:	Post Medieval: rear addition terrace		
	Build Materials:	Brick: Machine (Red)		
	Roof Materials:	Tile: Slate (Natural)		

Zone 8: South Wolverton						
Summary: This character zone is located to the south of Wolverton's main works and main housing. The northern part of the zone lies within Wolverton's conservation area. There are two listed buildings						
Historical: Until the late 19 th century this part of Wolverton was largely comprised an open landscape of fields and to the east, extensive allotment gardens for the railway workers of Wolverton. The only settlement was the isolated farmstead of Stacey Hill Farm early 19 th century brick built farmhouse and double barn (grade II). However the character of this area changed in the 1930s when land was allocated for housing; Windsor Street, Stacey Drive, Marina Drive and Gloucester Road were laid out with accompanying plots for semi detached houses. The developers made provision for some amenities including, cricket bowls club. A second phase of development occurred upon Wolverton's allotment gardens in the 1950s with the development of social housing at Furze Way, and Southern Way. The growth of the new town of Milton Keynes in the late 1970s and 1980s had an effect on this part of the town when in the flats and housing were accommodated on the allotments, the result was the construction of high density housing of Goddards Croft and Horners Croft.						
Evidential: There have been two archaeological interventions in this zone (WL8); however there have been several notable discoveries. The earliest being a chance find at Stacey Bushes which unearthed of a prismatic knife and flint dating to the Mesolithic period (HER1858). More prehistoric archaeology was found in the playing fields of Bushfield Primary School (formerly the Old Grammar School) when a Ring ditch was discovered as a cropmark on aerial photograph, (HER 1250). The ditch was partly excavated in 1968 when building works to the school took place; the ditch fill contained Iron Age sherds & bone. The only other notable item of heritage concerns the modern history of the parish can be found a Bushfield School, where a 19 th century stone boundary marker survives demarcating the extension of Wolverton parish in 1867 (HER 6726). Apart from these finds, the potential for archaeological discovery must be considered low in the urban areas of the zone although there maybe some potential for archaeological deposits to survive in the undeveloped areas such as playing fields and recreation grounds. The historic built environment is considered						
Aesthetic: Mid twentieth century housing predominates in this zone although these residential areas are well designed with green space, the 1930s development is characterised by green verges, tree lined streets and large gardens, while social housing, such as Furze Way, is well provisioned with communal greens. The zone also contains important green infrastructure including the tranquil Wolverton cemetery established at the turn of the 20 th century, the allotment gardens, sports and recreation grounds.						
Communal: The zone's communal value is high; it well provisioned for infrastructure and services including: schools, health centres/day hospitals, the museum, extensive allotment gardens, cemetery, Wolverton's cricket and bowls clubs and recreation grounds.						
Heritage Values		Built Character (general characteristics)				
Evidential Value: Low/Medium Historical Value: Low Aesthetic Value: High Communal Value: High	Morphology:	Looped Network	Rectilinear/grid	Density:	High	
	Character Types:	Modern Infill Post 1980		Private Housing (1945-1980)		
	Architecture:	Modern (General)				
	Plan Form styles:	Modern: Semi-detached	Modern: Terrace	Detached		
	Build Materials:	Brick: Machine (Red)				
	Roof Materials:	Tile: Machine Clay		Tile: Slate (Natural)		

Zone 9: 20 th Century New Bradwell			
<p>Summary: This zone is located to the North of New Bradwell is low density residential area, sandwiched between the River Ouse to the north and the Newport Road to the south. This area is not within a conservation area and does not possess any designated buildings or heritage assets.</p>			
<p>Historical: This part of new Bradwell was not developed until the early 20th century and represents a suburban extension of New Bradwell. Prior to that the area was rural in character, made up of enclosed meadows adjacent to the River Ouse. The only historic settlement was the occasional house or cottage on the Newport Road, this included the Morning Star pub (now demolished). However by the early 20th centuries houses began to be built along the north side of the Newport Road. In 1930s and 1940s a further phase of house building occurred to the east of the Edwardian extension. The only notable change to this area occurred in the late 20th century with the development of flats and houses at Wooton Court.</p>			
<p>Evidential: Estimation of the archaeological potential of this zone is difficult to assess as to date there has been no archaeological interventions in this zone and there has been little in the way chance finds recorded in the Milton Keynes Historic Environment. However despite this absence of archaeology, the close proximity of the river Ouse and the soils indicate that the undeveloped areas of the zone may be conducive for the preservation of archaeological deposits, dating from the Prehistoric to medieval periods. In terms of the historic built environment there are no historic buildings of note. Although what is of interest are the substantial plots that accompany the late 19th/20th century houses; on average the plots are over 150 metres in length. These generous apportionments are unusual given the status of houses, it is probable that these were originally intended to be subdivided by the property developer but further development was never realised.</p>			
<p>Aesthetic: This zone has been assessed as having a low to medium aesthetical value. A notable characteristic of this area is the low density housing, usually detached or semi detached set in long plots of land. This contrasts with the high density workers' cottages found the on the other side of the Newport Road. The building styles are typically interwar housing, although the character of the area is dominated by the Newport Road which is a busy through road from Newport Pagnell to Wolverton.</p>			
<p>Communal: This zone has a low to medium communal value. There are a few services along the Newport Road including, pubs and the United Pentecostal church built in the 20th century. This part of New Bradwell also possesses a modern recreation ground which abuts the river Ouse.</p>			
Heritage Values	Built Character (general characteristics)		
<p>Evidential Value: Low/Medium Historical Value: Low Aesthetic Value: Low Communal Value: Low/Medium</p>	Morphology:	Linear	Density: Low/Medium
	Character Types:	Middle Class Housing (1919-1945) Private Housing (1945-1980)	Post 1945 Industrial Leisure
	Architecture:	Mock historic	Modern (General)
	Plan Form styles:	Modern: Semi-detached	
	Build Materials:	Brick: Machine (Red)	Pebbled Singled
	Roof Materials:	Tile: Machine Clay	

Zone 10: Radcliffe School/Milton Keynes College					
Summary: Located to the south west of Wolverton, the extent of the zone is largely defined by the physical coverage of Milton Keynes College and The Radcliffe School. There are no designated heritage assets in this area and the zone lies outside of Wolverton’s conservation area.					
Historical: Until the 20 th century this part of Wolverton was an agricultural landscape, comprising parliamentary enclosed fields. It was not until the 1920s -1930s that the first steps to of suburbanisation occurred, when a recreation ground on Woburn Avenue was established for the growth population of Wolverton. However it was not until the late 1960s when the Radcliffe school and its grounds were developed. The adjacent site of Milton Keynes College was established in 1982.					
Evidential: There have been a number of archaeological evaluations in this zone which have yielded significant archaeology dating from the Prehistoric, Roman and Anglo Saxon periods. The eastern part of this zone (the school playing fields adjacent to Great Monks Street) has proved to be particularly archaeologically sensitive, with a Romano British site dating to the 3 rd century and the discovery of an early Anglo Saxon cemetery. The potential for archaeological discovery is considered high, while low in the developed areas. There are no notable historic buildings.					
Aesthetic: The aesthetic value is assessed as low as the area is mainly composed of modern housing and playing fields for the school.					
Communal: The communal value of this area is assessed as medium high comprising the recreation ground and educational establishments.					
Heritage Values	Built Character (general characteristics)				
Evidential Value: Medium/High Historical Value: Low Aesthetic Value: Low Communal Value: Medium/High	Morphology:	Linear	Rectilinear/grid	Density:	Medium
	Character Types:	Modern infill Post 1980 Private Housing (1945-1980)		Leisure	
	Architecture:	Modern (General)			
	Plan Form styles:	Modern: Semi detached Modern: Terrace Post Medieval: Rear addition terrace		Education (modern) Sports/fitness Allotments	
	Build Materials:	Brick: Machine (Red)			
	Roof Materials:	Tile: Machine Clay		Tile Slate (Natural)	

III RECOMMENDATIONS

7 Management Recommendations

7.1 Conservation Area Appraisals

An extensive and detailed conservation appraisal has been completed by Milton Keynes Council. There are no issues or findings in this report that necessitate an amendment or update of the conservation area of Wolverton.

However there is merit in considering the creation of additional conservation area covering the Victorian and Edwardian development of New Bradwell. In particular the area covered by zones five and six, which encompasses the earliest part of the settlement.

7.2 Registered Parks and Gardens

There are no gardens or designed landscapes that merit inclusion on the Register Parks and Gardens.

7.3 Scheduled Monuments

At present Holy Trinity Church, its surrounding churchyard and the vicarage which lies to the south of the motte and bailey castle is totally excluded from the scheduling. A review might consider including these areas as part of the designation.

7.4 Archaeological Notification Areas

The current archaeological notification areas sufficiently cover the heritage assets of Wolverton and New Bradwell.

7.5 Listed Buildings

There are no additional buildings or structures in Wolverton or New Bradwell that merit listed status.

8 Research Agenda

8.1 Modern

New Wolverton has been extensively researched and a number of publications have outlined in great detail the evolution of the town. However the development of New Bradwell has received less attention. It would be of interest to understand the growth of this area and its relationship with Wolverton.

9 Bibliography

Map Sources

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Abbreviations

BGS	British Geological Survey
CBS	Centre for Buckinghamshire Studies
GIS	Geographic Information Systems
HLC	Historic Landscape Characterisation
OD	Ordnance Datum
OS	Ordnance Survey

10 Addresses

Name	Address	Contact Details
Buckinghamshire County Archaeological Service.	Countryside and Heritage, Buckinghamshire County Council, Annexe A, County Hall, Bucks, HP22 1UY	Tel. 01296-382927
English Heritage South East Region	English Heritage, Eastgate Court, 195-205 High Street, GUILDFORD, Surrey GU1 3EH	Tel. 01483 252000
Buckinghamshire Archaeological Society	Buckinghamshire Archaeological Society, County Museum, Church Street Aylesbury, HP20 2QP	Website: www.bucksas.org.uk
Milton Keynes Unitary Authority	Archaeology Service, The Civic Offices, Milton Keynes Council, Civic Offices, 1 Saxon Gate East, Central Milton Keynes, MK9 3EJ	Tel. 01908 252902

1 Appendix: Chronology & Glossary of Terms

1.1 Chronology (taken from Unlocking Buckinghamshire's Past Website)

For the purposes of this study the period divisions correspond to those used by the Buckinghamshire and Milton Keynes Historic Environment Records.

Broad Period	Chronology	Specific periods	
Prehistoric	10,000 BC – AD 43	Palaeolithic Mesolithic Neolithic Bronze Age Iron Age	Pre 10,000 BC 10,000 – 4000 BC 4000 – 2350 BC 2350 – 700 BC 700 BC – AD 43
Roman	AD 43 – AD 410	Roman Expedition by Julius Caesar	55 BC
Saxon	AD 410 – 1066	First recorded Viking raids	AD 789
Medieval	1066 – 1536	Battle of Hastings – Norman Conquest	1066
		Wars of the Roses – Start of Tudor period	1485
		Built Environment: Medieval	Pre 1536
Post Medieval	1536 – 1800	Dissolution of the Monasteries	1536 and 1539
		Civil War	1642-1651
		Built Environment: Post Medieval	1536-1850
		Built Environment: Later Post Medieval	1700-1850
		Victorian Period	1837-1901
Modern	1800 - Present	World War I	1914-1918
		World War II	1939-1945
		Cold War	1946-1989
		Built Environment: Early Modern	1850-1945
		Built Environment: Post War period	1945-1980
		Built Environment: Late modern-21 st Century	Post 1980

1.2 Glossary of Terms

Terms	Definition
Conservation Area	An area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance (Planning Act 1990)
Enclosure Award	Acts of Parliament were introduced to enclose (erect fencing) open fields and commons. Main period was 1750-1860, carried out on a parish basis.
Evaluation	Made up of a number of different techniques that are tailored to assess the archaeological potential of a site, often before planning permission is given. Evaluation usually involves one or more processes from the following: desk based assessment, test-pitting, field-walking, geophysical survey, topographical survey or trial trenching.
Excavation	Archaeological investigation whereby below ground deposits are uncovered, recorded and either removed or preserved in situ. Ultimately destructive.
Field Survey	Non-intrusive survey of the landscape through topographical analysis including methodical field walking surveys & metal detecting, geophysical or magnetometry (assessing the likely presence of below ground features) and building recordings.
Manor	An official manor is based around a unit of jurisdiction rather than a geographical area and can include small sections of land spread across a parish, or several parishes. Typically a manor requires a lordship in possession of a coat of arms and who must hold a court for the manor. Can date from Saxon to modern period.
Trial Trenching	Archaeological sampling of a site before planning permission is given to determine the presence, date, geographical spread and condition of any buried archaeological remains in order to decide whether further archaeological investigation needs to happen after planning permission is given and what form this will take
Turnpike Trust	Essentially the privatisation of stretches of roads by Act of Parliament whereby the Trust was charged with the proper maintenance and repair of their allotted road and in return they constructed toll gates and houses along the route to charge travellers.
Watching Brief	Monitoring non-archaeological work (construction/demolition/quarrying) in order to record and/or preserve any archaeological remains that may be disturbed

2 Appendix: HER Records

2.1 Wolverton Monuments HER Report

HER No.	Name	Period	Summary	Easting	Northing
280400000	Wolverton Parish	Saxon	Parish	480446	241221
301400000	Warren Farm	Neolithic	Ring ditch	480330	240740
302400000	Little Pond Ground	Neolithic	Barrow	480120	240530
302401000	Little Pond Ground	Neolithic	Barrow	480120	240530
302500000	Kiln Farm	Iron Age	Round house settlement	480720	239440
302501000	Kiln Farm	Iron Age	Round house	480720	239440
303200000	Old Grammar School 'A' Pitch	Bronze Age	Ring ditch	481950	240840
303202000	Bushfield Middle School	Prehistoric	Ring ditch	481950	240840
308200000	Kiln Farm IA site	Roman	Round house settlement	480720	239440
308201000	Kiln Farm	Roman	Ditches	480720	239440
308202000	Kiln Farm	Roman	Building	480720	239440
308203000	Kiln Farm	Iron Age	Round house	480720	239440
308600000	Old Grammar School 'A' Pitch	Bronze Age	Ditch	481950	240840
309200000	Wolverton Turn, Wolverton	Roman	Enclosure	480300	240750
309204000	Wolverton Mill Centre	Saxon 7th Century	Enclosed settlement	480300	240700
310500000	Bancroft Villa, Wolverton	Roman		482730	240330
310501000	Bancroft Villa, Wolverton	Roman	Farmstead	482700	240361
310502000	Bancroft Villa, Wolverton	Roman 1st Century	Villa	482707	240341
310503000	Bancroft Villa, Wolverton	Roman		482730	240330
310504000	Bancroft Villa, Wolverton	Roman		482710	240348
310504010	Bancroft Villa, Wolverton	Roman	Shrine ?	482730	240330
310505000	Bancroft Villa, Wolverton	Roman	Shed?	482730	240330
315500000	Bancroft Villa Field	Neolithic	Ring ditch	482714	240514
317400000	Wolverton Station / Stonebridge farm	Roman	Occupation site	482200	241430
320700000	Stacey Bushes (Square 52)	Neolithic-Bronze Age	Occupation site	482050	239920
332200000	Wolverton Mill	Undated	Ring ditch ?	479900	241400
332202000	Wolverton Mill	Undated	Ring ditch ?	479900	241400
333600000	N of Brick Kiln Farm	Undated	Ring ditch?	480800	239700
334300000	Bancroft (South edge H2 Grid Road	Roman	Refuse disposal site	482780	240580
334301000	Bancroft (South edge H2 Grid Road	Medieval	Occupation site	482780	240580
334301010	Bancroft (South edge H2 Grid Road	Medieval	Field drain	482780	240580
334302000	Bancroft (South edge H2 Grid Road	Saxon	Occupation site	482780	240580
334303000	Bancroft (South edge H2 Grid Road)	Roman	Occupation site	482780	240580
334304000	Bancroft (South edge H2 Grid Road)	Roman	Occupation site	482780	240580
334305000	Bancroft (South edge H2 Grid Road)	Roman 2nd Century	Occupation site	482780	240580

334500000	Wolverton (Line of H2 Road)	Iron Age	Ditch	482630	240580
334601000	Hodge Lea, Wolverton	Iron Age	Ditch	481160	239690
334602000	Hodge Lea, Wolverton	Iron Age	Ditch	481160	239690
336000000	Bancroft Mausoleum	Roman	Mausoleum	482523	240573
336002000	Bancroft Mausoleum	Roman	Inhumation Cemetery	482505	240564
336003000	Bancroft Mausoleum	Saxon	Ditch	482506	240549
336004000	Bancroft Mausoleum	Roman	Mausoleum	482523	240574
336005000	Bancroft Mausoleum	Roman	Shrine ?	482487	240575
336006000	Bancroft Mausoleum	Roman	Enclosure	482524	240581
336007000	Bancroft Mausoleum	Iron Age	Cremation Cemetery	482517	240539
336008000	Bancroft Mausoleum	Iron Age	Ditch	482504	240615
336009000	Bancroft Mausoleum	Iron Age	Clay pit	482555	240572
336600000	Warren farm ring ditch	Undated	Ring ditch	480150	240250
336800000	Manor Cottages	Roman	House	480760	241480
336901000	Manor Cottages	Roman	Wall - stone	480760	241480
350500000	McCorquodale's, Wolverton	Saxon	Inhumation Cemetery	481020	241020
350900000	Warren Farm, Wolverton	Saxon	Enclosed settlement	480300	240750
350900001	Wolverton Mill Centre	Saxon 7th Century	Enclosure	480300	240700
350900004	Wolverton Mill Centre	Saxon	Ditch	480300	240750
350902000	Wolverton Mill Centre	Saxon	Gully	480300	240700
350904000	Wolverton Mill Centre	Saxon	Grubenhau	480280	240930
351400000	Wolverintone (Wolverton)	Saxon	Manor	480300	241300
351500000	Wolverintone (Wolverton)	Saxon	Mill	479400	241100
351600000	Wolverintone (Wolverton)	Saxon	Mill	481800	242200
364900000	Old Wolverton	Medieval	Shrunken village	480130	241126
364900004	Old Wolverton	Medieval	Manor	480130	241126
368600000	Wolverton Manor House	Medieval	Mansion	480350	241400
368601000	Wolverton	Medieval	Dovecote	480350	241400
368800000	Old Wolverton Church (NE of)	Medieval	Motte and bailey	480360	241310
368800100	Wolverton Castle	Medieval	Motte and bailey	480360	241310
368801000	Old Wolverton Church (NE of)	Medieval	Motte	480360	241310
368802000	Old Wolverton Church (NE of)	Medieval	Bailey	480360	241310
369000100	West Mill Wolverton	Post Medieval	Mill	479490	241140
369000200	West Mill Wolverton	Medieval	Mill	479490	241140
369001000	Old Wolverton Mill	Medieval	Watermill	479490	241140
369100000	Meads Mill, Wolverton	Medieval	Watermill	481720	242100
369100100	Meads Mill, Wolverton	Medieval	Mill	481720	242100
372500000	Holy Trinity, Old Wolverton	Medieval	Parish Church	480318	241300
380100000	Wolverton	Medieval	Mill	480670	241960
391200000	Stacey Bushes Farm (Site of)	Post Medieval	Farm	481980	239760
398500000	Abbey Hill Golf Course	Modern	Brickworks	481100	239100

398501000	Abbey Hill Golf Course	Modern	Brick kiln	481100	239100
398600000	Wolverton	Undated	Natural mound?	481970	242000
601800000	Haversham Road/R Ouse	Undated	Mound	481780	242000
609100000	NB limekiln	Modern	Lime Kiln	483100	241250
609303000	Bradwell Station	Modern	Railway Station	483260	241260
707300000	Allotment site	Undated	Well	481006	240354
710000000	Kiln Farm Sikh Temple	Modern	Sikh Temple	480753	238967
809900000	Wolverton Railway & Carriage Works	Modern	Railway works	481874	241343
809902000	1845 Locomotive Shop/ Engine House	Modern	Railway workshop	481950	241356
809903000	1845 building north of Engine House	Post Medieval	Railway workshop	481915	241400
809904000	1850 canalside extension	Post Medieval	Railway workshop	481943	241400
809905000	1845 Smiths shop	Modern	Railway workshop	481997	241379
809907000	1840 East building	Modern	Railway workshop	491952	241323
809910000	Wolverton Works Locomotive Engine Depot	Modern	Industrial engineering works	481851	241335
809910200	Wolverton Works Gas fitter shop	Modern		481873	241386
809911000	Wolverton Works spare carriage shed	Modern	Railway carriage shed	481293	241258
809912000	Wolverton Works carriage body shop	Modern	Railway engineering workshop	481618	241275
809916000	Wolverton Works unidentified building	Modern	Building	481630	241327
809918000	Wolverton Works timber drying shed	Modern	Timber seasoning shed	481385	241334
809920000	Wolverton Works carriage trunk repaing shop	Modern	Railway engineering workshop	481630	241216
809922000	Wolverton Works unidentified building	Modern	building	481850	241276
809923000	Wolverton Works timber shed	Modern	Timber seasoning shed	481504	241314
809924000	Shrub field farmstead ? Unidentified building	Modern	building	481248	241132
809926000	Wolverton Works (building 20) finishing shop	Modern	Railway engineering workshop	481704	241234
809927000	Wolverton Works paint shop	Modern	Paint shop	481715	241307
809928000	Wolverton Works time office	Modern	Railway office	481743	241231
809929000	Wolverton Works unidentified building	Modern	Building	481701	241345
809930000	Wolverton Works Bogie shop and general stores	Modern	Railway engineering workshop	481791	241301
809931000	Wolverton Works general office	Modern	Railway Office	481886	241290
809932000	Wolverton Works unidentified building	Modern	building	481836	241396
809933000	Wolverton Works unidentified building	Modern	building	481853	241400
809934000	Wolverton Works paint shop	Modern	Paint Shop	481988	241256
809935000	Wolverton Works (building 31) Foundry	Modern	Railway foundry	481866	241414
809936000	Wolverton Works (building 30) brass foundry	Modern	Railway foundry	481821	241425
809937000	Wolverton Works forge	Modern	Railway Engineering workshop	481801	241397
809939000	Wolverton Works dining hall	Modern	Refectory	481773	241247
809940000	Wolverton Works Power Station	Modern	Power Station	481465	241300
809941000	Wolverton Works Testing Room	Modern	Railway engineering workshop	481838	241268
809943000	Wolverton Works hair carding shop	Modern	Railway carding shop	481231	241366
809944000	Wolverton Workstiber hoist & deal shop	Modern	Railway timber store	481084	241305
809945000	Wolverton Works timber gantry	Modern	Railway gantry	480960	241237

809947000	Wolverton Works workmens closets	Modern	Toilet	481134	241159
809952000	Wolverton Works Paint shop	Modern	Railway paint shop	482028	241124
809954000	Wolverton Works laundry	Modern	Railway laundry	481905	241248
809954000	Wolverton Works tool room	Modern	Railway engineering workshop	481829	241264
809955000	Wolverton Works accumulator shed	Modern	Railway accumulator shed	481927	241245
809957000	Wolverton Works (building 43) accumulator shed	Modern	Railway accumulator shed	481961	241153
809958000	Wolverton Works Electricity shop	Modern	Railway electricity shop	481953	241150
809962000	Wolverton Works - effluent plant	Modern	Sewage works	481860	241422
809963000	Wolverton works - flammable store	Modern		481282	241357
809964000	Wolverton Works - Oil and grease store	Modern		481324	241342
809965000	Wolverton Works washing shed	Modern	Railway washing shed	481974	241155
809966000	Wolverton Works Engine Shed	Modern		481819	241579
809968000	Wolverton Works Tunnel link	Modern		481947	241302
809970000	Wolverton Works Carriage landing	Modern	Carriage landing	481917	241373
809971000	Wolverton Works Pumping Engine	Modern	Pumping Engine	481876	241431
809972000	Wolverton Works Carriage shed	Modern	Railway carriage shed	481884	241466
812200000	Young Street Goods Yard	Modern	Goods Yard	481967	241041
812201000	Young Street Goods Shed	Modern	Goods Shed	481970	241031
812203000	Young Street Goods Yard Service Line	Modern	Service Line	481973	241023
813900000	Wolverton Station (first)	Modern	Railway Station	481867	241505
813902000	Wolverton station waiting shed	Modern	Railway Station	481869	241495
813903000	Wolverton station refreshment shed	Modern	Railway Station	481874	241485
816400000	Wolverton Park	Modern	Recreation Ground	481918	241558
816403000	Bandstand	Modern	Bandstand	481966	241482
816504000	Wolverton Park Bowling green	Modern	Bowling green	482012	241453
816600000	Wharf building	Modern	Wharf	481939	241406
816700000	Radcliffe Arms Public House ('Hell's Kitchen')	Post Medieval	Public House	481907	241491
817000000	London & Birmingham / LNWR Railway Housing Estate	Modern	Housing estate	481877	241217
817400000	Wolverton Temporary Canal	Modern	Canal	480046	241702
817401000	Temporary lock 1 (Top lock)	Modern	Lock	480426	241466
817402000	Temporary lock 2	Modern	Lock	480368	241509
817403000	Temporary lock 3	Modern	Lock	480310	241539
817405000	Temporary lock 4	Modern	Lock	480160	241610
821400000	Bancroft BA Round House	Later BA	Round house	482474	240590
821500000	Bancroft Middle IA Settlement	Iron Age	Unenclosed hut circle settlement	482457	240638
821600000	Bancroft Grubenhau	Saxon 5th Century	Grubenhau	482561	240547
822100000	Klin Close Thatched cottages	Post Medieval		480304	241167
822200000	Kiln Close buildings	Post Medieval	Uncertain	480283	241144
822600000	Shrub field farmstead	Modern		481253	241147
822601000	Shrub field farmstead	Modern		481250	241158
847600000	Wolverton Grange	Medieval	Gilbertine Grange	480700	241720

2.2 Wolverton Find Spots

HER	Name	Period	Details	Easting	Northing
280400001		Iron Age	Brooch	480800	241400
301401000	Warren Farm	Neolithic-Bronze Age	Sherds:	480330	240730
301402000	Warren Farm	Mesolithic	Flakes	480330	240730
301404000	Warren Farm	Neolithic-Bronze Age	Sherds:	480340	240750
302400003	Little Pond Ground	Neolithic	Knife	480120	240530
302401001	Little Pond Ground	Neolithic	Inhumation	480120	240530
302402000	Little Pond Ground	Neolithic	Inhumation	480120	240530
302402001	Little Pond Ground	Neolithic	Beaker	480120	240530
302402002	Little Pond Ground	Neolithic	Awl - bronze	480120	240530
302402003	Little Pond Ground	Neolithic	Flake	480120	240530
302403001	Little Pond Ground	Neolithic	Sheep; cattle	480120	240530
302403002	Little Pond Ground	Neolithic	Sherds	480120	240530
302500001	Kiln Farm	Iron Age	Sherds:	480720	239440
302501001	Kiln Farm	Middle Iron Age	Sherds:	480720	239440
306100000	Blue Bridge	Mesolithic	Flake (1); scraper (1); core (1)	482000	240000
306101000	Blue Bridge	Bronze Age	Unclassified flints (6)	482500	240500
306103000	Blue Bridge	Bronze Age	Core	482620	240540
306105000	Blue Bridge	Mesolithic	Flakes (2)	482700	240300
306200000	Warren Farm	Iron Age	Sherds:	480330	240740
308200001	Kiln Farm	Iron Age	Sherds:	480720	239440
308200002	Kiln Farm	Roman	Cattle	480720	239440
308203001	Kiln Farm	Middle Iron Age	Sherds:	480720	239440
308600001	Old Grammar School	Middle Iron Age	Sherds:	481950	240840
308600002	Old Grammar School	Middle Iron Age	Unclassified	481950	240840
309201000	Wolverton Turn	Roman		480300	240750
309202000	Wolverton Turn	Roman	Sherds:	480400	240800
309203000	Wolverton Turn	Roman	Sherds:	480335	240735
309300000	McCorquodale's	Roman	Coin	481020	241020
310500001	Bancroft Villa	Roman	Coin; ring, nail	482500	240300
310500002	Bancroft Villa	Roman	Figurine - cockerill	482500	240300
310506000	Bancroft Villa	Iron Age	Coin	482730	240330
310507000	Bancroft Villa	Roman	Sherds:	482730	240330
310508000	Bancroft Villa	Roman	Unclassified : bronze, bone, jet	482730	240330
310509000	Bancroft Villa	Roman	Mosaic	482730	240330
310510000	Bancroft Villa	Roman	Inhumation	482730	240330
311000000	Find location	Iron Age	Sherds:	482700	240300
311500000	Find location	Roman	Sherds:	480100	240500
317401000	Wolverton Station	Roman	Coins: 21	482200	241430

317401001	Wolverton Station	Roman	Button-and-loop fastener	482200	241430
317401002	Wolverton Station	Roman		482200	241430
320700001	Stacey Bushes	Neolithic-Bronze Age	Sherds:	482050	239920
320701000	Stacey Bushes	Mesolithic	Axehead	482050	239920
320702000	Stacey Bushes	Mesolithic	Flake; Arrowhead	482200	240100
320703000	Stacey Bushes	Mesolithic	Prismatic knife	481900	240300
320704000	Stacey Bushes	Bronze Age	Core	482200	240200
320705000	Stacey Bushes	Bronze Age	Flake (1)	482100	240100
320706000	Stacey Bushes	Bronze Age	Core; flakes (2)	482000	240200
321700000	Warren Farm	Mesolithic	Unclassified	480300	240500
321701000	Warren Farm	Mesolithic	Flakes	480300	240500
321702000	Warren Farm	Mesolithic	Blades; cores	480300	240500
329300000	Fullers Slade	Prehistoric	Worked flints (2)	480290	239950
332300000	Stonebridge House Farm	Undated	Fairy Ring	482200	241330
332302000	Stonebridge House Farm	Undated	Fairy Ring	482220	241380
332400000	Wolverton	Prehistoric	Awl ?	480350	240000
332500000	20 King St, Stony Stratford	Bronze Age	Socketed Axe - bronze	479100	240590
334300010	Bancroft	Roman	Marsh species	482780	240580
334300020	Bancroft	Roman	Shoe	482780	240580
334300030	Bancroft	Roman	Coin	482780	240580
334501000	Wolverton	Iron Age	Sherds:	482630	240580
334600000	Hodge Lea	Iron Age	Sherd scatter	481160	239690
334603000	Hodge Lea	Iron Age	Sherds:	481160	239690
334604000	Hodge Lea	Prehistoric	Worked flints; pot boilers	481160	239690
334605000	Hodge Lea	Post Medieval	Field Drain	481160	239690
334606000	Hodge Lea	Roman	Coin	481000	239700
334702000	N of Bancroft Villa	Roman	Brooch	482650	240830
334703000	field	Roman	Buckle	482600	240700
334703001	field	Roman	Weight - lead	482600	240700
334703002	field	Roman	Coin	482600	240700
334703003	field	Roman	Unclassified - bronze	482600	240700
336902000	Manor Cottages	Roman	Sherds:	480760	241480
337200000	33 Jersey Road	Roman	Coin	481280	240920
338900000	Metal detecting field	Roman	Coin	480500	241600
338901000	Metal detecting field	Roman	Sherds:	480500	241600
339200000	Metal detecting field	Roman	Coin	480500	241550
339201000	Metal detecting field	Roman	Brooch	480500	241550
350500001	McCorquodale's	Saxon	Inhumation	481020	241020
350900002	Wolverton Mill Centre	Saxon 7th Century	Comb	480300	240700
350900003	Wolverton Mill Centre	Saxon 7th Century	Pin	480300	240700

350900005	Wolverton Mill Centre	Saxon	Quern	480300	240750
350900006	Wolverton Mill Centre	Saxon	Knife blades- iron	480300	240750
350901000	Wolverton Mill Centre	Saxon	Sherds:	480300	240700
350902001	Wolverton Mill Centre	Roman	Sherds:	480300	240700
350903000	Wolverton Mill Centre	Saxon	Furnace	480300	240700
350904001	Wolverton Mill Centre	Saxon	Sherds:	480280	240930
350904002	Wolverton Mill Centre	Saxon	Pendant - animal tooth	480280	240930
354800000	Blue Bridge	Saxon	Unclassified	482700	240300
355400000	Ploughed Field	Saxon	Sherd	480000	240250
355800000	Holy Trinity Church	Saxon	Consecration cross	480300	241300
356301000	Galleon Wharf	Saxon	Coin	480310	241530
356302000	Wolverton	Saxon 6th Century	Coin	480500	241550
356302010	Wolverton	Saxon	Strap fitting	480500	241550
356302020	Wolverton	Saxon	Pin	480500	241550
356302030	Wolverton	Saxon	Knife - iron	480500	241550
356303000	Wolverton	Saxon	Strap fitting	480500	241550
364900001	Old Wolverton	Medieval	Sherds:	480400	240500
364900002	Old Wolverton	Medieval	Sherds:	480180	240090
364900003	Old Wolverton	Medieval	Buckle	480650	241740
365200000	Wolverton	Medieval	Sherds:	480000	240000
365201000	Warren Farm	Medieval	Sherds:	479960	240270
365202000	Wolverton	Medieval	Sherds:	480000	240250
365203000	Stony Stratford Allotments	Medieval	Sherds:	480000	240300
366200000	Wolverton	Medieval	Sherds:	479450	240900
368600010	Wolverton	Medieval	Doorcases	480350	241400
368801010	Old Church	Medieval	Sherds:	480360	241310
369001010	Old Mill	Modern	Millstones	479490	241140
369102000	Mead Mill	Medieval	Fish weights ?	481200	242120
369400000	Old Wolverton	Medieval	Sherds: shelly ware, Potterspury ware	479900	241600
374701000	Old Stratford Gravel Pit	Medieval	Vessel - bronze	478600	241100
374702000	Old Stratford Gravel Pit	Medieval	Knife pommels - brass (2)	478600	241100
374702001	Old Stratford Gravel Pit	Medieval	Strap fitting	478600	241100
374800000	Stony Stratford	Medieval	Fish weight	478300	241000
374900000	Southern Loop Road	Medieval	Sherds:	479400	240700
374901000	Southern Loop Road	Post Medieval	Sherds:	479400	240700
376200000	Find location	Medieval	Sherds:	480800	239900
376500000	Wolverton	Medieval	Sherds:	480400	240800
376502000	Adjacent Warren Farm	Medieval	Sherds:	480400	240800
377600000	Fullers Slade	Medieval	Sherds:	480350	240000
380101000	Wolverton	Medieval	Quern	480670	241960

380102000	Manor Farm	Medieval	Fish weight	480730	242000
381702000	Metal detecting field	Medieval	Seal matrix	480200	241530
381702001	Metal detecting field	Medieval	Coin	480200	241530
385600001	Metal detecting field	Medieval	Disc - lead	480500	241550
385601000	Metal detecting field	Medieval	Coin	480500	241550
385601001	Metal detecting field	Medieval	Tanged knife - iron	480500	241550
385601002	Metal detecting field	Medieval	Barrel padlock - bronze	480500	241550
385602000	Wolverton Mill	Medieval	Coin	480100	240500
385603000	Metal detecting field	Medieval	Pilgrim badge	480500	241670
390400000	Wolverton	Post Medieval	Sherds: stoneware; glazed earthenware	479400	240900
390500000	Wolverton	Medieval	Sherds:	480020	241650
390502000	Metal detecting field	Post Medieval	Buckle	480200	241500
390503000	Metal detecting field	Post Medieval	Horseshoe; vessel; jetton; bullet; buckle; nail	480200	241500
391600000	Wolverton Castle	Post Medieval	Sherds: Brill	480370	241350
392200000	Wolverton	Post Medieval	Sherds:	480400	240500
392300000	Wolverton	Post Medieval	Sherds:	480200	240800
395200000	Stony Stratford	Post Medieval	Sherds:	480000	240300
396300000	Old Stratford Gravel Pit	Medieval	Sherds: Nottinghamshire stoneware;	478560	241000
396800000	Recreation Ground	Medieval	Coin	481000	240600
398100000	Wolverton	Post Medieval	Sherds:	480180	240090
398102000	New Factory Unit	Post Medieval	Cloth seal;	480100	240200
482700001	Grange Farm. Chicheley	Undated	Gravestone	490910	246770
603700000	Bancroft Roman Villa	Post Medieval	Coin	482700	240400
603702000	Bancroft Mausoleum	Post Medieval	Buttons (5); stud;	482500	240400
605502000	Find location	Medieval	Thimble - dutch type [1620-50]	480500	241550
605502001	Metal detecting field	Medieval	Finger ring	480500	241550
605502002	Metal detecting field	Post Medieval	Coin	480500	241550
605503000	Metal detecting field	Post Medieval	Crotal; leather mount	480500	241550
605504000	Wolverton Mill	Post Medieval	Coin:- rose farthing	480100	240500
605505000	Metal detecting field	Post Medieval	Quill holder - silver	480500	241720
606100001	Wolverton	Modern	Coin	482200	241700
607100000	Nr. Stonebridge Farm	Post Medieval	No details	482200	241430
617500000	Manor Farm	Roman	Brooch	480920	241756
	H1 Road	Medieval	Spur	480250	240350
	Metal detecting field	Medieval	Strap fitting; buckle; stud; finial	480500	241550
	Warren Farm Outbuildings	Medieval	Finger ring	480030	240870
	Maycock's Farm	Medieval	Buckle	479500	241100
	North of Motte in Bailey	Medieval	Bowl rim - bronze	480320	241390
	Bancroft Villa	Medieval	Harness fittings (7)	482550	240450
	Old Stratford Gravel Pit	Neolithic	Unclassified	478580	241010

	Old Stratford Gravel Pit	Neolithic	Unclassified	478580	241010
	Stony Stratford Road	Neolithic	Worked flint	479550	240550
	Blue Bridge	Neolithic	Flake (1)	482500	240500
	Blue Bridge	Neolithic	Scraper (1)	482800	240270
	Blue Bridge	Neolithic	Scrapers (2)	482500	240300
	Little Pond Ground	Neolithic	Inhumation	480120	240530
	Ploughed Field	Neolithic	Flake	480000	240250
	TA Drill Hall	Neolithic	Axehead	482130	241650
	E of Little Pond Ground	Neolithic	Arrowhead; flakes	480120	240530
	Wolverton Mill Centre	Neolithic	Core; flakes	480500	240700
	Little Pond Ground	Neolithic	Flake	480120	240530
	Little Pond Ground	Neolithic	Blades	480120	240530
	Warren Farm	Neolithic	Polished Axehead	479900	240200
	Warren Farm	Neolithic	Leaf shaped Arrowhead	480310	240730
	Wolverton	Post Medieval	Musket ball; button; harness fitting; sherds (8);	480400	241800
	Metal detecting field	Post Medieval	Clay pipe; sherds (2); thimbles (2);	482300	241600
	Wolverton	Post Medieval	Buckle; bullets (2); penknife; toy; button; flint	482200	241700
	Bancroft Villa	Roman	Spear	482570	240800
	Wolverton	Saxon	Unclassified	480500	241500
	Wolverton	Saxon 6th Century	Brooch	480250	240350

2.3 Wolverton Listed Buildings

EH	Grade	Address	Period	Description	NGR
45475	II	30			SP7885738742
45481	II	St James Vicarage	1843	circa 1843. Compact plan, 2 storeys, double roof	SP8332441115
45483	II	Old Windmill			SP8310841126
45498	II	Methodist church			SP8180941155
45622	II	Wolverton Park	18th Century	Early-mid C18th . 2 storeys and attic. 5 windows on 1st floor.	SP8020441053
45623	II	Wolverton Park Stables	19th Century		SP8021841065
45629	II	Longueville Court	1892	Circa 1729. 2 storey limestone house, ashlar with hipped slate roofs	SP8034741248
45630	II*	Church of Holy Trinity			SP8032241300
45631	II	Manor Farm		Gable end to Street with square tower at west side. Rebuilt 1892	SP8071141756
45632	II	Walls Manor Farm	19th Century	brick wall to the street with stone capped piers and partly patterned brickwork.	SP8069041778
45633	II	Outbuildings Manor Farm	19th Century	A variety of brick and stone barns, outbuildings, stables and shelter sheds	SP8076641771
45634	II	4-5 Manor Cottages	18th Century	2 storey stone house with steep pitched early tiled roof	SP8070741475
45635	II	6-7 Manor Cottages	18th Century	Forms a 'T' with nos 4 and 5. 2 storeys. Rubble built.	SP8071341480
45636	II	8 Manor Cottages	18th Century	Mid C18th . 2 storeys. 2 windows. Rubble built. Old tile roof.	SP8073441469
45638	II*	St George Church	1843	1843. Early English. Rubble with Derbyshire stone dressings (pink).	SP8183041080
45639	II	Cedar Lodge	18th Century	earlier building virtually reconstructed perhaps circa 1820 & that in turn altered	SP8184741015
45640	DL	Pavillion Cedar Lodge	19th Century	Mid-late C19th probably. Small hexagonal building with pointed tile roof.	SP8182641031
45649	II	Staceyhill Farm	19th Century	brick built farmhouse, 'I' plan, with a long 8 bay range	SP8200740419

45650	II	barn Staceyhill Farm	19th Century	Large double barn to north-west of house - brick	SP8197540418
45651	II	Old Wolverton mill	19th Century	2 & 3 storeys. S gable end extended C1835-40 to form entrance front.	SP7947841135
45652	II	Barn Old Wolverton mill			SP7950141136
45653	II	Wolverton House	16th-17th Century	A large rambling stone house with steep pitched old tile roofs	SP7978940834
45654	II	Stables Wolverton House	19th Century	'L' plan stable wings to eastform a courtyard. 6+6 bays. Slate roof.	SP7970340963
45655	II	Warren Farm cottage	18th Century	Stone built house. 2 storeys to south-west, 3 and attic to north-east.	SP8003040731
45656	II	Barn Warren Farm	19th Century	3 bay coursed rubble barn with central draw through. Slate roof.	SP8002240752
45658	II	Brick kiln farm buildings	19th Century	Farm house recently rebuilt. Fine range of farm buildings,	SP8075438967
487572	II	1-2 The Elms	1903	House and surgery built 1903, Architect : Edward Swinfen Harris.	SP8187740951
487605	II	Former Royal train shed			SP8185341580
487606	II*	GU Canal rail bridge	19th Century		SP8188841440
487607	II	Blue Bridge	1834	Accommodation bridge over railway 1834-5 constructed for the Railway.	SP8231040394
487608	II	railway works building	19th Century		SP8197841365
487997	II	Wyvern 1st school	1800-1899		SP8132640915
487998	II	tech class Wyvern school	1800-1899		SP8132940917
487999	II	class Wyvern 1st school	1800-1899		SP8132840916
488000	II	Wyvern nursery			SP8131941016
488001	II	Skew Bridge			SP8181241634
488002	II	Headstone in garveyard			SP8030841270
488003	II	Old Wolverton church		2 chest tombs in graveyard	SP8030941274
488004	II	Chapel St Georges	19th Century		SP8180741068
488005	II	Spinney Cottage	Stratford Rd		SP8018040967
488006	II	Milepost	19th Century		SP8026540992
488007	II	Former school			SP8045141166
488008	II	Stable Longueville Court			SP8034141221
488395	II	Wolverton Viaduct	1811	SAM 98. Aqueduct carrying Grand Junction Canal opened 21/1/1811.	
491609	II	Former Reading room	19th Century	Shown on 1840 map as 'Reading Room &tc' (bib 22746)	

2.4 New Bradwell Monuments HER Report

HER No.	Name	Period	Summary	Easting	Northing
273500000	New Bradwell parish	Modern		482767	241497
280400000	Wolverton Parish	Early Medieval	Charters re Luffield and Snelshall Priors' holdings in Wolverton/Stony Stratford	480446	241221
609100000	New Bradwell limekiln	19th century	1881 map marks "limekilns"	483100	241250
609303000	Bradwell Station	19th century	brick platform, survives, but no buildings	483260	241260

2.5 New Bradwell Find Spots

HER	Name	Period	Details	Easting	Northing
301700000	County Arms PH	Late Bronze Age	Hoard - axes - bronze	482500	241370
301701001	County Arms PH	Late Bronze Age	Socketed axeheads (12)	482500	241370
301701002	County Arms PH	Late Bronze Age	Socketed axeheads	482500	241370

301701003	County Arms PH	Late Bronze Age	Spear	482500	241370
301701004	County Arms PH	Late Bronze Age	Sword	482500	241370
301701005	Bradwell Palstave	Late Bronze Age	Palstave	482500	241370
328500000	New Bradwell	Bronze Age	No details	482880	240920
328501000	New Bradwell	Bronze Age	Gravel	482880	240920
328502000	New Bradwell	Bronze Age	Peat layer above alluvial gravel	482880	240920
362500000	Wolverton	Medieval	Strap fitting	483400	241500
377400000	85 Kingsfold, Bradville	Medieval	Coin	483650	241100
705600001	50 Thompson Street	Modern	Napoleon III, dated 1855	483221	241385

2.6 New Bradwell Listed Buildings

EH	Grade	Address	Period	Description	Grid Ref
45482	II	New Inn	1800	Circa 1800. 2 storeys. 3 windows. Coursed rubble.	SP8317341280
45615	II	Cuba PH	1860	Circa 1860. On corner of Church Street. 2 storeys,	SP8287241487
45616	II	Stonebridge farm	18 th Century	limestone house standing gable end to road. In plan 2 houses joined at north-east end	SP8229141489
45648	II	58-80	1853-1861	Built 1853-61. All that remains of 3 streets known as Railway Cottages.	SP8291641314
45641	B	St James' Church	1858	1858. Early English style with lancet windows and plate tracery to east and west.	SP8282941469
45642	II	St James' school	1858	Stone with slate roof and crested ridge.	SP8285741420

3 Appendix: Trade Listings and Population Data

Trade Directories Wolverton

Artisan/trades	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Furniture maker		1	1	1	1	1	1			
Jeweller								1		2
Lacemaker			1							
Milliner/peroke			1		1	2	3	2		2
Photographer						1	1	2		
Shoe/boot maker	2	5	3	4	5	3	5	8		6
Straw hat maker		1								
Tailor	3	3	1	1	1	6	5	7		6
TOTAL	5	10	7	6	8	13	15	20		16
Merchant/Dealer	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Brewery							1	1		
Chemist		1	2	1	1	1	2	2		3
Confectioner							3	7		6
Dealer			2	5	3	7	6	14		14
Dealer (Corn/coal)				1	1	2	3	2		2
Dealer (cycle/car)								2		2
Dealer (timber)						1	1	1		1
Draper		3	3	3	6	7	6	8		10
Fishmonger				1		1	1	2		
Fruiter								2		1
Furniture dealer					1		3	1		2
Grocer	3	2	6	5	6	9	10	9		14
Ironmonger						1	2	1		1
Newspaper/printer							1			
Nurserymen				1						1
Printers						1	1			2
Wine Merchant						2		2		1
TOTAL	3	6	13	17	18	32	40	54		60
Agric/General	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Farmer		3	4	3	2	3	7	5		8
TOTAL	0	3	4	3	2	3	7	5		8
Professional	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Accountant					1	1				1
Auctioneer					1					
Banker										2
Dentist						1	2	5		7
Solicitor						2	2	3		3
Surgeon/physician	1	1	1		2	3	3	5		6
TOTAL	1	1	1	0	4	7	7	13		19
Service/Provisions	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Baker	1	2	4	4	4	3	2	3		4
Beer Retailer	3			1			1	1		2
Blacksmith				1			1	1		1
Bricklayer/builder			4	3	1	2	7			7
Brick/tile maker				1						
Butcher	1	2	3	3	4	2	6	6		5
Café		2		1		2	1	2		2
Carrier		1								
Chimney sweep										1
Engineer										3
Hairdresser	1	2	1		2	2	7	6		6

Hotel/Inn			1		2	1	4	6		2
Ind-generic						2		5		
Ins Agent					2		2	7		3
Laundry							1	1		3
Mason	1	1					2	1		2
Miller	1	1	1					1		
Plumber/electrician			1				1	3		4
Pub	3	4	8	2			2	3		1
School	2	3	1		2	2	3	3		2
Watchmaker				1	1	2	2	2		1
Wheelwright		1	1	1						
TOTAL	13	19	25	18	18	18	42	51		49

Trade Directories New Bradwell

Artisan/trades	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Furniture maker		1	1							
Lacemaker			1							
Milliner/peroke			1							
Photographer								1		
Shoe/boot maker	2	5	3	4	1	4	4	6	5	5
Straw hat maker		1								
Tailor	3	3	1	1	1	1	2	2	2	
TOTAL	5	10	7	5	2	5	6	8	8	5
Merchant/Dealer	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Chemist		1	2	1				1	1	1
Confectioner								1	1	7
Dealer				5	3	5	5	13	10	13
Dealer (animals)			1							
Dealer (china)			1							
Dealer (Corn/coal)				1		1		1		
Dealer (cycle/car)								2	1	1
Draper		3	3	3	4	3	2	4	4	4
Fishmonger				1				1	1	
Fruitier										1
Furniture dealer								1	1	
Grocer	3	2	6	5	4	6	5	13	9	8
Ironmonger								1	1	
Marine Store									1	1
Nurserymen				1	1	1				
TOTAL	3	6	13	17	12	16	12	38	30	36
Agric/General	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Farmer		3	4	3	4	1	1	1		
TOTAL	0	3	4	3	4	1	1	1	0	0
Professional	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Surgeon/physician	1	1	1	1	1	1	1	1	3	3
TOTAL	1	1	1	1	1	1	1	1	3	3
Service/Provisions	1844	1853	1864	1877	1883	1895	1903	1911	1920	1935
Baker	1	2	4	4	3	3	4	6	3	1
Beer Retailer	3			1	1	1	1	2	1	1
Blacksmith				1						
Bricklayer/builder			4	3	1	2	3	2	2	1
Brick/tile maker				1						
Butcher	1	2	3	3	3	5	6	7	3	5
Café		2		1						2
Carpenter						1				
Carrier		1								1

Chimney sweep								1	1	1
Engineer										1
Hairdresser	1	2	1			1	1	2	2	1
Hotel/Inn			1			3		2	2	1
Ind-generic									2	
Ins Agent										2
Mason	1	1					1	1	1	1
Miller	1	1	1							
Plumber/electrician			1		1			1	2	
Pub	3	4	8	2	5	2	4	3	3	4
School	2	3	1							1
Watchmaker				1	1		1			
Wheelwright		1	1	1		1		1	1	
TOTAL	13	19	25	18	15	19	21	28	23	23

† Posse Comitatus, 1798.

Population Figures: Wolverton

Date	1801	1811	1821	1831	1841	1851	1861
Population	238	258	335	417	1261	2070	2370
Date	1871	1881	1891	1901	1911	1921	1931
Population	2804	3611	4147	5323	7384	7327	9521

Population Figures: New Bradwell

Date	1861	1871	1881	1891	1901	1911	1921	1931
Population	1654	2409	2460	2899	3946	3388	3751	3352

Population Figures: Wolverton and Greenleys Ward including New Bradwell

Date	1941	1951	1961	1971	1981	1991	2001
Population	**	13,426	13,113	13,829	**	**	13,546

** No Data recorded

Population Figures taken from the following sources:

<http://www.genuki.org.uk/> for 1801-1901

Pevsner for 1921; 1951

<http://www.visionofbritain.org.uk> for 1911; 1931; 1961; 1971

buckscc.gov.uk/bcc/ for 2001

4 Appendix: Historical Consultancy Report

STONY STRATFORD, WOLVERTON AND NEW BRADWELL

Background

Stony Stratford grew up just to the south of the point where Watling Street crosses the Great Ouse and enters Northamptonshire. Here, Watling Street marked the boundary between the parishes and manors of Calverton, to the west, and Wolverton, to the east, and the roadside settlements belonging to each, which later merged to form the town, are recorded in the twelfth century.ⁱ On the Calverton side, evidence of the existence of a trading community is provided by the market charter granted in 1194 and confirmed in 1199 and 1200, and it is possible that rents which were given by the lord, Hugh de Bolbec, to the Knights Templars c. 1142-64 also related to this separate settlement. On the Wolverton side of the road, plots of land, suggestive of planned development, were known to have existed in the 1180s and it was during this period that the name 'Stratford' is first recorded. Although it seems likely that there was a market on the Wolverton side by this time, there is no known record of it and only the market granted to the lord of Calverton in 1194 continued to be held in subsequent centuries. A separate manor on the Calverton side, known as Stony Stratford West, was recorded in 1257 but the first reference to Stony Stratford East, on the Wolverton side, does not occur until the sixteenth century.ⁱⁱ

Immediately to the north of the crossing lies the Northamptonshire vill of Old Stratford, formerly known as West Stratford or For Stratford, whose development was linked to that of its neighbour and for many purposes probably formed part of the same settlement.ⁱⁱⁱ It too had grown from roadside settlements belonging to separate manors - in this case Passenham to the west of Watling Street and Cosgrove to the east - although detached portions of Furtho and Potterspury also lay on the east side. The Furtho and Cosgrove estates were members of the honour of Berkhamstead and courts for the surrounding manors of this honour were sometimes held at Old Stratford. There is no record of a market ever being held in Old Stratford, but the vill did receive tolls, the source of which is unknown.^{iv}

The ford after which the town is named was probably replaced by a bridge long before 1254 when the latter is first mentioned. A leper hospital, dedicated to St John the Baptist, known to have been founded in Stony Stratford before 1306, was probably situated on this bridge but it is difficult to be certain about its exact location as a chapel linked to a hermitage at the western edge of Old Stratford shared the same dedication and there is much confusion between the two in the records and secondary literature. Although there are references to clerks and a priest in the town in the thirteenth century, there is no mention of a church until 1476. By this time there were two: St Giles, a chapelry of Calverton and St Mary Magdalene, a chapelry of Wolverton. The latter burnt down in 1742 and was not re-built, whilst the former was repaired and enlarged in the 1770s to enable it to serve as the town's only church.^v Surviving parish registers for St Giles and St Mary indicate that both were used by residents of Old Stratford, which did not have its own church, and indeed by some residents of Passenham.^{vi}

Burgesses are referred to in the town in 1420 but there is little evidence of corporate organisation and no borough records survive. The pontage grants made at various points in the fourteenth century, in respect of repairs to the bridge and causeways on both sides of the Ouse, were generally made to individuals with only that of 1349 being addressed to 'the bailiff and good men of Stony Stratford'. A licence to found the guild of St Mary and St Thomas the Martyr was obtained in 1476. The guild, which consisted of two wardens elected yearly, and a number of brothers and sisters 'who could dress themselves in one suit of gowns or hoods', funded the priests who officiated in the chapels of St. Mary Magdalen and St. Giles.^{vii}

Residents of the town were involved in the wool and cloth trade, and cloth manufactured in the town was generally sent to the fulling mill at Newport Pagnell and then on to Buckingham to be sold at the market there. Tanning and leatherworking had also become important by the fourteenth century. Most industry, however, was directed at supplying the needs of the travellers passing along Watling Street who were the main source of the town's prosperity. The earliest known inn in the town, Grilkes Inn, was recorded in the fourteenth century but by 1700 there were at least twelve active inns and alehouses, with a further four

in Old Stratford. As the volume of traffic along Watling Street increased, the number of inns multiplied, the numbers doubling by 1800. The inns had probably always functioned as unofficial trading places but innkeepers became particularly actively involved in the lace trade, which grew up in the area in the seventeenth century. As well as providing marketing facilities and keeping stocks of lace for sale, they acted as middlemen by entering into contracts with lacemakers for its supply.^{viii}

The Grand Junction canal was cut to Old Stratford in 1801 and the wharf constructed there handled considerable volumes of goods including coal, hay and straw bound for London. Within about forty years the population of Old Stratford had doubled. The movement of people and goods between Stony Stratford and the wharf at Old Stratford added to the already increasing traffic along Watling Street and led to wear on the bridge across the Ouse. The maintenance of this had been the responsibility of a local charity since the beginning of the sixteenth century and was funded largely by tolls and charitable bequests. Repairs to the bridge were made in 1801 but in 1834 an Act of Parliament was obtained to build a new one, to be funded jointly by Buckinghamshire and Northamptonshire, and which allowed tolls to be collected for twenty-one years. The new bridge came into use in 1835 but, within about three years, the opening of the London to Birmingham railway had led to a substantial decrease in the traffic along Watling Street, the source of much of Stony Stratford's trade. The town went into decline, experiencing high levels of unemployment and the closure of many inns, although it continued to function as an important market centre for the local area.^{ix}

The London and Birmingham Railway Company had chosen Wolverton, lying at the midway point of their line, as the site for a station 'for the refreshment of passengers' and, more importantly for the development of the town, for workshops to build and repair locomotives. They built accommodation for their 700 employees, creating several new streets on either side of the Stratford road to the east of the old village. Initially this new development was known as 'New Wolverton' but, as the settlement grew in size and importance, the 'New' was dropped from its name and the medieval village became known as 'Old Wolverton'. By 1861, when the locomotive works were relocated to Crewe and Wolverton became instead a centre for carriage and wagon building, the population of (New) Wolverton had reached 2370 and the town had a school, a church, St George the Martyr, and several inns. The railway company, now known as the London and North Western Railway Company, had been unable to purchase land in Wolverton for further expansion so, instead, had acquired land about half a mile to the east, in the neighbouring parish of Bradwell. This part of the development was named after the nearby village of Stantonbury, which, although virtually deserted, still had a functioning church, St Peter's, which was used by the inhabitants until a new church, St James, was built in 1860.^x

Expansion continued in Stantonbury, with much of the new building work being undertaken by private enterprise rather than by the railway company. The new phase of expansion was concentrated to the west of Stantonbury, towards Wolverton, and eventually the settlement adopted the name of New Bradwell after the village of 'Old' Bradwell, in whose parish it had originally lain. The railway works, as well as drawing their workforce from other parts of the country, provided employment for residents of Stony Stratford and the surrounding area. In 1887 a tramline opened to carry both workers and passengers from Stony Stratford to Wolverton Station and this was extended to Deanshanger two years later. The trams ran until 1926 when competition from bus services put them out of business. By 1910, the railway works covered about 80 acres and employed about 5000 men. The only other employer in the area of any size was the printing firm of McCorquodales, who had set up in Wolverton at the behest of the railway company who wished to get timetables and tickets printed locally and to provide employment opportunities for the wives and daughters of their employees.

When parish councils were introduced as part of local government reform in 1895, Stony Stratford remained divided into separate parishes, the smallest in the county, for the east and west of the town. Both fell within the Stratford and Wolverton Rural District. Although the councils held some joint meetings, the arrangement proved unsatisfactory for the governing of the town, with the High Street falling into disrepair and efforts to improve sanitary arrangements failing. This changed in 1919 when the parishes of Stony Stratford, Wolverton and Calverton combined with New Bradwell to form Wolverton Urban District Council.^{xi} In 1974 this, in turn, became part of the borough of Milton Keynes.

Medieval Records (to 1500)**Manorial and borough records**

Calverton with Stony Stratford

None

Wolverton with Stony Stratford

None

Old Stratford – honour of Berkhamstead

Court rolls – honour of Berkhamstead, 1423: TNA:PRO SC 2/194/52

Court rolls, 1492-5, 1497-1507: TNA:PRO DL 30/107/1537-8

View of frankpledge, 1497-1500, 09-11: TNA: PRO DL 30/107/1537-8

Hundred Rolls

Entries for Calverton, Wolverton are included in: *Rotuli Hundredorum*, 2 vols Record Commission (London, 1812), vol i, p. 30. Stony Stratford is included in the Northamptonshire entries in vol ii, p.11. (The more useful 1279-80 rolls do not survive for any of the villis).

Tax Records

Containing assessments on named individuals

(Assessments are on Calverton and Wolverton)

Two ninths and fifteenths and tax on wool, 1340: TNA:PRO E 179/77/9 rot 4

Containing communal assessments only

Fifteenth and tenths:

(Assessments are on 'Calverton with part of Stony Stratford' and 'Wolverton with part of Stony Stratford')

1332: TNA:PRO E 179/77/23

1334: TNA:PRO E 179/378/24

1336: TNA:PRO E 179/378/27

1336: TNA:PRO E 179/77/4

1337: TNA:PRO E 179/77/6 & 7

1344: TNA:PRO E 179/77/13

1346: TNA:PRO E 179/77/14 & 15

1348: TNA:PRO E 179/77/16 & 17

1352: TNA:PRO E 179/77/18-21

1380: TNA:PRO E 179/77/25

1388: TNA:PRO E 179/77/27

1393: TNA:PRO E 179/77/28 & 29

1395: TNA:PRO E 179/77/30

1398: TNA:PRO E 179/77/31

1431: TNA:PRO E 179/77/52

1446 schedule of reductions: TNA:PRO E 179/77/65

1449 schedule of reductions: TNA:PRO E 179/77/66

(Assessments for 1332, 1336 and 1446 are included in: A.C. Chibnall, *Early Taxation Returns. Taxation of Personal Property in 1332 and later*, BRS, 14 (1966), p. 100)

Other

(Assessments are on Calverton and Wolverton)

Before 1220 carucage: TNA:PRO E 179/239/241

1340 Levy of wool: TNA:PRO E 179/77/11

Ecclesiastical records

Probate

Apart from wills proved in the PCC, which are not considered here, Stony Stratford wills are to be found amongst those proved in the courts of the archdeaconry of Buckingham and all existing from before 1660 are indexed in:

J. Hunt, R. Bettridge & A. Toplis, *Index to Probate Records of the Archdeaconry Court of Buckingham 1483-1660 and of the Buckinghamshire Peculiars 1420-1660*, BRS 32 (2001)

Other records of the archdeaconry of Buckingham

Miscellaneous registers 1483-1523: CBS D-A/We/1 (included in: E.M. Elvey (ed.), *The Courts of the Archdeaconry of Buckingham 1483-1523*, BRS, 19 (1975))

Visitation books, 1492-1788: CBS D-A/V

Other Stony Stratford records (not an exhaustive list)

Notes and extracts relating to Wolverton and Stony Stratford from the Radcliffe MSS in the Bodleian Library and other records, 12C-16C, compiled by Sir F Markham, 1970: CBS PAR S

Grant of market and re-issue of charter, 1194, 1199: L.C. Loyd and D.M. Stenton (eds), *Sir Christopher Hatton's Book of Seals*, Northamptonshire Record Society, 15 (London, 1950), no. 295

Confirmation of grant of market charter, 1200: *RCh*, p. 39a

Charter granting fair, 1257: *CChR*, 1226–57, p. 475

Charter granting fair, 1290: *CChR*, 1257–1300, p. 351

Market and fairs mentioned, 1334: *CPR*, 1330–4, p. 571

Market fines at Stony Stratford, 1405-6: TNA:PRO E 101/258/1

Deed, 1428: BL Add. Ch 59359

Ratification of lands and market, 1462: *CPR*, 1461–7, p. 76

Licence to found guild, 1476: *CPR*, 1467-77, p.584

Licence to the wardens, brethren, and sisters of the guild of St Mary and St Thomas the Martyr in Stony Stratford to acquire messuages, lands, shops, and rent in Calverton, Stony Stratford, and Wolverton, 1482: TNA:PRO C 143/455/14

Court of Requests – pleadings re a tenement called the 'Red Lion' at Stony Stratford, between 1492 and 1547: TNA:PRO REQ 2/2/186

Early Modern Records (1500-1800)

Manorial records

Calverton with Stony Stratford

Court roll drafts and memoranda, 1528-41: WSRO PHA/1019-22

View of frankpledge extract, 1536/7 and tenants paying abnormal fines, 1589: WSRO PHA/991-3

Draft survey, 1579/80: WSRO PHA/991-3

Terrier, 1654: BodL MS DD Radl 237

View of frankpledge and court books, 1696-1914: CBS D/82/16-19

Court papers including minutes, jury list, list of residents etc, 1733: NRO X5270

Court papers mainly relating to surrenders and admissions, 1740-64 (non-consec.): NRO X5269, X5270

Steward's notebook inc. rents received, expenses etc., 1750-80: NRO X5270

Presentments, 1750: NRO X5269

Court rolls (9), 1750-64 (non consec.): NRO X5269

Wolverton with Stony Stratford

Court rolls, 1550-1696 (non consec): TNA PRO C 116/17-21

Court roll and drafts, 1707-21: TNA PRO C 116/22-5

Court roll and presentments, 1731: TNA PRO C 116/26

Old Stratford

Court rolls, 1526: TNA:PRO SC 2/155/5

Rents and perquisites of courts, 1535-6: TNA:PRO SC 6 Hen VIII/234/23

Fine, 1627: BodL MS Radl DD 303

Tax records

Hearth tax

Three documents survive for Stony Stratford relating to the 1662 tax: TNA/PRO E 179/80/349,351,362. A copy of the second document only is available on microfilm at CBS.

Ship money

1635: TNA:PRO E 179/244/1A, E 179/273/5, E 179/275/2

Lay subsidies with records including names

(Assessments are for both parts of Stony Stratford, variously referred to as east and west or Wolverton and Calverton, unless otherwise stated).

1523: TNA:PRO E 179/78/91-9 (included in: A.C. Chibnall, *Subsidy Roll for the County of Buckingham Anno 1524*, BRS, 8 (1950), pp. 82-3)

1540: TNA:PRO E 179/78/156

1542: TNA:PRO E 179/78/124

1543: TNA:PRO E 179/78/130, 138 (west side only)

1543: TNA:PRO E 179/78/159

1545: TNA:PRO E 179/78/140, 151-2 (latter is on Stony Stratford town and Stony Stratford east)

1549: TNA:PRO E 179/78/163-5

1593: TNA:PRO E 179/79/220

1597: TNA:PRO E 179/79/234, 239 & 241

1606: TNA:PRO E 179/79/258

1610: TNA:PRO E 179/79/268

1621: TNA:PRO E 179/79/269

1624: TNA:PRO E 179/79/281

1628: TNA:PRO E 179/80/293

1640: TNA:PRO E 179/80/296

1663: TNA:PRO E 179/79/267 Part 6; E 179/80/334

Assessments where no names are recorded have not been included but can be found in TNA 'E179 database' at <http://www.nationalarchives.gov.uk/e179>

Parish records

Registers

Pre 1618 register entries for both St Giles and St Mary have been lost.

Baptisms, marriages and burials, St Giles and St Mary, 1618-53: CBS PR 200/1/23

Baptisms, marriages and burials, St Mary only, 1654-1714: CBS PR 200/1/23

Baptisms, marriages and burials, St Giles only, 1653-1715: CBS PR 200/1/1-2

Baptisms, marriages and burials, St Giles and St Mary, 1715-1812: CBS PR 200/1/3-7

Other

Removal orders, settlement certificates, and some settlement examinations and correspondence, 1665-1833: CBS PR 200/13/1-565

Overseers' rate and account books, including some lists of settlement certificates: 1669-1849 (non consec.): CBS PR 200/12/1-11

Papers relating to Arnold's Charity including accounts, apprenticeship indentures, vouchers for clothing etc, 1675-1771: CBS PR 200/25/1-3

Bastardy orders, bonds and examinations, 1676-1832: CBS PR 200/15/1-30

Apprenticeship indenture and bonds, 1687: CBS PR 200/14/1-3

Accounts of Bridge and Street charities, 1693-1754: CBS PR 200/25/4

Grant of two messuages (west side) to churchwardens and overseers, 1700: CBS PR 200/25/17

Poor rate books, east side, 1763, 1774, 1790-1822: CBS PR 200/11/1-11

Constables' account book, east side, including list of men and horses billeted at local inns, 1769-1812: CBS PR 200/9/1

Miscellaneous parish papers including churchwardens' and overseers' vouchers and correspondence, 1773-1860: CBS PR 200/18/1-2

Churchwardens' account book, 1775-1845: CBS PR 200/5/1

Sunday school bill book, 1786-9: CBS PR 200/25/10

(Extracts from many of these documents are included in: F.E. Hyde and S.F. Markham, *A History of Stony Stratford* (Wolverton, 1948), pp. 108-15; 121-32).

Ecclesiastical records and returns of religion

Probate

Apart from wills proved in the PCC (which are listed on: www.mkheritage.co.uk/odhs/

mainframe.html) Stony Stratford wills, post 1500, are to be found amongst those proved in the courts of the archdeaconry of Buckingham and all existing from before 1660 are indexed in:

J. Hunt, R. Bettridge & A. Toplis, *Index to Probate Records of the Archdeaconry Court of Buckingham 1483-1660 and of the Buckinghamshire Peculiars 1420-1660*, BRS 32 (2001)

For later periods indexes to probate records of the archdeaconry court of Buckingham are available at the CBS.

Other records of the archdeaconry of Buckingham

Miscellaneous registers 1483-1523: CBS D-A/We/1 (included in: E.M. Elvey (ed.), *The Courts of the Archdeaconry of Buckingham 1483-1523*, BRS, 19 (1975)

Visitation books, 1492-1788: CBS D-A/V (see also: E.R.C. Brinkworth (ed.), *Episcopal Visitation Book for the Archdeaconry of Buckingham, 1662*, BRS, 7 (1947))

Act Books of the Court of the Commissary of Buckingham, 1521-1836: CBS D-A/C/1-22

Misc items including churchwardens accounts and some probate inventories, 1542-1851: CBS D-A/X

Depositions of witnesses and defendants, 1578-1687: CBS D-A/C/23-4

Miscellaneous court papers, 1600-38: CBS D-A/C/25-28

List of charities, Stony Stratford west side, 1675, 1740, 1782: CBS D-A/GT/8/20/3-6

Terrier, Stony Stratford west side, 1706: CBS D-A/GT/8/20/1-2

Fee books and accounts, 1717-1863: CBS D-A/Fm/1-10

Inventory, Stony Stratford west side, no date: CBS D-A/GT/8/20/7

Terrier, Stony Stratford east side, no date: CBS D-A/GT/8/21

Other records relating to the parish

Details of parish populations, number of dissenters etc can be found in various religious returns and censuses. Entries for Buckinghamshire parishes appear in the following publications:

A. Dyer and D.M. Palliser (eds.), *The Diocesan Population Returns for 1563 and 1603*, Records of Social and Economic History, N.S. 31 (2005) pp. 234-44; 359-67

A. Whiteman (ed.), *The Compton Census of 1676 : a Critical Edition*, Records of Social and Economic History, NS 10 (1986), p. 365-71

C.W. Foster, *The State of the Church*, Lincoln Record Society, 23 (1926), pp 443-6

J. Cornwall, *An Elizabethan Census*, BRS, 16 pt 4 (1959), pp 258-73

Military surveys, musters and other population listings

Certificate of musters, 1522: A.C. Chibnall (ed.), *The Certificate of Musters for Buckinghamshire in 1522*, BRS, 17 (1973), pp 303, 305-7

Muster roll, 1535: TNA:PRO E 101/58/16 and see R.T. Baldwin, *The Certificate of Musters for Buckinghamshire, 1535* (unpub. transcript, PRO Library, 1989)

Collection in aid of protestants in Ireland, 1642: J. Wilson, *Buckinghamshire Contributions for Ireland 1642 and Richard Grenville's Military Accounts 1642-1645*, BRS, 21 (1983)

Buckinghamshire Posse Comitatus 1798: CBS L/P/15&16 (printed in I.F.W. Beckett, *The Buckinghamshire Posse Comitatus 1798*, BRS,22 (1985))

Title Deeds

Deeds for Stony Stratford properties are included in the papers of local solicitors deposited at CBS, in particular those of E.T. Ray: CBS D/RY

The BAS Collection at CBS also contains many deeds relating to properties in Stony Stratford, 16th C – 19th C : CBS BAS Coll. See also the card index at CBS.

County records with Stony Stratford entries

For Stony Stratford entries in the county quarter sessions, 1678-1733 see: W. le Hardy and G.L. Reckett (eds), *County of Buckingham Calendar to the Sessions Records, 1678-1733*, 8 vols (Aylesbury, 1933-87).

Indexes for later periods are available at CBS.

(See in particular: bundle of estimates of losses sustained by 'divers persons in the great fire at Stony Stratford, 19 May, 1736', CBS Q/FR/128)

Return of vintners, innholders and alehousekeepers in Bucks (transcript), 1577: CBS, D-X423/1. (The full list of names can be found on-line, in the A2A catalogue).

Other Stony Stratford records

Subsidy assessments, 1594, 1628: CBS D/X 398/3-7

Ad quod damnum, inhabitants of Stony Stratford, market, 1657: TNA:PRO C 202/41/4

Ad quod damnum, fairs at Stony Stratford, 1663-4: TNA:PRO C 202/45/1

Schedule of lands in Streete Field, Middle Field and Blacon Field, Stony Stratford (field-names, abuttals) 1676: Gloucestershire Archives D1571/E383

Surveys and particulars of Sir Edward Longeville's estate in manor of Wolverton and Stony Stratford; with queries by Lord Cheyne, calculations of purchase price, details of house, inns, etc., 1709-10: Nottinghamshire Archives DD/4P/55/14-24

Appeal from the Bishop of Worcester for subscriptions to relieve the sufferers from a fire at Stony Stratford, 1742: Staffordshire and Stoke-on-Trent Archive Service D1798/HM42/1/13

Maps and pictures

Copy of plan of the High Street, Stony Stratford, late C18-C19: CBS DC12/37/11

(A map of 'Stony Stratford in 1680', constructed from 17th C records appears in: F.E. Hyde and S.F. Markham, *A History of Stony Stratford* (Wolverton, 1948), pp. 68-9)

Trade Directories

The Universal British Directory of Trade and Commerce Vol 4 (London, 1798) pp. 489-93

Local Newspapers

No newspapers were printed in Buckinghamshire until the nineteenth century. *The Northampton Mercury*, first published in 1720, covered events in Stony Stratford.

Modern Records (Post 1800)

Parish registers

Stony Stratford St Giles and St Mary

Baptisms, 1800-1926; marriages, 1800-1963; burials, 1800-1968: CBS PR 200/1/6-17

New Bradwell (Stantonbury), St Peter and St James

Baptisms, 1800-1923; marriages, 1800-1939; burials, 1800-1951: CBS PR 192/1/2-12

(New) Wolverton, St George the Martyr

Baptisms, 1844-1951; marriages, 1847-1944; burials, 1844-1965: CBS PR 239A/1/1-11

Wolverton, St Mary

Baptisms, 1864-1927; marriages, 1867-1967; burials, 1871-1968: CBS PR 200A/1/1-8

Churchwardens and vestry

Stony Stratford St Giles and St Mary

Churchwardens' accounts and account books, 1800-1968: CBS PR 200/5/1-6

Vestry minute books, 1830-1921: CBS PR 200/8/1,3

Minute book of parish ratepayers meetings, 1833-61: CBS PR 200/8/2

New Bradwell (Stantonbury), St Peter and St James

None deposited

Wolverton, St Mary

Minute book of churchwardens' and sidesmen's meetings, 1911-21: CBS PR 200A/7/1

Other ecclesiastical records

The Church's response to Milton Keynes, 1969-85: CBS AR 54/1983

Records of the Archdeaconry of Buckingham in the new city of Milton Keynes, 1972-1988: CBS D-A/MK

Poor Law

Stony Stratford, Calverton and Wolverton were members of Potterspury Poor Law Union. Records survive as follows:

Correspondence etc., 1835-1900: TNA:PRO MH 12/16727-40

Staff register, 1837-1921: TNA:PRO MH 9/13

Board of Guardians minutes, 1840-1930: CBS G/5

School Attendance Committee minutes, 1887-1896: CBS G/5

Weekly returns, 1926-30: NRO PL 9

Local Government

Stratford and Wolverton Rural District Council

Minute books, 1895-1920: CBS DC12/1/1-8

Wolverton Urban District Council

Minute books etc, 1920-74: CBS DC12/1/9- 75

Register of mortgages, 1888-1971: CBS DC12/2/1-3

Legal papers, 1961-9: CBS DC12/4/1-4

Various registers – game dealers, slaughtermen, petrol, notifications of infectious diseases etc, 1895-1973: CBS DC12/6/1-15

Various licences – hackney carriages, demolitions etc, 1935-70: CBS DC12/7/1-5

Clerk's correspondence: CBS DC12/10/1-40 - including files on:

Construction of sewage works, 1903-4: DC12/10/1

Stony Stratford charities, 1920-66: DC12/10/2

New Bradwell Housing Scheme, 1925-30: DC12/10/5

Misc. housing issues, 1925-65: DC12/10/6

Railways (Valuation for Rating) Act 1930: London Midland and Scottish Railway Valuation

Roll, 1935-57: : DC12/10/9-11

Markets and fairs: : DC12/10/12

Housing Survey booklet, 1944: : DC12/10/15

'A Design for Wolverton Urban District' Architects Journal article, 1945: DC12/10/17

7 Market Square – plans, deeds etc, 1946-77: DC12/10/18

Report on development of Market Square, Stony Stratford, 1955: DC12/10/30

Accounts, 1895-1974: DC12/11/1-46; DC12/12/1

Rate books, 1919-73: DC12/14/1-30

Valuation lists, 1914-34: DC12/15/1-8

Private Streets: Register of Charges, 1930-63: DC12/16/1

Housing registers, 1925-54: DC12/18/1-4

Surveyor – plans, records and correspondence 1890-1974: DC12/22/1-14; DC12/25/1-2; DC12/27/1-10

Sanitary inspector's reports, journals, registers etc. 1924-69: DC12/28/1-11; DC12/29/1; DC12/30/1-4

Medical officer's reports, registers and correspondence, 1919-72: DC12/31/1-3; DC12/32/1; DC12/33/1

Housing Officer – New Bradwell maintenance, c.1934: DC12/35/1-2

Misc. items, various dates: DC12/37/1-14

Adopted records, including burial boards, parish councils, charities etc., 1856-1919: DC12/39/1-23

Installation of services

Water

Up to about 1884, when Calverton Road pumping station was built, the water supply in Stony Stratford was by hand pumps. Even after that date many houses were without a town water supply until 1930.

The railway company supplied water to its own cottages in Wolverton and New Bradwell from tanks erected in Wolverton in the 1880's.

Electricity

No records have been found relating to the introduction of an electricity supply, but Kelly's directory for 1935 records that in Wolverton electricity was supplied by the Northampton Electric Light and Power Company. No supply is mentioned in Stony Stratford until 1939.

Gas

Gas was supplied to Wolverton and New Bradwell from the railway company's gas works at Wolverton. Stony Stratford was first supplied with gas in 1837/8 when the Stony Stratford Gas and Coke Co. Ltd was formed.

Stony Stratford Gas Gas and Coke Company business records, 1838-1933: CBS D/R/7/1-28

Stony Stratford Gas and Coke Co. Ltd deeds, minute book etc, 1838-1950: CBS U/13/1-5

Files of the Stony Stratford Gas and Coke Co. Ltd, 1903: TNA:PRO BT 31/34750/79333

Two maps showing existing area of gas supply in Stony Stratford, Passenham, Deanshanger,

Old Stratford and Cosgrove, and existing and proposed gasworks at Stony Stratford and a plan showing existing Stony Stratford gasworks and small adjoining area of land proposed to be used for an extension to the works, 1943: NRO QS 315

Telephone

The telephone exchange for Wolverton and Stony Stratford opened in 1906 (see BT Archives Post Office Circulars 1906 p. 585)

Railway Company Records

These include:

Contract plans for Wolverton stretch of London-Birmingham railway, c. 1835: TNA:PRO RAIL 384/316-22

Contract plans of Wolverton station, hotel, refreshment rooms, engine shed, etc., c.1842-5:TNA:PRO RAIL 384/245

Churches at Crewe and Wolverton - correspondence etc, relating to the establishment and upkeep of churches to which the company contributed financially (including nominations to the livings), 1842-1948: TNA:PRO RAIL 424/30

Engine sheds at Wolverton with details of ironwork, 1856: TNA:PRO RAIL 410/1022

Grant from LNWR to minister and churchwardens of Ecclesiastical District of Stantonbury-cum-New Bradwell of land near Wolverton Works for school, 1858: TNA:PRO RAIL 791/570

Rules and regulations of LNWR Savings Bank at Wolverton, 1858: TNA:PRO RAIL 791/163

Wolverton Viaduct: elevations, plans and sections, 1877: TNA:PRO RAIL 410/2154

Land plan of Wolverton station and works, 1899: TNA:PRO RAIL 410/871

Agreement between LNWR and Stratford & Wolverton Rural District Council for water supply at Wolverton, 1902: TNA:PRO RAIL 791/453

Agreement between Northampton Electric Light & Power Co Ltd and LMS: electricity supply to Wolverton Works, 1924: TNA:PRO RAIL 420/97

Agreement between LMS and Wolverton Urban District Council: gas supply at Wolverton, 1925: TNA:PRO RAIL 420/120

Agreement between LMS, trustees of LMS and Buckinghamshire County Council: Wolverton and Stony Stratford Tramway, 1927: TNA:PRO RAIL 420/134

Maps and pictures

Draft parish Plan W, c.1804: IR/82 R

Map showing the new parish of St George, 1867: Ma R 44/5

Sketch of property at Wolverton End, Stony Stratford, 1869: CBS Ma/200/2

Properties in Stony Stratford, 1876: CBS Ma/200/1

Plan of Stony Stratford Market Square, c. 1895-1900, with statement of accounts for Market Square and Church Street improvements, 1890: CBS DC12/22/14

Plan of LNWR carriage works and Wolverton and New Bradwell towns, 1897: D/X 998/12

Copy of plan of the High Street, Stony Stratford, late C18-C19: CBS DC12/37/11

Map tracing of Stony Stratford indicating sites for houses, *nd [19th-20thC]*: CBS D-RY/8/5

Plan of Wolverton Town and Works (25 inch to 1 mile), 1914: TNA:PRO RAIL 1033/199

Local Government Act 1888, s.57: certified copy of map of wards. [O.S. 25"], 1919: CBS DC12/22/4

Signed copy of map concerning Wolverton Urban District extension. [O.S. 25"], 1922: CBS DC12/22/5

Urban District of Wolverton Town Planning Scheme 1933. Map No.1 [O.S. 6"], 1933: CBS DC12/22/6

Survey maps of Urban District, made by Jellicoe and Baker, covering public services, communications, history of building since 1750, ownership of land etc (11 items), 1939: CBS DC12/22/7

Layout plan of proposed 30 houses in Bradwell Road (East) Housing Estate connecting Stanton Avenue and Althorpe Crescent, 1945: CBS DC12/22/8

Plans and elevations of houses on Debbs Barn Housing Estate, by G.A. Jellicoe, 1949: CBS DC12/22/12

Plans and elevations of houses on the Stacey Hill Housing Estate by J. Robinson, 1950: CBS DC12/22/13

Useful secondary sources for the modern period

R. Ayers and A. Lambert, *Stony Stratford Past* (Chichester, 2003)

O.F. Brown, *Stony Stratford. The Town on the Road* (Wolverton, 1987)

F.E. Hyde, Wolverton. *A Short History of its Economic and Social Development* (Wolverton, 1945)

F.E. Hyde and S.F. Markham, *A History of Stony Stratford* (Wolverton, 1948)

S.F. Markham, *The Nineteen Hundreds, being the story of the Buckinghamshire towns of Wolverton and Stony Stratford during the years 1900-11*, (Wolverton, 1991)

F. Markham, *A History of Milton Keynes and District*, 2 vols (Luton, 1973-5)

F.D. Simpson, *The Wolverton and Stony Stratford Steam Trams* (Bromley Common, 1981)

W. West, *The Trainmakers. The Story of Wolverton Works* (Buckingham, 1982)

W. West, *The Railwaymen - Wolverton* (Buckingham, 1987)

W. West, *The Moving Force. The Men of Wolverton* (Buckingham, 1988)

W. West, *The development of Wolverton Works* (in plan form) 1840-1992, (1992)

Key issues and recommendations for further study

Stony Stratford grew from the colonisation of Watling Street, near to its crossing of the Ouse, by members of surrounding manors. The fragmentary nature of lordship in the town which resulted means that information from many sets of manorial records would have to be pieced together to get a full picture of the town. Unfortunately no records from the medieval period have survived for the Buckinghamshire manors and just a few late fifteenth century rolls from the Northamptonshire side. The authors of the published histories that cover the medieval period in any depth have generally done as much as possible to reconstruct the early history of the town from national sources, although the best of these were written before the existence of the Radcliffe papers in the Bodleian Library was widely known. These have now been transcribed and deposited with the Centre for Buckinghamshire Studies and it is possible that the information they contain could add to knowledge on land ownership and occupation structures in the medieval and early modern periods. The relationship between Old Stratford and Stony Stratford has also been little explored and more use could perhaps be made of the records of the former.

It is not clear how the town was governed in the medieval and early modern periods, given the apparent lack of a dominant lord, and the complete absence of any evidence suggesting the involvement of corporate bodies formed by townsmen. The fourteenth century grant addressed to the bailiff and townsmen suggests that there may have been a group who elected a bailiff for the whole town, but it is equally possible that he was appointed by one of the lords. By the time of local government reform in 1895, the residents clearly regarded having two parish councils responsible for the running of the town to be a backwards step, implying that, although this probably reflected the strict legal position, in practice the town had in the past been run as a single entity. It is not clear which body may have had effective control, as the poor law guardians were based over the county border in Northamptonshire, and the vestry is not an obvious candidate, since the churches of the town did not unite until the 1770s by which time the town had a large non-conformist population. Examination of the vestry minutes may shed some light on this.

Published histories generally give good accounts of society and trade in the early modern period, although more could probably be done to establish the trading links that existed between Stony Stratford and other towns, both in the immediate area and further afield along Watling Street. The role of innkeepers in

the lace trade is interesting and it may be possible to establish whether they similarly acted as middlemen in other trades and what effect this might have had on their position within the town.

New Bradwell and (New) Wolverton were nineteenth century railway towns and the many histories that have been written tend to concentrate on the railway company's involvement in their development. Far less seems to have been written about other private development in the town, or the effect that this rapid growth had on neighbouring Stony Stratford and its role as a local market centre, although the records are probably sufficient to enable both to be studied.

Notes

ⁱ G.R. Elvey (ed.), *Luffield Priory Charters Part II*, Buckinghamshire and Northamptonshire Record Societies (1975), pp. lxx-lxxi

ⁱⁱ R.H. Britnell, 'The origins of Stony Stratford', *ROB*, 20 (1977), pp. 451-3; *VCH Buckinghamshire*, 4 (1927), pp. 476-482. URL: british-history.ac.uk/report.aspx?compid=62618. Date accessed: 21 August 2008

ⁱⁱⁱ J.E.B. Gover, A. Mawer and F.M. Stenton, *The Place-Names of Northamptonshire* (Cambridge, 1933), pp. 97-8; *VCH Northamptonshire*, 5, pp. 198-207. URL: british-history.ac.uk/report.aspx?compid=22786. Date accessed: 23 August 2008.

^{iv} *VCH Northamptonshire*, 5, pp. 198-207

^v *VCH Buckinghamshire*, 1, p. 394; *VCH Northamptonshire*, 5, pp. 198-207; Bucks Parish Registers file CBS PR 200

^{vi} F.E. Hyde and S.F. Markham, *A History of Stony Stratford* (Wolverton, 1948), p. 67

^{vii} *VCH Buckinghamshire*, 4, pp. 476-82; *VCH Northamptonshire*, 5, pp. 198-207

^{viii} Hyde and Markham, *A History*, pp. 42-46, 106, 192; *VCH Northamptonshire*, 5, pp. 198-207

^{ix} *VCH Northamptonshire*, 5, pp. 198-207; *VCH Buckinghamshire*, 4, pp. 476-82; Hyde and Markham, *A History*, pp. 160-5

^x S.F. Markham, *The Nineteen Hundreds, being the story of the Buckinghamshire towns of Wolverton and Stony Stratford during the years 1900-11*, (Wolverton, 1991) pp. 14-5; R. Ayers and R.A. Croft, *Wolverton and new Bradwell in old picture postcards* (Wolverton, 1990), introduction (n.p.)

^{xi} Hyde and Markham, *A History*, pp. 185-7