

# Midland Metro

## 6.7 Heritage

## Archaeology and Cultural

### 6.7.1 Introduction

Archaeology is defined as the study of the material remains of the past. This includes both surface and buried structures, artefacts and deposits. The concept of cultural heritage includes archaeology, but extends to all elements of the historic environment, such as listed buildings, conservation areas, battlefields and historic parks and gardens.

This section of the ES presents a desk-based assessment of the potential long term and permanent impacts on archaeology and cultural heritage resulting from the proposed Wednesbury to Brierley Hill scheme, using existing documentary and cartographic information. Where potential impacts have been identified, mitigation measures to negate or offset the impact have been set out in the assessment.

Short term impacts, such as the potential for construction works to affect the setting of listed buildings and conservation areas, are considered in

*Section 7.7*. However, where construction works have the potential to irreversibly damage or destroy areas/items of archaeological or cultural heritage significance, this is considered as a permanent or long term impact and is discussed here.

### 6.7.2 Assessment Methodology

#### Background

For the purpose of this assessment initial identification of features of archaeological and historical importance have been carried out in a corridor approximately 100 m wide, which is centred on the proposed route. However, sites or monuments of particular significance within the wider locale have also been included in this assessment.

#### Archaeology

The assessment of archaeology has been undertaken in accordance with PPG16 <sup>(47)</sup>, which advocates a desktop study of existing information to assess the potential archaeological sensitivity of the proposed scheme and its environs. Impacts have been considered in relation to all aspects of the archaeological record, including standing monuments, in situ deposits and find spots. These resources may have a statutory designation (eg Scheduled Ancient Monuments (SAMs)) or may have been identified by Sandwell MBC or Dudley MBC as being of local significance, but which do not have a statutory designation.

#### Cultural Heritage

The assessment of listed buildings and conservation areas has taken into account advice given in PPG15 <sup>(48)</sup>, which complements PPG16. Impacts have been considered on the overall character of the historic environment, including conservation areas, and also on individual historic buildings and structures and their settings. Historic buildings and structures include statutorily listed buildings and other buildings or structures identified by Sandwell MBC or Dudley MBC as being of historic interest, but which may not have a statutory designation. The historic environment also includes World Heritage Sites, historic parks and gardens, historic battlefields and the wider historic landscape.

### 6.7.3 Assessment Criteria

#### Archaeology

**A preliminary desk-based study has been carried out to examine the extent, character, date, integrity, state of preservation and relative quality of potential archaeological resources, with the aim of identifying and evaluating the potential impact of the proposed scheme on the known or potential archaeological resource.**

The assessment of archaeology is based on the following criteria:

- the presence of known archaeological features (eg SAMs) within 100 m of the proposed route; and
- the proximity of archaeological features which might suggest the presence of further features of archaeological interest.

Once the likelihood of an archaeological presence has been established, the long term and permanent effects of the scheme are determined based on the extent to which potential archaeological remains and their settings are affected:

- as a result of construction works;
- by secondary means, for example, dust and construction vibration; and
- during the operational phase.

The magnitude of impact has been determined by professional judgement taking into account form, survival, condition, complexity, context and period.

#### Cultural Heritage

Identification of significant effects has been determined based on:

- the presence of known nationally important (statutorily listed) buildings within a 100 m corridor of the proposed route;

- the designation of these buildings (ie Grade I, II\*, II);
- the presence of known locally important (locally listed) buildings within a 100 m corridor of the proposed route; and
- the presence of conservation areas within a 100 m corridor of the proposed route.

Once the presence of historic (statutorily listed and locally listed) buildings has been established, the effects of the scheme have been determined using the following criteria:

- the extent to which those buildings may be affected during the construction phase of the proposed development;
- the extent to which those buildings may be affected by the subsequent operational phase of the proposed development; and
- the significance of secondary effects such as noise, vibration and visual effects during both construction and operational phases.

#### 6.7.4 Levels of Mitigation

##### National Planning Policy Guidance

PPG 16 states that *'Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be presumption in favour of their physical preservation.'*

*'If physical preservation in situ is not feasible, an archaeological excavation for the purposes of "preservation by record" may be an acceptable alternative.'*

Initially, a desk-based study has been undertaken to assess the potential archaeological sensitivity of the site. On the basis of the desk-based assessment, it may then be appropriate to undertake various levels of mitigation if the presence of archaeology has been proved, or if the area is deemed to be archaeologically sensitive. These measures can include:

- fieldwalking;
- geophysical surveying;
- bore hole analysis;
- trial trenching;
- a watching brief; and
- full scale excavation.

These mitigation measures can discount archaeology as an issue, or can *'help to define the character and extent of the archaeological remains that exist in the area of a proposed development, and thus indicate the weight which ought to be attached to their preservation. They also provide information useful for identifying potential options for minimising or avoiding damage.'*

In Paragraph 2.16 of PPG 15 it states that *"Sections 16 and 66 of the Act require authorities considering applications for planning permission or listed building consent for works which affect a listed building to have special regard to certain matters, including the desirability of preserving the setting of the building."*

It goes on to state in Paragraph 4.16 that *'Many conservation areas include the commercial centres of towns and villages of which they form a part. While conservation (whether by preservation or enhancement) of their character or appearance must be a major consideration, this cannot realistically take the form of preventing all newdevelopment: the emphasis will generally need to be on a controlled and positive management of change. Policies will need to be designed to allow the area to remain alive and prosperous, and to avoid unnecessarily detailed controls over businesses and householders, but at the same time to ensure that any newdevelopment accords with the area's special architectural and historic interest.'*

##### Local Planning Policy Context

The following documents are of relevance to the potential impacts of the scheme on archaeology and cultural heritage:

- Revised Deposit Draft Unitary Development Plan (UDP) for the Metropolitan Borough of Sandwell, March 2001;
- First Deposit Draft UDP for the Metropolitan Borough of Dudley, June 2000; and
- Revised Deposit Draft UDP for the Metropolitan Borough of Dudley, February 2002.

Summaries of the main policies that relate to the scheme are described.

##### Sandwell UDP Revised Deposit Draft, March 2001

The document contains Policies C1, C2, C3, C4, C7, C9, C10 and C11 which are of relevance to archaeology and cultural heritage and which protect the historic features of the Borough. They focus on general conservation of buildings of special interest, conservation areas, locally listed buildings, canals, industrial archaeology, SAMs and archaeology and development proposals, respectively.

Policy C1 states that the Council will *'continue to protect, preserve and promote the range of historical, architectural and archaeological sites, buildings and structures of merit and heritage value'*.

Listed buildings are afforded statutory protection under Policy C2, which states that consent for the demolition of a listed building will not be granted unless every option for its restoration, retention and alternative use has been exhausted. The UDP further states that when considering proposals for demolition, alteration or extension, where the Council considers earlier concealed structures may be revealed, it may attach conditions to the consent notice to ensure that any such features are investigated, recorded and where feasible, preserved, either in situ or elsewhere. The preservation and enhancement of the settings of listed buildings are also considered in the UDP.

Where a planning application is made within a conservation area, Policy C3 states that developers will be expected to show sufficient detail, so that

the impact of the proposed development on the character and appearance of the area can be fully assessed. Any permitted development will require developers to respect the character of the existing architecture, in scale, grouping and materials. Policy DC8 also addresses development in conservation areas and states that the council will demand a high quality of design.

In addition to statutorily protected sites, the Council also seeks to retain and preserve other locally noteworthy buildings and structures through the use of a Local List of Buildings, as stated in Policy C4.

The canal network and canalside buildings are also seen as an important part of the Borough's cultural heritage and Policy C7 and DC4 set out the Council's approach to development control. Where the opportunity exists, the Council states it will encourage the use of canals as a feature to enhance the quality of development, and that the original scale, style, materials and character of the canals, including its buildings, structures and artefacts are not eroded.

Policy C11 deals with archaeology and development proposals. In this policy the Council states its intention to ensure that archaeological sites of special regional or local importance are preserved in situ. The Council also consider that the settings of archaeological sites are important to preserve and enhance.

Areas of Potential Archaeological Importance are discussed in paragraphs 14.27 to 14.30. These are areas that fulfil a set of criteria defined by the Council in paragraph 14.28. The local planning authority will require archaeological information prior to determining an application within an Area of Potential Archaeological Importance. One of the 16 Areas of Potential Archaeological Importance in Sandwell is called the *Wednesbury Area of Potential Archaeological Importance*. Page 366 of the Sandwell UDP provides a description of this area, as described below.

*"Church Hill is a probable site of a prehistoric hillfort and a pagan Anglo-Saxon temple. The earliest medieval settlement is probably adjacent to the church; the manor house lay to the north, on what is now Manor House Road. The triangular Market Place and upper and Lower High Streets may have been later medieval developments. A late medieval yard surface was found during recent excavations in Market Place. There are likely to be well-preserved below-ground medieval deposits in all of the Upper High Street/Market Place/Lower High Street area, and there may be earlier buildings surviving behind later frontages. Excavations at the Oakeswell Hall site in Walsall Street showed that the settlement extended this far by the later Middle Ages. Traces of the town's medieval and post-medieval pottery industry have been found in Walsall Street, Ridging Lane and Market Place. There are likely to have been pottery kilns throughout the town. This was an industry of regional and national significance in the 17<sup>th</sup> century".*

### **Dudley UDP First Deposit Draft, June 2000**

The Dudley UDP contains Policies HE2, HE4, HE5, HE6, HE7 and HE9, which protect the historic features of the Borough and focus on Landscape Heritage Areas, conservation areas, buildings of local historic importance, listed buildings, canals, SAMs and other sites of national importance, respectively.

Castle Hill is designated a Special Landscape Heritage Area in Policy HE3, by virtue of its unique historical, geological, landscape and tourism value. The proposed scheme will run close to the western boundary of the site. Castle Hill is also a conservation area.

Policy HE7 seeks to conserve and enhance the recreational, environmental, historic and nature conservation value of the canal network. The wider area around the canals on either side of the Parkhead Viaduct is identified as a Linear Open Space under Policy SO2. Policy HE8 states that an assessment of the impact of new development on sites of historic interest will be required. Policy HE9 stresses that SAMs and other sites of national importance should remain intact and their setting preserved.

### **Dudley UDP Revised Deposit Draft, February 2002**

The Dudley Revised Deposit Draft has not yet been formally adopted by the Council. However, it is being used for the purpose of making development control decisions. The Revised Deposit Draft contains a number of changes to the First Deposit Draft of relevance to the scheme. In particular, Policy HE9 now places an increased emphasis on protecting SAMs.

## **6.7.5 Sources of Information**

In carrying out the assessment, the following sources of information have been consulted:

- Revised Deposit Draft Unitary Development Plan for the Metropolitan Borough of Sandwell, March 2001;
- First Deposit Draft Unitary Development Plan for the Metropolitan Borough of Dudley, June 2000;
- Revised Deposit Draft Unitary Development Plan for the Metropolitan Borough of Dudley, February 2002;
- Black Country Sites and Monuments Record, held by Wolverhampton City Council;
- Dudley Sites and Monuments Record, held by Dudley Metropolitan Borough Council;
- Register of Historic Parks and Gardens, held by English Heritage;
- a range of maps including historical maps of the area (dating from 1750, 1778, 1850-55) and Ordnance Survey maps including 1:500 (1886 and 1887) and reduced 1:2500 *Warwickshire Sheet No. XIV.5 (1890, 1918 and 1937)*; 1:1250 *SP0787SW (1994)*; 1:1250 *SP0687SE (1998)*; 1:10000 *SP08NE (1996)*; and Geological Survey of Great Britain Sheet 168.

## **6.7.6 Baseline Conditions**

### **Introduction**

The proposed scheme passes through a region rich in industrial archaeology from the eighteenth and nineteenth centuries, such as architectural and technological features associated with railways and canals. Although industrial archaeology has been a neglected resource in the past, its importance is increasingly being recognised in the planning process, and the need to protect and record industrial heritage will be of great importance during the detailed design of the alignment.

The existing archaeological and cultural conditions for each section of the proposed alignment are described below. A gazetteer of all listed and historic buildings is provided in *Appendix F*. In addition, sites of importance for archaeology and cultural heritage, including conservation areas, are illustrated in *Figure 6.10* in *Volume 2*.

### Existing Rail Corridor – Wednesbury to Tipton Road

This section of the alignment lies within the Wednesbury Area of Potential Archaeological Importance, as identified within the Deposit Draft Sandwell UDP. The existing Wednesbury Great Western stop is located immediately to the east of the site of the former 19<sup>th</sup> century Wednesbury railway station.

During construction of the railway in the nineteenth century, "red slipped" pottery vessels were found. These were probably Cistercian/black ware types from the Medieval period, and may have been kiln waste.

The alignment also passes the site of the Gold's Hill Colliery, on which Tipton Forge is marked on a map of 1775.

The proposed route crosses the Tame Valley Canal, and in particular, is in the vicinity of the Jones Bridge over the canal, which is a Grade II listed structure.

The route continues in a south westerly direction, passing the Canal/Railway Interchange (off Eagle Lane) at the Walsall Canal Underbridge. This is a large area of brick canal wharves with adjacent railway sidings. It was built in the mid nineteenth century, and is the last of several such basins remaining in Sandwell. Additionally, at this point the proposed route is in the vicinity of the Ryders Green Locks, at Brickhouse Lane on the Walsall Canal, the base of which is Grade II listed.

To the west of the Walsall Canal Underbridge, is the Hempole Lane Bridge crossing of the Walsall Canal, which is Grade II listed. The route also passes in the vicinity of the Frogs Meadow Colliery.

The former steel scrapyards to the west of the proposed route is the site of the nineteenth century Great Bridge Station.

### Dudley Centre – Tipton Road to Blowers Green Road

The route then runs in the vicinity of Victoria Park, which is in the Register of Historic Parks and Gardens, and contains a Grade II listed drinking fountain canopy, and is adjacent to the Grade II listed Public Library building.

The proposed route passes through the Castle Hill Conservation Area, which surrounds Dudley Castle, a SAM. Many of the buildings in Castle Hill are either statutorily listed, or locally listed (which is not a statutory designation). In particular, the following listed or locally listed buildings are adjacent to the proposed route.

- Number 7 Castle Hill, a small octagonal former lodge, which is Grade II listed.
- Dudley Zoo Entrance, Castle Hill - a Grade II\* listed structure comprising a row of 5 gates with simple ticket offices of blue engineering brick under a series of stepped 'S' shaped canopies on circular metal supports.
- The former Odeon Cinema, Castle Hill - a Grade II listed Oscar Deutsch structure built in 1937. The cinema closed in 1975 and was purchased by the Jehovah's Witnesses as a Kingdom Hall in 1976.
- Dudley Central Mosque (formerly St Edmund's School), Birmingham Street - a Grade II listed mid 19<sup>th</sup> century school building.
- The former Conservative Club, Castle Hill - a Grade II listed mid 18<sup>th</sup> century 3 storey house built of red brick.

The proposed route runs within the curtilage of the former Dudley Hippodrome (now a club and a bingo hall) that is recorded in the Dudley SMR although not on a statutory basis.

The Castle Hill Area is part of the Medieval Borough of Dudley, which appears in the Domesday Book. In situ archaeological deposits of medieval and later date, with some structural evidence, were revealed in an excavation at number 270-2 Castle Street, which is in the vicinity of the proposed route.

### Existing Rail Corridor – Blowers Green Road to Pensnett Canal

The proposed route crosses the route of the Oxford, Worcester and Wolverhampton railway, which runs all the way to the Pensnett Branch Canal.

The alignment also crosses Dudley No. 1 Canal on the Parkhead Viaduct, and through the Parkhead Locks Conservation Area, which consists of a complex dating from 1785 onwards. There is a hovel, a cottage and a pumping station at the southern entrance to Dudley tunnel, in addition to a lock keeper's cottage at the bottom lock, and a 19<sup>th</sup> century pumping station across the basin. These buildings are all either statutorily listed, or locally listed. Parkhead Viaduct is a locally listed structure.

### Merry Hill – Pensnett Canal to Brierley Hill

The proposed route cuts through the site of the former Canal Street Ironworks and the Hill and Smith Ironworks. As the proposed route runs along the existing railway line it passes the Hart's Hill railway bridge and the Canal Street railway bridge. The alignment also crosses the Saltwells Railway (Tramway), which runs parallel to the Dudley Canal at this point. Additionally, upon leaving the existing railway line after Canal Street the proposed route passes through the site of the Level New Furnaces and the Old Level Ironworks.

## 6.7.7 Predicted Impacts

### Introduction

This section of the ES considers the impacts of the proposed Wednesbury to Brierley Hill scheme on archaeology, listed buildings and conservation areas for each section of the proposed alignment.

### Existing Railway Corridor - Wednesbury to Tipton Road

**Archaeology** - Although the proposed junction with Line 1 will be located within the Wednesbury Area of Potential Archaeological Importance, the alignment will run over the Midland Metro Depot access road and along the embankment of Line 1. Therefore the works will take place on land that has been subject to recent disturbance. The presence of the Wednesbury Area of Potential Archaeological Importance indicates that archaeological deposits are likely to be present in this area. Consequently, there is potential for impacts on archaeology to occur during the construction of the scheme. In situ archaeological deposits may also be encountered at the site of the former Great Bridge Station and the Canal Interchange Basin, which is recorded on the SMR. Any impact on archaeological deposits, which occurs during the construction phase, will give rise to a permanent impact. This may be a result of the archaeological deposit being directly truncated during earthworks and/or affects to the burial environment (eg giving rise to changes in soil moisture content) that affect the preservation of archaeological deposits in situ.

**Listed Buildings and Conservation Areas** - The listed Hempole Lane Bridge, the Jones Bridge over the Tame Valley Canal, and the bottom of the Ryders Green Locks may be vulnerable to permanent impacts during the construction and operational phases of the proposed scheme, due to ground settlement, and their setting will also be permanently, significantly affected. The construction of the scheme is not expected to give rise to levels of vibration, which could cause structural damage (see *Section 6.4*).

### Dudley Centre – Tipton Road to Blowers Green Road

**Archaeology** – It is possible that in situ archaeological deposits from the Medieval period may be encountered in the Castle Hill area. Due to the location of the proposed scheme in relation to the site of the Castle Hill Passenger Station, between Tipton Road and Castle Hill, there is the potential for in situ archaeological deposits to be disturbed during the construction phase, if earthworks are required which extend beyond the existing engineering base. The proposed route passes over the junction of Hall Street with King Street, which is the site of an ancient Ridgeway Road. As a result, there is the potential for impacts to occur during the construction of the scheme. In addition, unknown archaeological deposits may survive below the level of the existing road, since archaeological deposits may be laid down to a considerable depth. In addition to impacts arising from the construction of the scheme, impacts may also arise during earthworks associated with the diversion of services.

**Listed Buildings and Conservation Areas** - Victoria Park is listed on the Register of Historic Parks and Gardens. However, the park and listed structures within the vicinity of the park are sufficiently removed from the proposed alignment to be affected by the scheme. Hence, no significant impacts area expected to occur. The proposed route passes through the Castle Hill Conservation Area. The construction of the proposed route will not require demolition of any buildings and Conservation Area Consent is not therefore required. However, Dudley Metropolitan Council's UDP states that any proposed development within or adjacent to a Conservation Area must preserve or enhance the character or appearance of that area. The listed buildings and structures in and around the Castle Hill Conservation Area may be vulnerable to impacts arising from the construction and operational phase of the proposed scheme, due to ground settlement, and their setting will also be permanently, significantly affected. The construction of the scheme is not expected to give rise to levels of vibration which could cause structural vibration (see *Section 6.4*).

### Existing Rail Corridor – Blowers Green Road to Pensnett Canal

**Archaeology** - In situ archaeological deposits associated with the Oxford, Worcester and Wolverhampton railway may be encountered during construction works in this area. Consequently, there is the potential for impacts on archaeological deposits to occur where construction works extend beyond the existing engineering base.

**Listed Buildings and Conservation Areas** - There are no listed buildings or Conservation Areas in this section of the proposed route.

### Merry Hill – Pensnett Canal to Brierley Hill

**Archaeology** - In situ archaeological deposits associated with Pensnett Branch Canal may be encountered during construction works in this area. Construction works relating to the widening of the Pensnett Canal overbridge have the potential to give rise to archaeological impacts. Construction activity associated with the reinforced embankment and Dudley Canal underbridge may require excavation below the subsoil at the Smith and Hill Ironworks. This has the potential to give rise to impacts during the construction of the scheme. Construction works may also affect archaeological deposits at the Saltwell Railway and the Old Level Ironworks.

**Listed Buildings and Conservation Areas** - The scheme passes through the Parkhead Locks Conservation Area on the Parkhead Viaduct. As a result, Dudley No. 1 Canal will not be directly affected by the scheme. However, reconstruction works to the viaduct are required in order to accommodate the proposed alignment. The part demolition and rebuilding of the viaduct to accommodate the scheme will require conservation area consent. Conservation area consent is not being secured as part of the TW Order application through the assimilated procedures, and will be sought subsequently by the Concessionaire. Additionally, the listed buildings and structures in and around the Parkhead Locks Conservation Area may be vulnerable to permanent impacts during the construction and operation of the scheme due to ground settlement, and their setting will also be permanently, significantly affected. The construction of the scheme is not expected to give rise to levels of vibration which could cause structural damage (see

*Section 6.4*).

## 6.7.8 Mitigation Measures

### Archaeology

Prior to commencement of construction works, a comprehensive Archaeological Evaluation, following a specification agreed with Sandwell MBC, Dudley MBC and English Heritage, will be undertaken in the proposed route corridor, to assess the full extent of archaeological deposits that may be disturbed during the construction process. This will include a Desk Based Assessment of all records for archaeological presence in the vicinity of the proposed development. In addition, borehole analysis will be undertaken to assess the potential for possible survival of archaeological deposits.

This will be followed by a walkover survey by a suitably qualified industrial archaeologist, who will identify all features (including those not identified on the SMR) that may be affected by the proposed scheme. The survey will be supplemented by standing buildings recording of all features thought to be at risk during construction. This walk over survey and standing buildings recording will inform a more detailed mitigation strategy for the industrial archaeology on the proposed alignment.

Once the extent of archaeological presence has been established through the process of desk based assessment, borehole analysis, walk over survey and standing buildings recording, a further specification for fieldwork will be agreed with Sandwell MBC, Dudley MBC and English Heritage as appropriate.

If the findings of the desk based assessment, walk over survey and standing buildings recording indicate that an excavation is not required, an archaeological watching brief will be carried out during earthworks associated with the construction of the scheme. This will include the following:

- a specification for the field work will be agreed by Sandwell MBC, Dudley MBC, the Concessionaire and English Heritage; and
- an archaeologist recognised by Sandwell MBC and Dudley MBC will be present on the development site during or prior to construction to establish the presence or absence of archaeological features.

If there is an absence of archaeological features, English Heritage will be informed and a final report detailing the results will be lodged with Sandwell MBC and Dudley MBC. All works will be carried out in full consultation with the Regional English Heritage officer for the West Midlands, Sandwell MBC and Dudley MBC.

### Listed Buildings and Conservation Areas

No listed buildings will be directly affected as a result of the scheme. An application for conservation area consent will be made for works required to accommodate the scheme at Parkhead Viaduct.

The potential for visual and structural impacts on listed structures to occur during the construction and operation of the scheme, and for visual impacts to occur in conservation areas, will be considered during the detailed design of the scheme. In particular, this will include measures to preserve and enhance the setting and views of listed structures and conservation areas. High quality design and materials will be used to minimise the impacts of the scheme on the setting of listed buildings and conservation areas.

Protective measures will be undertaken on listed structures where there is a predicted risk of +/- 20mm ground settlement. A level survey will also be undertaken on structures closest to the proposed alignment in order to detect any ground settlement arising from construction.

All works will be carried out in full consultation with the regional English Heritage officer for the West Midlands and Sandwell MBC and Dudley MBC.

### 6.7.9 Summary of Residual Impacts

The proposed scheme passes through a region rich in industrial archaeology from the 18<sup>th</sup> and 19<sup>th</sup> centuries, such as architectural and technological features associated with railways and canals. Although industrial archaeology has been a neglected resource in the past, its importance is increasingly being recognised in the planning process, and the need to protect and record the industrial heritage will be of great importance during the detailed design of the alignment.

There is the potential for in situ archaeological deposits to occur on the proposed alignment in a number of areas. A number of listed structures and conservation areas may also be affected by the scheme. Consequently, the construction and operation of the scheme has the potential to give rise to permanent impacts on deposits archaeological deposits, listed buildings and conservation areas. However, a range of mitigation measures have been developed and all works will be carried out in full consultation with the regional English Heritage officer for the West Midlands in addition to officers from Sandwell MBC and Dudley MBC.

The construction and operation of the proposed scheme is not expected to give rise to levels of vibration which could give rise to structural damage to listed buildings and other structures of archaeological interest.