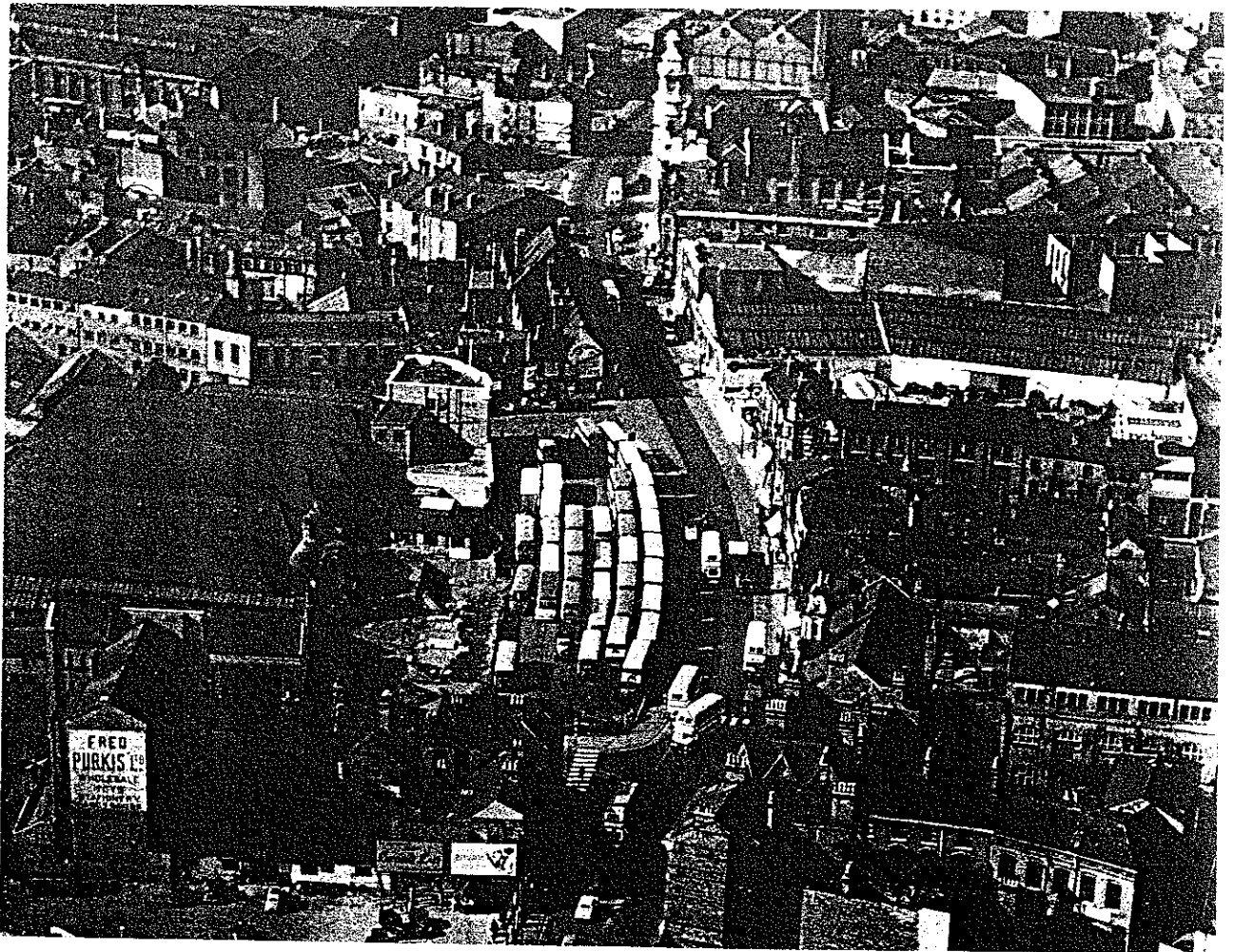


Birmingham University Field Archaeology Unit

Report No.336

March 1995

**An Archaeological Assessment
of the
Hartwell (Smithfield) Garage Site,
Digbeth, Birmingham**



(Digbeth c.1950)

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An Archaeological Desk-Top Assessment of the Hartwell (Smithfield) Garage Site, Digbeth, Birmingham

1 Introduction

Proposed redevelopment of the Hartwell Garage site in Digbeth may result in disturbance of sub-surface archaeological remains and alteration or demolition of buildings currently occupying the site. An assessment of the above and below-ground archaeological implications of redevelopment was therefore required in accordance with policy 8.36 of the City Council Unitary Development Plan, in order to evaluate the impact of redevelopment upon the archaeological resource.

The following report outlines the results of a first stage of archaeological assessment based upon a search of documentary and cartographic sources and on-site inspection of the development area. Sources of information are referenced in Appendix One. The report was produced by Birmingham University Field Archaeology Unit on behalf of Amos and Needham, (architects for Hartwell plc), following a brief prepared by Dr Mike Hodder, Planning Archaeologist for Birmingham City Council. The brief for the work is reproduced as Appendix Two.

Following a general introduction placing the site in context, the development area is discussed in terms of: present character; historical/archaeological profile; below-ground information; assessment of archaeological implications of development; and recommendations for an archaeological response, together with an outline costing of these works. Given the varied pattern of historical development within the Hartwell Garage site, it has been necessary to divide the area into five archaeological zones, delineated on Figure 1. Additional figures and photographs illustrate aspects of the archaeological implications of redevelopment.

1.1 Site Location (NGR SP 0765 8650; centre)

The proposed redevelopment site is situated opposite, and north of, Digbeth Coach Station and encompasses an area bounded by Oxford Street and Meriden Street, extending beyond Coventry Street to include the site of the former Walker Marine Engineering Works, which, in turn, backs onto the former Great Western Railway viaduct built in 1911.

1.2 Geology and Topography

The Rea Valley slopes down from a Keuper Sandstone ridge by the Bull Ring through the Hartwell Garage site to the river, which at the bottom of Digbeth flows across a fault where water draining from the sandstone accumulates and issues as springs. Towards the valley floor the drift geology mainly consists of patches of sand and gravel which overly an expanse of Mercia Mudstone, although deposits of alluvium have built up on the Rea valley floor.

2 General Appreciation: the Development Area and the Historic Townscape (Figure 2)

The Hartwell Garage site is situated on Digbeth, the principal south-easterly route from the medieval focus of Birmingham, near Saint Martin's Church, over the River Rea through Deritend into Bordesley, and hence further afield to Coventry, Stratford and Warwick.

Throughout Birmingham's history the short stretch of road between Bordesley and Saint Martin's Church has been a convenient link for both local and long-distance traffic, a situation providing a range of commercial opportunities. As Birmingham grew into the principal market town of its immediate region, after the grant of a market charter in 1166, demand for property along the road frontage would also have risen. However, whilst we know from surviving historical documents and limited previous excavations that Digbeth and Deritend were districts of the medieval town, the actual chronology and shape of this development remain unclear.

Two competing models of development can be proposed. The first, and most simple model, is of a gradual ribbon-development outwards from the commercial centre along the road frontage. The second, and more likely hypothesis, is that Deritend may have originated - perhaps around 1200 - as a rival street market deliberately sited to capture some of Birmingham's trade, outside the medieval lordship of Birmingham and near to the crossing point of the River Rea. Subsequent development along Digbeth may then have in-filled the gap between the market in Deritend and that in the Bull Ring.

Another significant factor affecting the development of Digbeth was the tendency of the lower reaches of the river valley to flood. The place-name Digbeth may refer to the Old English name for a pool beside a causeway on the outskirts of a settlement. William Camden observed around 1580 that this lower part of Birmingham was very wet, and despite work on the channels of the river in the 18th century, serious floods affected the south side of Digbeth, in particular, as late as 1852. The Hartwell Garage site is situated on the north side of Digbeth, between 200m and 300m west of the culverted channel of the Rea. However, prior to the culverting of the river in the 19th century, this distance would have been considerably less. Therefore, the early development of the Hartwell Garage site may have been constrained by the low-lying nature of the area.

A second, and equally important issue, concerns the archaeological potential of the site to answer questions concerning the industrial development which transformed Birmingham from a local market town in the medieval period into the 'workshop of the world' by the 19th century. Close ties between Digbeth and the metal working industries in particular go back at least 500 years. John Leland, who visited Birmingham in about 1538, noted the town's specialisation in the metal trades and that smiths and cutlers dwelt in Deritend. By the later 17th century a tax of smiths' hearths shows that Digbeth had overtaken Deritend in volume of industrial output. The origins of this industrial specialisation possibly pre-date the 16th century, and probably lie somewhere in the later medieval period.

Water-power made an increasing contribution to Birmingham's industrial growth in the 16th and 17th centuries. Opposite the Hartwell Garage site on the south side of Digbeth was a large mill-pond, fed by a diversion of the River Rea. The mill, which gave Mill Lane its name, was probably one of several small-scale industrial/craft works, including tanneries, located to take advantage of the plentiful water-supply in this part of Digbeth. Therefore, we might expect trades making marketable goods from iron and leather to be situated near to these primary-production sites, and it is highly likely such activity was being carried out in the area of the Hartwell Garage site at an early stage in Digbeth's development.

Therefore, the archaeology of the Hartwell garage site has the potential, if it survives, to shed further light on these and other outstanding questions concerning the historical development of the lower reaches of Digbeth from the medieval period onwards. This account has been concerned with medieval and later development in the area of the Hartwell Garage site, although the possibility of evidence of earlier periods being encountered during redevelopment cannot be ruled out.

3 The Hartwell Garage Site: Detailed Assessment

3.1 Present Character:

The Hartwell Garage development site covers an area roughly 12,000 sq m, including the site north of Coventry Street. The Digbeth/Meriden Street/Coventry Street/Oxford Street block is situated on relatively level ground on the floor of the Rea Valley, the west half is largely occupied by garage and warehouse buildings, while the east half is an open, generally tarmac-covered, used-car lot. The area north of Coventry Street comprises the former Walker Marine Engineering Company works and offices rebuilt in 1911. For ease of comparison, each structure within the proposed development area has been given an identifying letter (Figure 1).

There are no Statutory Listed Buildings within the development area, and none of the buildings has been included on the Birmingham City Council Local List of buildings of interest to date. This does not mean, however, that the structures within the proposed development area are entirely without local value or historical interest - indeed two groups stand out.

The first, and most obvious, is the group of buildings comprising the present Hartwell - formerly Smithfield - Garage itself. The garage has gradually spread over the street block this century, developing in a piecemeal fashion as opportunities have arisen. This process is delineated in the OS mapping of the area from 1918 onwards (Figure 4).

Here, three buildings are of particular interest, these are:-

The first building (Structure E) has been partially incorporated into the garage complex by inserting RSJs and opening up the ground floor elevations to the sides and rear, the upper storey being part of the adjacent Cauliflower Ear Boxing Club (Structure D). Comparison of the ground-plan with 19th century mapping suggests this structure was originally the King Edward's School, which is clearly recognisable on a 1:528 Pigott Smith map of c.1850. Though much altered the building is an interesting survival, and retains an institutional feel, with high stone-dressed windows and good quality fine-jointed Flemish-bond brickwork. The brick parapet above the first storey stringcourse is clearly a later addition.

In addition, there are two purpose-built garage structures in the core of the garage complex (Structures F and J) - the smaller of the two (Structure F), fronting Meriden Street, having a plaque bearing the date 1923, making it roughly contemporary with the larger building fronting onto Digbeth (Structure J). Each building has an Art Deco influenced facade, with a functional, open-plan, cantilevered steel-frame behind.

The other buildings in the garage complex comprise paint and repair shops, offices and showrooms, converted from pre-existing structures such as warehouses (Structures B and C), or, in some cases, purpose built. Structure I, adjacent to Structure J, is a three-storey red-brick structure with muted Art Deco details whose overall appearance has been blighted by unsympathetic replacement of the first and second storey windows. The structure, built in 1926, with the logo Smithfield Garage Limited in the smaller staircase-bay, probably housed the offices of the garage. On the corner of Meriden Street and Digbeth, Structure H is stylistically related to its opposite number the other side of Meriden Street, both buildings were probably built as a group in the late 19th century, although Structure H is the less imposing of the two and has lost several rear bays fronting Meriden Street.

Tracing the history of the garage would be an interesting piece of work in its own right - as it must be amongst the earliest garages in Birmingham, presumably developing to service the needs of the markets. Collection of old photographs of the garage and the memories of older members, or ex-members, of staff may be an invaluable aid in reconstructing this tradition.

The second group of buildings comprises the former Walker Marine Engineering works (Structure A). A plaque above the main entrance to the works from Oxford Street records the establishment of the company in 1838 and the rebuilding of the works in 1911 after the extension of the Great Western Railway's viaduct into the newly built Moor Street Station. Site inspection indicated that none of the present structure predated 1911, although there were a few later additions to the 1911 works. The former factory consists of two main components: the works - a functional, two storey, steel-framed structure which extends along Coventry Street, and the more elaborate office block, fronting Oxford Street, which has solid, dark-oak panelling in the reception rooms. A vitreous-faced brick corridor, reminiscent of a Victorian hospital, connects the offices to the works, and effectively symbolises the blue collar/white collar divide.

3.2 Historical/Archaeological Profile (Figures 3 and 4)

Little more can be added to this discussion of our present state of knowledge about the medieval pattern of development of the Hartwell Garage site than has been already outlined in the general appreciation of historic Digbeth given above. Prior to the 18th century - when mapping and more detailed documentary sources become available - historic evidence for the exact location of housing or other activities is slight and can be tied to specific sites in only a limited number of cases. This factor significantly enhances the potential value of the archaeological record where it can be demonstrated to have survived.

By 1683 this, and the rest of Digbeth, was characterised by the large number of resident ironworkers, engaged probably in blade-making. In 1731, the date of the earliest detailed Westley Map of Birmingham, neither Meriden Street, Oxford Street, nor Coventry Street existed. The properties on the north side of Digbeth, opposite Lower Mill Lane, are depicted largely built up along the street frontage, with some buildings and gardens to the rear, which immediately backs onto open fields and meadows. This situation does not change dramatically - apart from a slight increase in the density of buildings in the back-plots - between 1731, and 1750 and 1778, when further detailed maps, known as the Bradford and Hanson maps respectively, are produced. A Trade Directory from 1777 indicates that metal-workers continued to practice in the area, together with ivory comb makers, coopers, and various retailers.

Around the beginning of the 19th century the fields behind the frontage on the north side of Digbeth are developed in response to the arrival of the Digbeth Branch of the Birmingham and Fazeley Canal in 1790, and the Warwick and Birmingham Canal in 1799. Coventry Street and Oxford Street are depicted on the Kempson Map of 1808, while Meriden Street is shown crossing Coventry Street but not yet connecting with Digbeth. The Beilby Map of 1828 shows Meriden Street has still not fully connected to Digbeth, although some development is shown on the south side of Coventry Street, and there is an area of open ground depicted on the site of what was to be the Walker Marine Engineering works.

The 1:528 Pigott Smith Map of 1850-1860 is the first really detailed map of sufficient size to easily differentiate individual building plans (Figure 3). A great deal of change can be seen in comparison to the earlier mapping. The outline of the Birmingham to Oxford Railway (built 1851) is depicted to the north of the Hartwell Garage site, although it is not clear whether it has been constructed yet. The outline

of a works is shown to the north of Coventry Street in the position of the Walker Marine Engineering works. Densely packed back-to-back housing has been built in the northeast corner of the main Hartwell Garage site, fronting onto the south side of Coventry Street, and greatly increasing the density of housing since the Beilby Map of 1828. In the centre of the main block two gasometers belonging to a private gas company are depicted. The entrance to this works appears to be from Oxford Street. Town gas production was a very dirty process, which must have had an extremely unpleasant effect on the lives of people living in the neighbourhood. The gasworks were sited in the very back-plots of the properties fronting Digbeth in the middle of Meriden Street and Oxford Street. The large property on the corner of Digbeth and Oxford Street was occupied by a grocer and victualler in the mid-19th century. Other properties fronting Digbeth included two pubs, 'The Board' and 'The White Lion' - passages through these, and most of the other buildings fronting Digbeth, gave access into the courts of housing and small scale industrial works behind. Both 'The White Lion' and 'The Board' were subsequently demolished to make way for the gradual expansion of the Smithfield Garage this century. An illustration of a 'White Lion' inn made in 1835 (BRL D1/150) shows a building of 17th? century date with stabling to the rear, but cannot be positively identified with the former 'White Lion' on the Hartwell Garage site.

The main change between the Pigott Smith map of c.1850 and the First Edition of the Ordnance Survey 1:2500 plan of 1890 is the demise of the gas works - after the monopolisation of the gas industry by the City Council under the direction of Joseph Chamberlain - and its replacement by the Phoenix Iron Works. By 1905 the open-fronted court in the middle of the south side of Coventry Street was demolished, together with part of the Phoenix Iron Works, and replaced by 1918 with a Recreation Ground and Public Baths. Demolition of buildings fronting Digbeth, occupying the site of the what was to become the Smithfield Garage, had also occurred by 1918, together with the demolition of several of the courts behind Digbeth.

From 1937 onwards the block plan becomes simpler, as housing and small manufacturing works were progressively cleared and the Smithfield Garage expanded. The court housing on the corner of Meriden Street and Coventry Street was demolished by 1950 and replaced by a warehouse. The buildings fronting Oxford Street were also amalgamated into warehouses, and the Smithfield Garage petrol forecourt was built on the site of the former 'White Lion' on Digbeth. In recent years the housing at the corners of Oxford Street with Coventry Street and Digbeth has been demolished, together with the disused Public Baths. The remaining warehouses on Oxford Street were demolished in early 1995.

3.3 Below-Ground Information

While no specific geotechnical information is available for the site, a combination of site inspection and historical information can provide an indication of below-ground conditions. Given the intensive development of the proposed development area in the late 19th century, damage to archaeological deposits by cellaring may be anticipated, particularly along the street frontages.

Within the cleared zones of the proposed development area evidence of extensive cellaring can be seen under the recently demolished warehousing on the Oxford Street side of the Hartwell Garage site. Blocked-up cellar entrances were also seen to extend further into the middle of the site. There were also reports of cellaring encountered during groundworks along the Digbeth frontage and in the areas of former housing near the corners of Meriden Street and Oxford Street with Coventry Street.

However, evidence from previous urban excavations in the West Midlands - including an evaluation nearby in the back-plot of the Old Crown in Deritend - has demonstrated archaeological deposits can survive as 'islands' between areas of later disturbance. In addition, without specific geotechnical information there is no way of determining the potential depth of archaeological stratigraphy across the site at present, particularly along the Digbeth frontage which may have been considerably raised to form a dry causeway. Also, no zones within the development area appeared to have been extensively scoured out or levelled.

The extent of disturbance to archaeological deposits by the existing standing buildings is similarly difficult to gauge with precision. However, the following general observations, based upon foundation design, can be made for each structure in turn.

Structure A has an undefined area of cellaring under the works, although disturbance by pile foundations for the steel-frame may have left islands of intact archaeology. Foundations for the office block are probably quite deep, given the height of the building.

No internal inspection was possible of Structure B, the large post-war warehouse which stands on the corner of Meriden Street and Coventry Street. The building probably has piled foundations, and therefore disturbance is likely to be confined.

The ground level inside Structure C is relatively higher than the surrounding buildings, and the foundation piles are quite widely spaced to allow freedom of movement within the work and paint shops of the garage. Therefore it is possible that disturbance to archaeological deposits may have been minimal inside the structure.

Structure D, the Cauliflower Ear Boxing Club, was built early this century. It is possible archaeological deposits may survive between the foundation trenches for the main load bearing walls, although it is was not possible to ascertain if this building was cellared.

Deposit survival under Structure E is likely to follow a similar model to Structure D. Archaeological deposits beneath the building may have been protected from later disturbance for at least 150 years.

Preservation of archaeological deposits beneath Structures H and I is likely to be similar to Structure D, while survival beneath structures F,G, and J may be similar to Structure B.

4 Assessment of the Archaeological Implications of Redevelopment

In the absence of specific design proposals for the Hartwell Garage site, discussion will focus on five different zones of below-ground archaeological potential delineated on Figure 1. It is anticipated that the scope of archaeological response will cover a broad period from the medieval development of the Digbeth frontage, through to the 19th century industrial archaeology of the gas works site and contemporary court and back-to-back housing. The implications of redevelopment for the standing buildings on the site will be discussed in the final section of the report outlining recommendations for an appropriate archaeological response.

The first zone of archaeological potential is identified with the properties fronting Digbeth. It has been demonstrated that archaeological deposits, if they survive in Zone 1, have great potential to shed much-needed light on the chronology and form of medieval industrial and commercial development of Digbeth.

While it may be anticipated that archaeological deposits along the frontage have been extensively disturbed by later cellarage in particular, nevertheless their potential value is such that it is important to assess survival through trial trenching. Equally, archaeological information may be recoverable in the back-plots of these properties where later disturbance may be less. While medieval archaeological features within the back-plots will probably be mainly rubbish pits and property boundaries, these can help to assess the chronology of development along the frontage itself and the contents of the rubbish pits could yield important clues to the types of activities performed.

Surviving archaeological deposits in Zones II and III have the potential to examine the early 19th century industrial archaeology of the development along Coventry Street, particularly of the gas works in Zone II and 'court' and 'back-to-back' housing in Zone III. In addition, it is also possible earlier deposits might reveal the type of exploitation of the fields behind the Digbeth properties before they were built over.

The potential value of archaeology in Zone IV is similar to that of Zone I, except - providing the structure is not cellared - survival of archaeological deposits is likely to be high given the c.150 year age of the structure.

The principal archaeological value of Zone V lies in the record of the standing buildings. A discussion of the relative values of the standing structures has already been given in Section 3 of this report, therefore recommendations for appropriate above-ground archaeological responses follow below.

5 Recommendations for an Archaeological Response

5.1 Standing Buildings: (please note no judgement concerning retention or demolition has been assumed in this report for any of the structures within the proposed development area.)

Structure A: It is recommended that the standing structure of the former Walker Marine Engineering offices and works be recorded in more detail than the other structures within the proposed development area. Precise specifications for the level of record should be prepared with specialist advice; however, it is envisaged that the level of record would correspond to at least Level 2 of the Royal Commission on Historic Monuments (England) Guide-line Specifications (RCHME 1990), and would probably involve detailed internal and external photographic survey, combined with documentary research into the specific history of the site which may be able to locate any existing architect's, or building, plans of the structure to which the photographic survey can be related.

Structures B and C: It is recommended that a rapid photographic record be made of the internal and external structure of these buildings

Structures D, H, and I: It is recommended that these buildings be rapidly recorded photographically, and floor-plans sketched, together with the preparation of a brief descriptive text identifying the main features of development.

Structure E: It is recommended that internal and external photographic survey be made of this building, together with the drawing of floor-plans and the compilation of accompanying text based on documentary research and site inspection explaining the history and development of this unusual survival.

Structures F, G, and J: It is recommended that these structures be recorded by internal and external photographic survey.

5.2 Below-ground Archaeology

Recommendations for a below-ground archaeological response are suggested for each zone of archaeological potential highlighted in the preceding section of this report. It is proposed that Zones I, II, and III be sampled by means of standard 2m width machine-opened trial trenches equivalent to c.3.5% of the total area. The precise locations of these trenches would be decided upon before the commissioning of that specific stage of work and would be dependent on the design proposals for the development area. Given the low-lying nature of the area there is potential for organic survival which has already been demonstrated by the excavation of the nearby site of the Birmingham Moat in the early 1970s. Therefore, a contingency sum is necessary for environmental analysis if suitable deposits were encountered during the course of excavation.

In Zone I it is proposed that two trenches be dug to test the frontage and back-plots of the former properties on Digbeth - one trench, aligned north-south, to test the archaeology across the depth of the zone from potential cellarage towards the front into the back-plots, the other, aligned east-west, positioned to test the archaeology across the width of the site and pick up the property boundaries in particular.

In Zone II it is proposed that a single trench be dug aligned north-south to test the archaeology from the Coventry Street frontage into the area of the former gas works.

In Zone III it is proposed that a single trench be dug aligned north-south to test the archaeology of the former court and back-to-back housing and the former yard area in between.

In addition, it is recommended that further documentary research be undertaken into the specific history of the development area. This could be targeted to further elucidate and complement the findings of the programmes of building recording and archaeological trenching.

6 Outline Costing for the Proposed Archaeological Response:

The following costing is provided to give an indication only of the various costs of each element of work outlined above. It has been necessary to include various contingency figures to cover the possibilities of finding environmental deposits, and the necessity of stepping or shoring trenches to overcome unstable sections or particularly deep deposits, neither of which can be ruled out until excavation takes place. A notional sample of around 3.5% of the total development area has been used in order to cost the trenching. Please note VAT is not included in the figures below.

Trial Trenching:

Team of 6, 10 days	4000
Machining	750
Equipment	1000
Vehicle Hire	450

Building Recording

Specialist, 10 days	800
Photography	200

Documentary Research

Specialist, 5 days	450
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Post Excavation

Production of Report	1850
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Overheads	1000
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Sub-Total	10500
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Contingencies:

Environmental 20%	2100
Shoring/Stepping 10%	1050

Overall Total	13650
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Acknowledgements

This report was written by Stephen Litherland, Field Officer at BUFAU. Accompanying figures were produced by Mark Breedon and Nigel Dodds, BUFAU illustrators. Iain Ferris, BUFAU Co-Director, edited the final text, and Laurence Jones, a BUFAU Supervisor, undertook the documentary and map searches at Birmingham Reference Library (BRL), whose help is gratefully acknowledged.

Thanks are due to the Hartwell General Manager, Mr Rees Caddick for facilitating the on-site investigations at the Hartwell Garage, and to various members of staff there who graciously answered questions concerning the recent development of the garage. We are also grateful to the Mr David Hatt of Amos Needham Limited, architects for the scheme, and Dr Mike Hodder, Birmingham City Planning Archaeologist, who provided the working brief and monitored the project on behalf of the City Council.

Appendix 1: References and Sources

Cartographic Sources (all in BRL, and here arranged chronologically)

Westley Map, 1731
Bradford Map, 1751
Hanson Map, 1778
Kempson Map, 1808
Beilby Map, 1828
Pigott Smith 1:528 series, c.1850-1860
Ordnance Survey 1:500 1st Edition 1889
Ordnance Survey 1:2500 editions (1890-1970)

Primary Sources (again in BRL)

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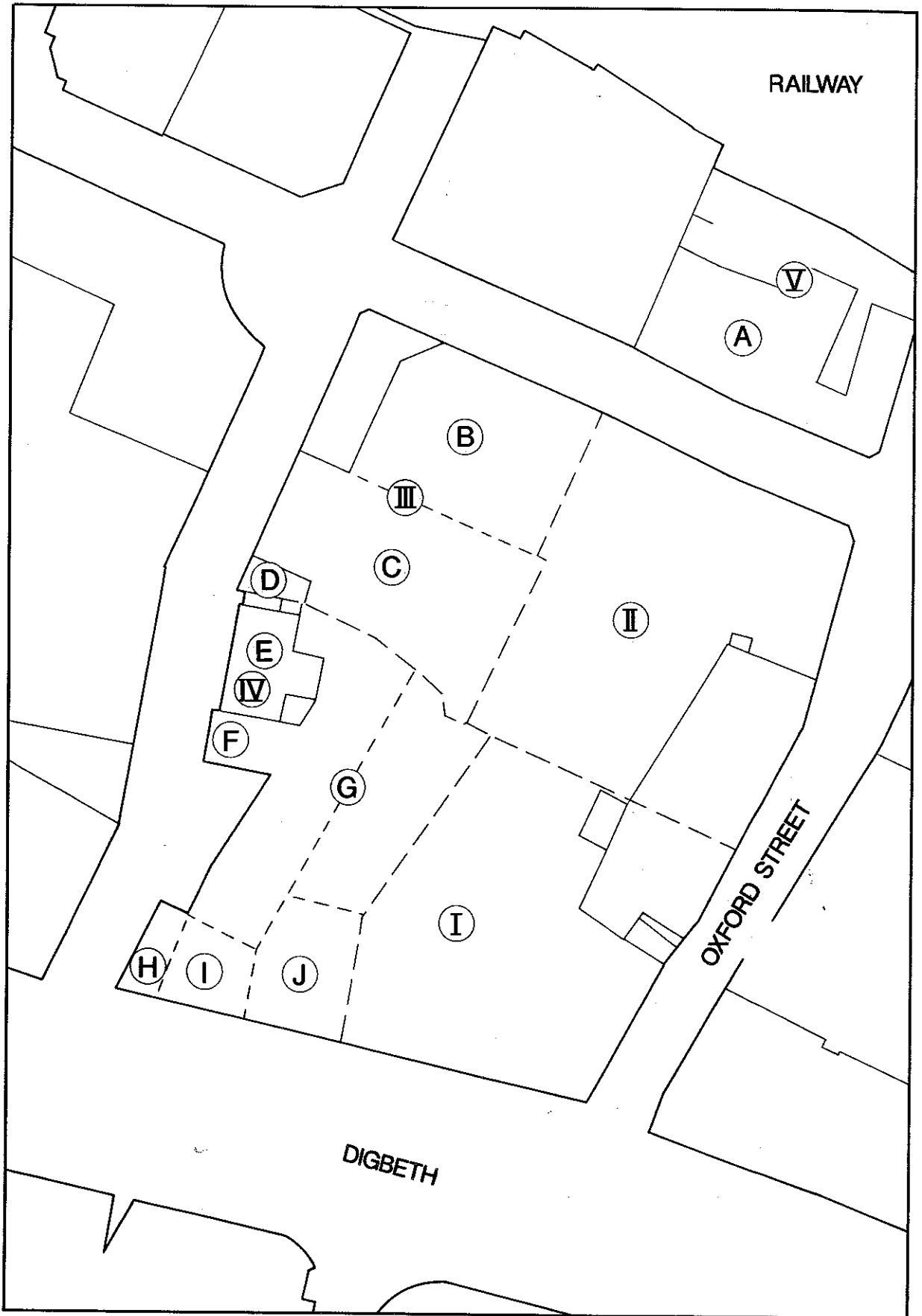
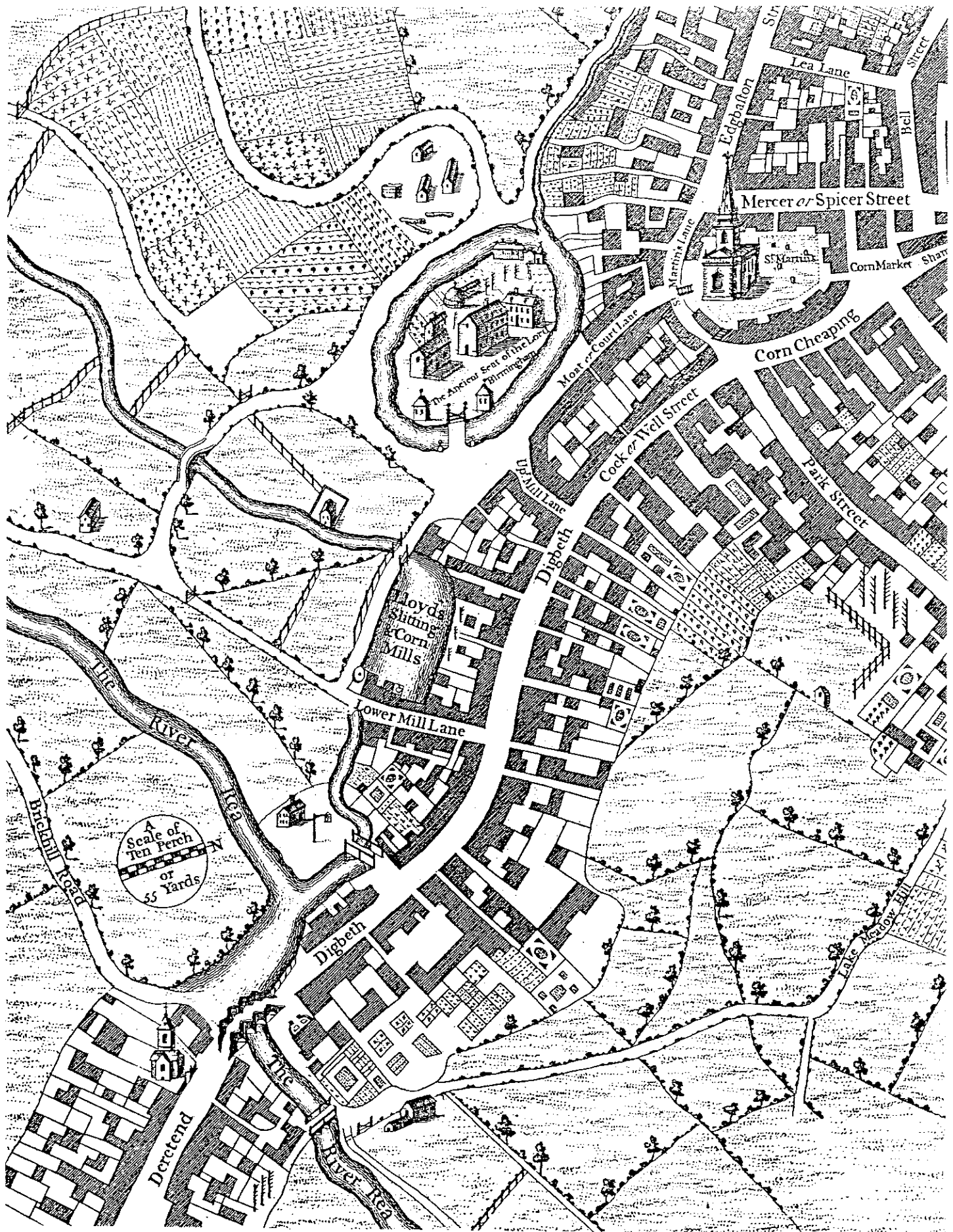
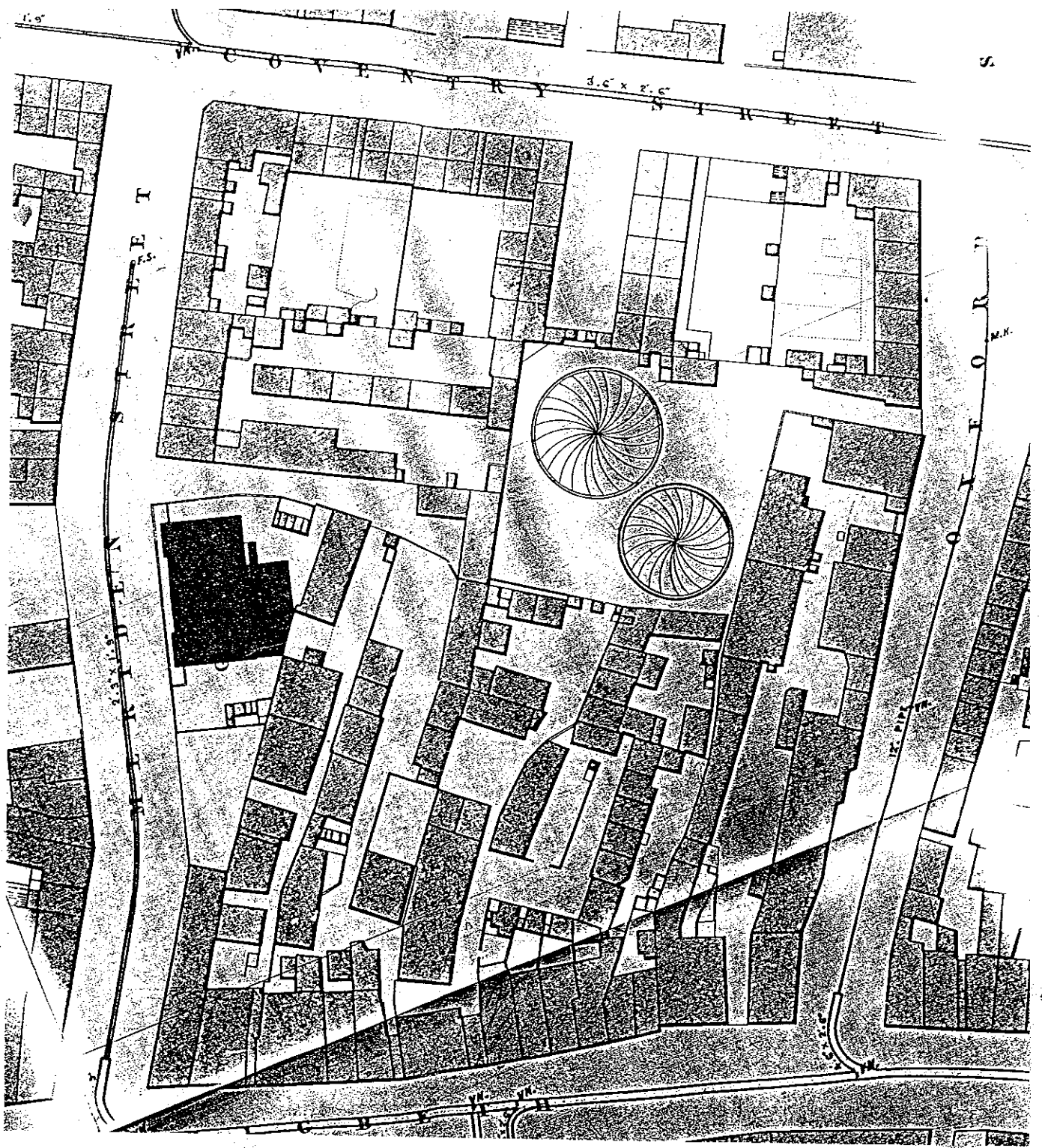


Fig.1



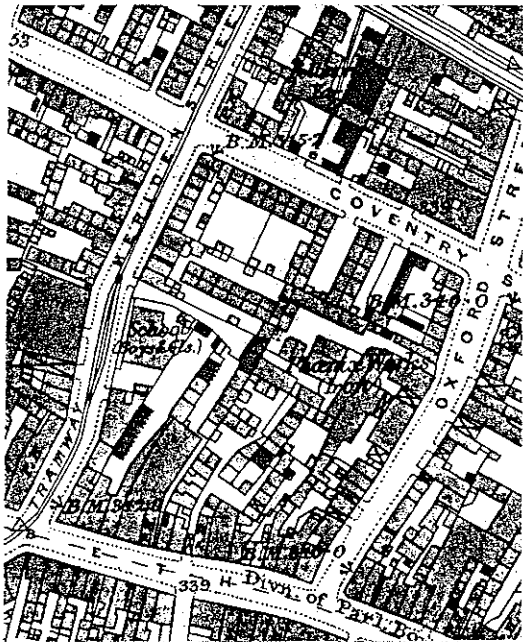
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Fig 2

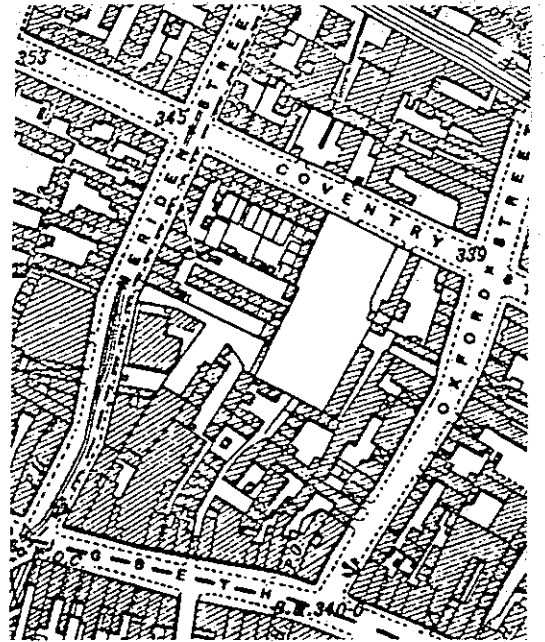


(Pigott Smith c.1850)

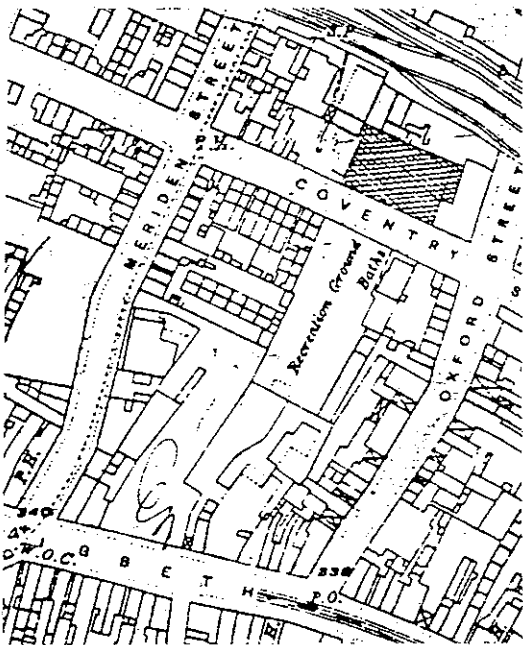
Fig.3



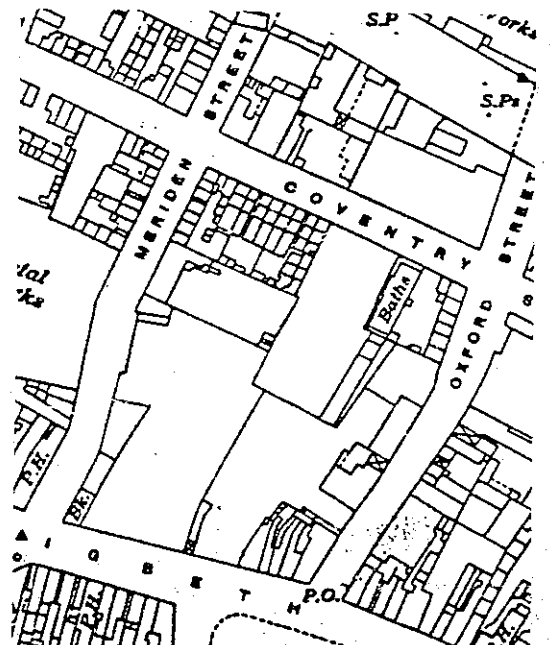
(1890)



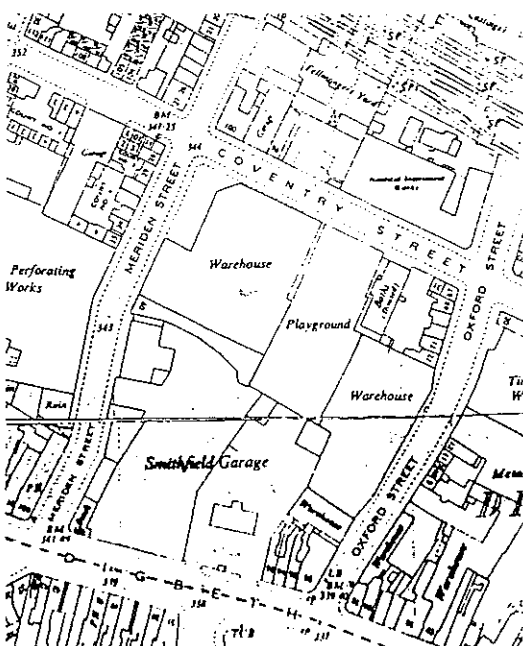
(1905)



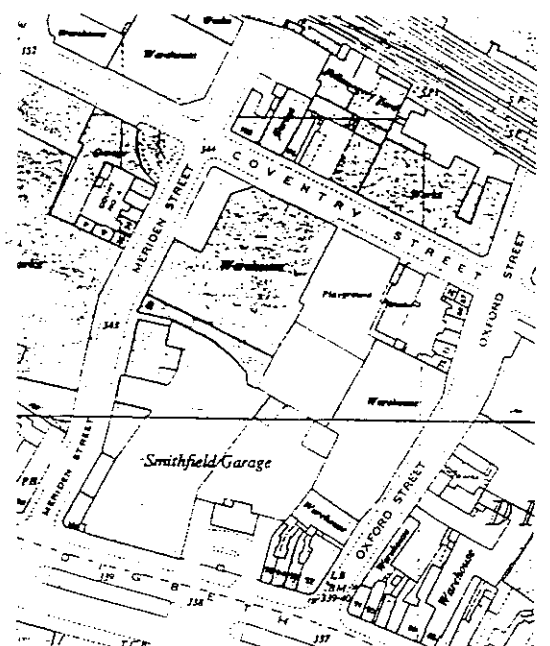
(1918)



(1937)



(1950)



(1970)

Fig.4



Hartwell Garage



Structures H, I, and J



Meriden Street



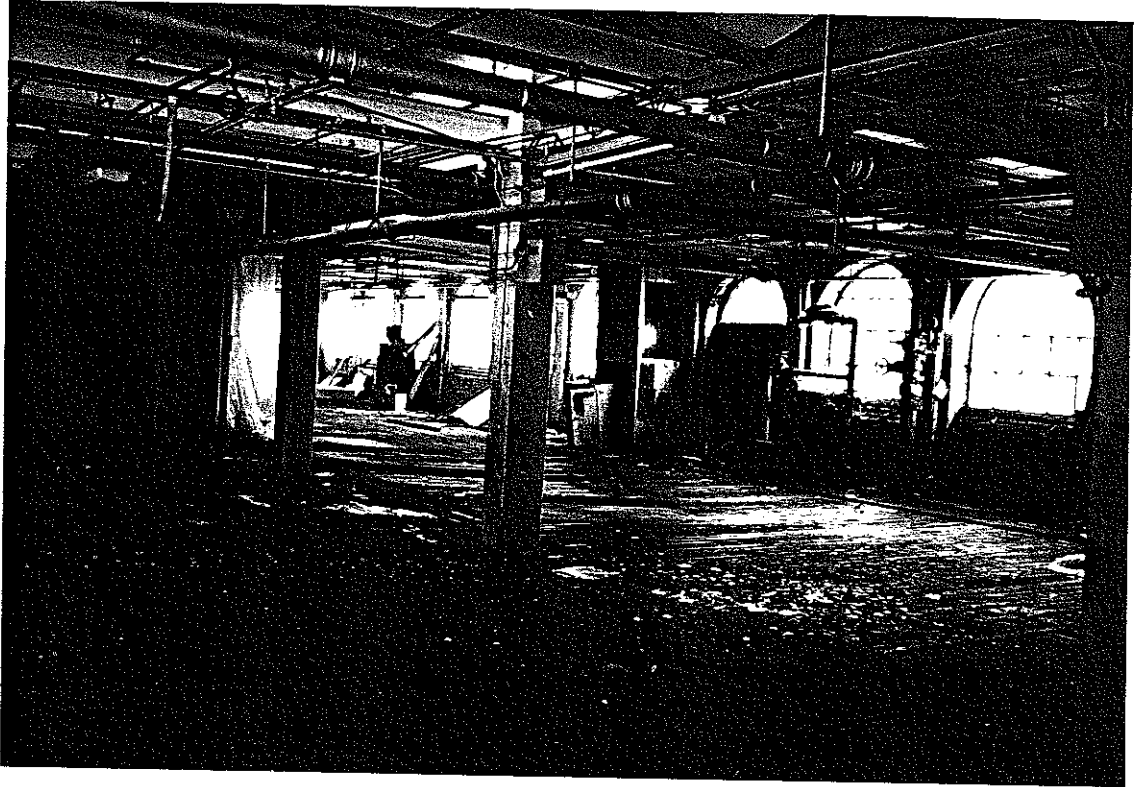
Coventry Street, Structure A



Structure A: Entrance



Structure A: Works/Offices



Structure A: Works



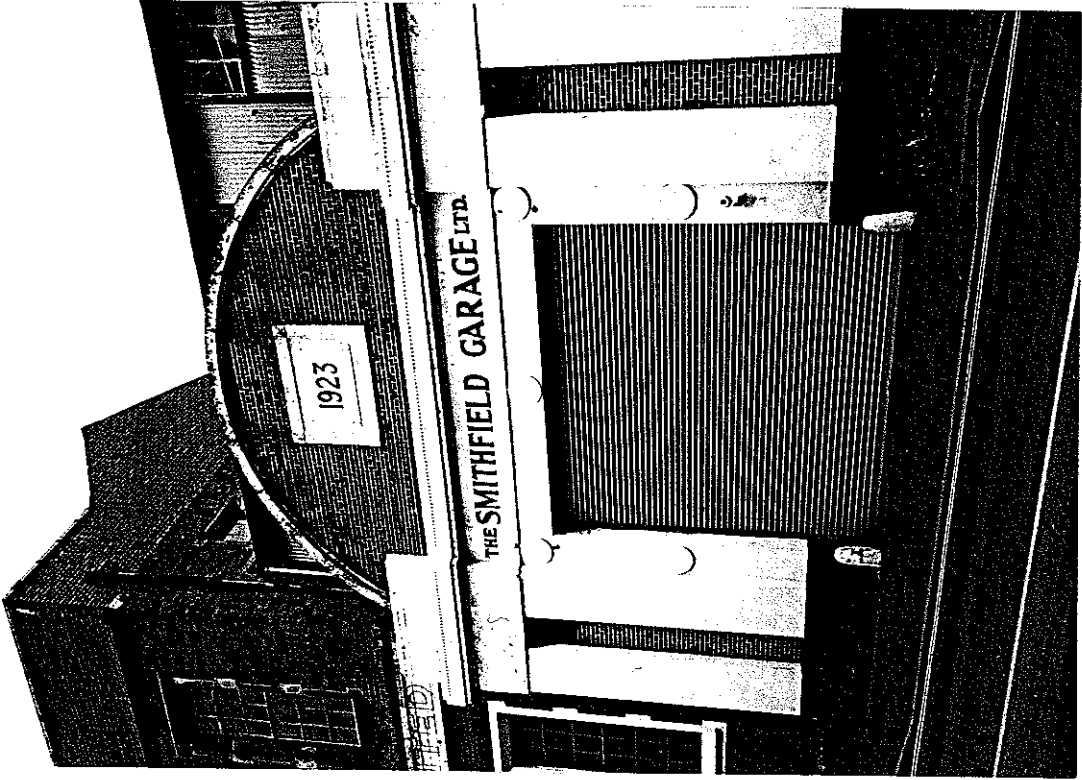
Structure B



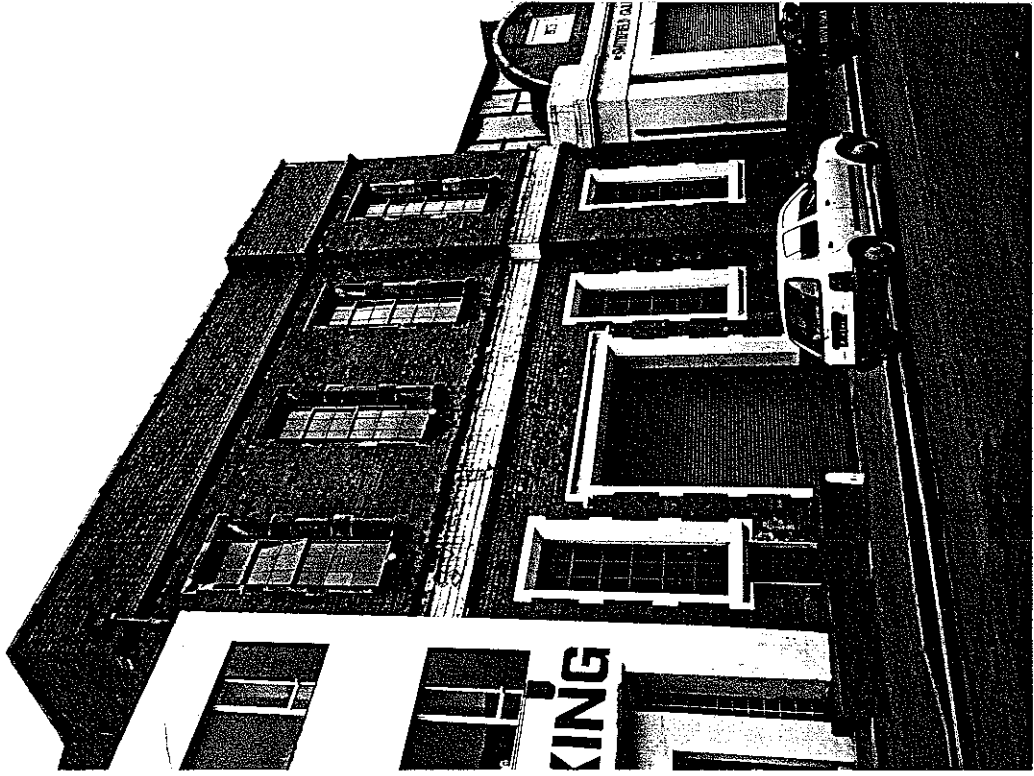
Structure C



Oxford Street: Demolished Buildings



Structure F



Structure E



Oxford Street:Demolished Warehouse



Ground Conditions



Blocked Cellar Entrance

BIRMINGHAM CITY COUNCIL

DEPARTMENT OF PLANNING AND ARCHITECTURE

BRIEF FOR ARCHAEOLOGICAL DESK-TOP ASSESSMENT OF HARTWELL SITE, DIGBETH.

1. Summary

Redevelopment of Hartwell's site in Digbeth is likely to affect archaeological features, consisting of below-ground remains of medieval settlement and early industrial settlement. This brief is for an archaeological desktop assessment of the site, to provide information on the likely survival and significance of below-ground archaeological remains and proposals and costings for field evaluation in advance of submission of a planning application.

2. Site Location and Description

The proposed redevelopment site is bounded by Digbeth, Oxford Street and Meriden Street, and extends beyond Coventry Street to the north. Within this, the Digbeth frontage has been identified as an area of potential archaeological importance, and is defined by the bold outline on the attached map.

3. Planning Background

Enquiries have been made in advance of submission of a planning application for redevelopment of the site, involving new buildings and car display areas. In accordance with policy 8.36 of the Unitary Development Plan, the City Council requires an assessment of the archaeological implications of the proposed development. The first stage of this will be a desk-top assessment, which may need to be followed by a field evaluation. If archaeological features are found to survive on the site, the Council will require these to be preserved intact and in sites through appropriate foundation design and site layout, but if this is not feasible, conditions will be applied to ensure recording of archaeological features damaged or destroyed by the development.

4. Existing Archaeological Information

A field evaluation at the Old Crown in Deritend indicated the survival of sub-surface archaeological deposits of medieval date, which here included evidence for pottery manufacture. There is much documentary evidence for medieval settlement and industrial activity along Digbeth and Deritend. From the middle of the 18th century, several maps and abundant documents record the area's later development.

5. Requirement for Work

Foundation trenches for new buildings and levelling for car display areas may result in disturbance of subsurface archaeological remains. An assessment of the archaeological implications is therefore required, in accordance with policy 8.36 of the Unitary Development Plan.

6. Methods and Sources

The survival and significance of below-ground archaeological remains are to be assessed from site inspections and a search of published and unpublished written records, illustration and maps, and archaeological and geotechnical records. Much of the written, illustrative and cartographic evidence is likely to be in the reference and archive sections of Birmingham Central Library. Further information is in the Historic Buildings Files in the City Museum's Social History Department, and the Conservation Group in the Department of Planning and Architecture. Geotechnical data is available from the Birmingham Industrial Research Laboratories.

The assessment is also to include proposals and costings for subsequent field evaluation in advance of submission of a planning application.

The assessment is to be carried out in accordance with the Code of Conduct and practices of the Institute of Field Archaeologists, and all staff are to be suitably qualified and experienced for their roles in the project.

7. Monitoring

The archaeological desk-top assessment will be carried out to the satisfaction of the Director of Planning and Architecture, Birmingham City Council, and will be monitored on his behalf by the Planning Archaeologist.

8. Reporting

The archaeological desk-top assessment is to be completed, in the form of a written report accompanied by appropriate illustrations, by 31 January 1995. A copy must be submitted to the Planning Archaeologist.

9. Publication

The assessment will become publicly accessible, as part of the Birmingham Sites and Monuments Record, within six months of completion. The contractor will submit a short report for inclusion in West Midlands Archaeology.

DIRECTOR OF PLANNING AND ARCHITECTURE
30 NOVEMBER 1994