

Birmingham University Field Archaeology Unit

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**A Preliminary Archaeological Assessment
of the area of
Moor Street, Bull Ring and Park Street,
Birmingham City Centre**

by

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with illustrations by

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Contents

- 1.0 Summary**
- 2.0 Introduction**
- 3.0 Site Location**
- 4.0 Geology and Topography**
- 5.0 The Development Site in a Historical Context**
- 6.0 A Detailed Assessment of the Moor Street, Park Street, Bull Ring Development Area**
 - 6.1 Present Character
 - 6.2 Historical and Archaeological Profile
 - 6.3 Below Ground Information
 - 6.4 Archaeological Potential
- 7.0 Recommendations for an Archaeological Response**
 - 7.1 Below-ground Archaeology
 - 7.2 Standing Buildings
- 8.0 Publication/Presentation**
- 9.0 Outline Costing for the Proposed Archaeological Response**
- 10.0 References**

Appendix 1

Catalogue of Map Sources Consulted

Appendix 2

Birmingham City Council Brief for Archaeological Assessment

Figures

- Figure 1 Location of the Proposed Development Area
- Figure 2 Map of Birmingham in 1750
- Figure 3 Ordnance Survey Maps: 1888, 1912, 1952 and 1965

Various illustrative figures and photographs

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1.0 Summary

This desk-top based preliminary assessment has demonstrated the probable survival of archaeological deposits throughout the proposed development area. However, it was also demonstrated that survival is not uniform, and the proposed development area has therefore been classified and divided into graded zones of differing archaeological potential. Below-ground deposits may potentially represent surviving evidence for the development of this part of Birmingham from medieval times up to the present day. It is likely that these archaeological deposits, if explored, may form a particularly important source of evidence for understanding the urban development of the town. The present assessment represents the first stage in a programme of work to allow a proper consideration of the impact of the proposed development, and recommendations are given concerning further stages of response.

The initial assessment has shown that in several important respects the present development proposals hark back to the character of the former historic Bull Ring area prior to the extensive redevelopment of the 1960s. Consideration may thus be given to the ways in which such archaeological and historical continuity might help to enhance the profile of the development as a whole.

2.0 Introduction

Proposed development of the area defined by Moor Street, Bull Ring and Park Street may result in disturbance of buried archaeological remains. An assessment of the above and below ground archaeological implications of such a development was therefore required in accordance with PPG16 and policy 8.36 of the City Council Unitary Development Plan, in order to evaluate the impact of development upon the archaeological resource and to permit the formulation of appropriate mitigation strategies.

The following report outlines the results of a first stage of archaeological assessment based upon a search of documentary and cartographic sources, published and unpublished written records and on-site inspection of the development area. Sources of information are referenced in Appendix 1. The report was produced by Birmingham University Field Archaeology Unit on behalf of Chapman Taylor Partners (architects for SPP.LET), following a brief prepared by Dr. Michael Hodder, Planning Archaeologist for Birmingham City Council. The brief for this work is reproduced as Appendix 2.

A general introduction will first place the development area in context, and is followed by a consideration of the area's present character, its historical and archaeological profile, the below-ground information, an assessment of the archaeological implications of development, and recommendations for an

archaeological response, together with an outline costing of these works. Illustrative figures and photographs are included to depict aspects of the area's archaeological and historical character.

3.0 Site Location (Figure 1; NGR SP 0745 8675; centre)

The proposed development site is located immediately northeast of St. Martin's Church and the present Bull Ring Markets, and encompasses an area bounded by Moor Street, Bull Ring, Park Street and an existing railway line.

4.0 Geology and Topography

Lying east of the conjectured Birmingham fault, the development area lies on a prominent sandstone ridge, between 110m-120m AOD, overlooking the Rea Valley. This zone comprises mainly Triassic rocks covered with glacial clays and gravels (Watts 1980).

5.0 The Development Site in a Historical Context

Birmingham emerged as the principal market town of its immediate region in the years following the grant of its market charter in 1166 (Holt 1985). A factor associated with its early growth was the converging pattern of local routes from Coventry, Warwick, Stratford, Alcester, Worcester, Halesowen and the west, Dudley, Wolverhampton, Walsall and Lichfield. The expansion of medieval Birmingham was accompanied by a demand for increased space for house-plots, markets and industrial activity (Holt 1995). Situated close to the important features of St. Martin's Church, an adjacent moated manor house and the open market of the Bull Ring, the Moor Street/Park Street/Bull Ring block was at the centre of the expanding town from at least the 12th century.

Dr. Nigel Baker (Baker 1995) has produced a preliminary town plan analysis of the development of Birmingham based upon inspection of the Bradford map of 1750/1 and the subsequent editions of the Ordnance Survey (Figure 2). His analysis has suggested that the principal features of the Birmingham town plan, which includes streets, street frontage lines, sites of public buildings and property boundaries surveyed in the early 18th century, have probably not moved significantly since the area was first laid out for settlement in the medieval period. While our knowledge of the early development of the town prior to the 12th century is far from complete, Dr. Baker suggests that town-planning initiatives probably developed after the granting of a market charter in 1166, which was a conscious initiative to develop trading functions in the town.

The pre-urban framework for the growth of the town was provided, first, by the natural and agricultural topography: the River Rea, its floodplain and subsidiary channels, and the high ground on which the manor house and church were sited. Subsequent growth was characterised by the successive development of land parcels along the major old roads, and new roads laid out across the interstices of the existing network. Baker suggests that Moor Street and Park Street were cut through an already built-up frontage on the northeast side of the Bull Ring and that their purpose may have been to extend settlement behind that axial route (Baker 1995). Both Holt and Baker conclude that much of the central area of Birmingham, including the Moor Street, Park Street and Bull Ring area, was probably laid out sometime before c.1400.

However, archaeological evidence is probably the only source for quantifying more precisely the early development of the town, given the limitations of the documentary record.

6.0 A Detailed Assessment of the Moor Street, Park Street, Bull Ring Development Area

The evidence will be discussed and evaluated under the following sub-headings: Present Character; Historical and Archaeological Profile; Below-Ground Information; Archaeological Potential; and Recommendations for an Archaeological Response.

Present Character includes a description of the built environment together with field observation on land use where applicable. The **Historical and Archaeological Profile** outlines historical development and provides details of previous archaeological work. **Below-Ground Information** covers information from a site inspection and anticipated building and service disruption. The section on **Archaeological Potential** summarises the potential of the development area for further archaeological field evaluation in the light of evidence gleaned by archaeological assessment to date, and is designed to give an indication of the potential importance of surviving archaeological deposits. This section should be read in conjunction with the following **Recommendations for an Archaeological Response** to the proposed development.

6.1 Present Character

The proposed development area, which is defined by Moor Street, Park Street and the Bull Ring currently comprises Moor Street Station, car parks and a disused railway warehouse in the former goods yard of the station; and an office block and NCP multi-storey carpark which includes a now disused garage/warehouse on the ground floor.

Moor Street Station has been included in Birmingham City Council's Local List of buildings with historic interest and value, as Grade A. This grading is a reflection of the importance of the structure, and while it does not carry any right to statutory protection, it does denote that the station is of national listable quality. Underneath the station there are a number of railway warehouses with access from Park Street, which used to form part of the extensive banana ripening facilities close to the market.

An office block, the western half of which is multi-storied, extends across the full width of the development area, from Moor Street to Park Street. It runs parallel to the Bull Ring, but is set back from the road edge. A number of small kiosks are sited here. The ground floor of the office block is level with Park Street, but is at a considerably lower level than the surrounding main road system.

Sandwiched in between Moor Street Station and the office block fronting the Bull Ring is the modern concrete-framed structure of the Ship Ashore public house.

Along the Bull Ring frontage is located a modern concrete-framed complex of offices, shops and a NCP multi-storey carpark. Access points to the carpark are located on both Moor Street and Park Street and are connected by a corridor, which is level with Park Street, but which slopes up to Moor Street.

Neither the National Monuments Record nor the Birmingham Sites and Monuments Record list any archaeological or historical sites within the development area.

6.2 Historical and Archaeological Profile (Figures 2 and 3)

As no archaeological investigation has been conducted within the development area this profile is based solely on a study of the available documentary and cartographic sources.

As already detailed above, historical and town-plan analysis suggests that the development of the Moor Street/Park Street/Bull Ring area probably began in the medieval period (Holt 1995, Baker 1995). The similarity in property size, layout and alignment along the northeastern frontage of the Bull Ring roughly between Park Street and Carrs Lane is clearly demonstrated in Figure 2. From this figure, which is based on Bradford's map of 1750/1, it is possible to see how Moor Street and Park Street were inserted into an established development network. The probability that the two streets were inserted within a singular phase of town-planning is suggested by the regular shape of the land-parcel which they define. The insertion of both streets and the consequent creation of fresh building land may be seen within the context of an increased demand for house-plots within the rapidly expanding market town. The proximity of the house-plots to the town centre ensured that they were highly sought after. This desirability has been sustained over the centuries and the area has been a focus for intense activity dating from the Middle Ages up to the present day.

Sustained desirability and continuous occupation are not necessarily synonymous with structural destruction, and the historical development of this street block reflects a surprising degree of continuity in property boundaries and in the usage of the buildings themselves.

By the 16th century more historical documentation becomes available concerning the character of the town. A conjectural map compiled by Hill and Bickley in 1890 was based upon several written surveys of Birmingham, the most important of which dates from 1553. At this time Moor Street was called Molle Street and the Bull Ring was called Corn Cheaping (which probably reflects a trade specialisation within this part of the market). Park Street was called Little Park Street; this refers to a park situated to the east which was formerly part of the manorial lord's demesne. Although it is not possible to accurately locate on the ground today the positions of buildings, shops and trades described within these 16th century surveys, it is clear that the development area was densely occupied along the street frontages.

By 1731 the density of buildings has increased and all of the frontages, except a section towards the top of the street block are occupied. The properties which front onto Corn Cheaping (Bull Ring) extend back from the street in a "court" arrangement, whilst those on Moor Street and Park Street remain fairly compact, with the central area divided into backplots. With the exception of a few small structures, the backplots represent open areas. Bradford's map of 1751 shows that although no property boundaries have changed, structural activity is beginning to encroach upon the Moor Street and Park Street backplots, but is as yet limited to those plots closest to Corn Cheaping (Bull Ring).

The encroachment upon backplot areas mapped by Bradford in 1750 continued throughout the next century and Ackerman's View of Birmingham dated to 1847, although not necessarily accurate, does give some indication of the area's architectural layout and character at this time. A preliminary comparison of Bradford's map with the first edition Ordnance Survey map of 1888 suggests a dramatic increase in backplot structural activity and an infringement upon previously open areas. A closer examination highlights a continuity, not only in the location of structures, but also of open court areas. This is accompanied by a

remarkable respect for the property boundaries mapped in 1731. It is this respect for established boundaries which is the key characteristic of this street block, and one which, despite a number of town-planning ventures, may be traced right up to the present day.

The Birmingham City Commissioners stamped their mark on Moor Street in 1807 with the construction of The Public Office, which housed the city's courtrooms and prison. The First Edition Ordnance Survey map, dated 1888, illustrates the prominence of this building on the Moor Street frontage. Additional features depicted on Moor Street are a police station behind The Public Office, a hotel to the north and one to the immediate south, and a public house at the southern end of the street. The size of properties along the Moor Street and Bull Ring frontages and the density of development to their rear suggest that land within the western half of the street block was held in higher regard than that on the Park Street side, which is characterised by small properties along the frontage, backed by open court or yard areas.

Criticised for being too ornate in character, The Public Office was destined to survive for only another century. It was swept away in a planning phase which facilitated the expansion of the London and North Western Railway and the Birmingham and Oxford junction railway lines which had lain at the northwest corner of the street block since the mid nineteenth century. This development had major implications for the whole street block, and with hindsight it signalled the beginning of the area's fragmentation.

Moor Street Station was opened in 1913, but such a large scale development had been proposed as early as 1856. In this year a property plan, submitted to the Borough Surveyors, shows a proposed continuation of the London and North Western Railway line through the northwest corner of the Moor Street, Park Street and Bull Ring block. By 1878 the Birmingham and Lichfield Junction Railway were proposing to site a railway station on the western side of Moor Street, immediately north of its junction with the recently laid out Albert Street. In the end it was the Great Western Railway Company's proposal which became reality. The boundaries of Moor Street Station encompassed approximately 17,340 square yards and involved the purchase and demolition of c.34 properties, including The Public Office.

Moor Street Station not only provided a terminus for passengers adjacent to the city centre, it also enabled goods to be transported in and out of the heart of the city. In particular the station served as a vital link between the city's expanding wholesale markets and the national and international distribution network, superceding to a large extent the earlier good yards situated in Bordesley. This explains, for example, the importance of the former banana ripening warehouses.

Although the insertion of a railway station into the Moor Street, Park Street and Bull Ring street block required clearance of the northwestern third of the area, boundaries elsewhere were essentially unchanged. Ordnance Survey maps of 1905 and 1912 show the cleared area defined by boundaries, some of which coincide with those mapped by Westley in 1731 and by Bradford in 1751. A number of properties on the Park Street frontage have also been cleared. The impact of Moor Street Station has not yet impinged upon the southern end of the street block, the police station, hotel, public house and properties fronting onto the Bull Ring and southern ends of Moor Street and Park Street all remaining *in situ*.

In the years following 1905 the street block enjoyed a period of stability and an Ordnance Survey map dated to 1952 depicts little change in property boundaries. A subtle fragmentation of property has occurred, however, and the area's character appears to be changing. On Moor Street, the hotel and public house, now identified

as the Woolpack and the Tamworth Arms, are still standing, but the police station has disappeared, as have a number of properties along the Bull Ring frontage. In addition, two properties on the Bull Ring were ruined. One factor in this change may have been the war-time bombing. The railway lines into Moor Street would have provided readily identifiable targets from the air, and several parts of Digbeth and the Bull Ring suffered from bomb damage. The ruins marked on the 1952 Ordnance Survey map indicate that the development area was no exception. On Park Street, the area which had been cleared prior to 1905 and had lain vacant for almost 50 years is marked as a warehouse. Two properties immediately to the south are depicted as the Phoenix Works. The area which once formed an integral part of the City Commissioners' public service development plan appears to be loosening its service sector mantle in favour of a more industrial one. The cause of these changes is undoubtedly the success of Moor Street Station. A warehouse in the northwest corner, which was an amalgamation of three individual properties in 1918, was in 1952 complemented by a goods shed and three single railtracks, presumably intended to facilitate the loading and unloading of goods to and from the established network of under-ground storage areas.

The area underwent the most recent transformation of character between the late 1950s and early 1960s, when the present office block and NCP carpark were constructed. This was part of the overall redevelopment of the Bull Ring area, which included construction of an inner ring road and new market buildings.

6.3 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.

A preliminary comparison of level information between the First Edition Ordnance Survey 1:500 of 1888 and modern mapping indicates that various changes have occurred in the ground profiles across the development area in the last 100 years (see table below). These changes appear to mainly relate to the construction of the Inner Ring Road. The pedestrian walkway between Park Street and Moor Street would seem to be at, or near to, the ground levels in 1888, whereas the main road system appears to have been raised in the Bull Ring area. It can also be seen that the levels of both Moor Street and Park Street do not seem to have radically changed. On present evidence it appears that land within the development area has not been extensively scoured or levelled out; however, further, more detailed, survey work would be required to confirm the validity of these observations.

Table 1: Ground Level Information

	Moor Street	Park Street	Bull Ring
1888	117.65m, 120.09m	111.55m, 111.25m	111.25m
1912	117.65m, 120.09m	111.55m, 111.25m	111.25m
1952	117.65m, 120.09m	- 110.94m	113.39m
1965	-	110.90m, 111.60m	-

Given the history of development of the street block and information provided by early nineteenth century planning applications, damage to archaeological deposits by cellaring may be anticipated, particularly along the street frontages. Park Street, where discrete areas are shown to be clear in the period 1731-1952, may prove an exception to this. Previous urban excavations in the West Midlands - including evaluations in Digbeth and Deritend - have demonstrated that archaeological

deposits can survive as 'islands' between areas of later disturbance, especially within yards and alleys. Without specific below-ground information from archaeological evaluation trenches and geotechnical investigation definition of areas of archaeological survival may best be characterised in terms of zones of potential survival.

The picture within the first zone, comprising Moor Street Station, is complex. The car parks next to Moor Street Station are built on top of an extensive network of warehouses. Access to these warehouses is from Park Street and the similarity in their ground levels could indicate that the warehouse floor level may be the original ground level, and therefore damage to earlier archaeological deposits may, in fact, be negligible.

The second zone of potential archaeological survival is within the footprint of the concrete-framed office and carpark. The extent of disturbance to archaeological deposits by these existing standing buildings is difficult to gauge with precision; however, some general observations, based on foundation design, can be made. The use of fairly widely spaced pile-foundations may have caused only localised damage to archaeological deposits, and the potential for survival needs to be further evaluated.

6.4 Archaeological Potential

Surviving archaeological deposits within the development area have the potential to shed light on the historical development of this area from the Middle Ages up to the present day. The value of the archaeological resource in this area should not be underestimated, as Holt notes *"archaeology alone has the potential to offer a truly comprehensive early history of this part of Birmingham"* (Holt 1995).

Evidence for the earliest growth within the development area is likely to be found in the immediate vicinity of the Bull Ring. Furthermore, it may be possible to precisely date the insertion of Moor Street and Park Street into this pattern. In addition it may be possible to characterise the complexity and type of later developments. For instance, it has been demonstrated that there is a notable persistence of property boundaries within this area, a factor which in turn may suggest that the potential for survival of archaeological deposits is good.

The proximity of the development area to the medieval and post-medieval market place suggests that archaeological deposits are likely to reflect the area's trading status. Deposits are likely to reveal intense structural activity along the street frontages and a build-up of occupation deposits and rubbish pits within the yards and backplots to the rear.

Most above-ground evidence of the development area's former character was eradicated in the early 1960s when the present office block and NCP carpark were constructed. However, a number of features have survived. The most obvious of these is Moor Street Station itself. Constructed at the beginning of this century, the building and railways lines, although now disused, remain essentially unaltered and serve as a visible reminder of the station's previous status. In addition, the adjacent warehouses are good examples of industrial architecture.

7.0 Recommendations for an Archaeological Response

The archaeological response to the proposed development requires careful programming, and a phased response is suggested. Following on from this assessment further examination of documentary and cartographic sources is

recommended, combined with measured survey in order to quantify more precisely the detailed zones of archaeological survival. This work should be undertaken as a prelude to below-ground evaluation, which will comprise the excavation of archaeological evaluation trenches, whose aim will be to confirm the nature, extent and significance of archaeological remains potentially affected by the proposed development. It would be sensible to combine this phase of archaeological enquiry with that of any proposed geotechnical survey. Following on from, and dependent upon, the results of the archaeological evaluation design options including either preservation *in situ* or 'by record' (i.e. excavation) may be considered. In addition, recording of the above-ground structures of historical interest will be necessary.

7.1 Below-ground Archaeology

It is recommended that a below-ground archaeological evaluation should comprise the sampling of up to 3.5% of the total development area. Representative samples of various zones of archaeological potential should be by means of standard 2m-wide machine-opened trial trenches. 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 footprint of the development area. This stage of work should be conducted in liaison with the geotechnical team.

7.2 Standing Buildings

Recording of the existing standing buildings would be necessary if these were to be affected by the proposed development. Precise specifications for the level of recording should be prepared with specialist advice; however, it is envisaged that in the case of Moor Street Station and its associated warehouses and structures this would correspond to at least Level 2 of the Royal Commission on Historic Monuments (England) Guideline Specifications (RCHME 1990), and would probably involve detailed internal and external photographic survey, with the compilation of measured plans and sections as appropriate. These would be combined with further documentary research in order to produce a specific analytical history of the site. In addition, rapid photographic survey of the other existing structures may be appropriate.

8.0 Publication/Presentation

This archaeological and historical assessment has demonstrated many of the ways in which the proposed development represents a continuity in terms of the historical usage of this part of the Bull Ring, restoring some of the features and character of the area which were lost in the redevelopment of the 1960s and 1970s. Consideration may thus be given to the ways in which such archaeological and historical continuity might help to enhance the profile of the development as a whole.

9.0 Outline Costing for the Proposed Archaeological Response

The following outline costing is provided to give an indication of the costs of trial-trenching fieldwork, further documentary research, and building recording. Provision is also made for monitoring of geotechnical contractors' test-pits. It should be noted that the precise nature of the trial-trenching would be defined by a further archaeological brief to be prepared by Dr. Michael Hodder, City Planning Archaeologist. A notional sample of up to 3.5% of the total area of this zone within the overall development has been employed as a basis for the costing provided. The

estimate is provided in respect of one single phase of fieldwork. However, it may be appropriate to evaluate those areas not presently built-up in advance of the clearance of the remaining buildings, to provide information concerning the significance, depth and fragility of archaeological features and deposits before the commencement of major groundworks. If trial-trenching is staged the overall costs would be slightly higher than those costed below.

(1) Trial-trenching (Duration 10 days)

Staff Costs	
Directors: S. Litherland/C. Mould	1293
Archaeological Assistants x4	2242
Illustration/finds/ environmental analysis	1096
Management/Secretarial	333
Sub-total	£4964

Expenses	
University overheads	459
Travel/ vehicle hire	280
Office costs	75
Machine hire (JCB & JCB with breaker)	780
Sub-total	£1594

TRIAL-TRENCHING TOTAL **£6558**

Contingency: Safety measures etc. 500

(2) Building recording

Specialist (10 days)	810
Photography	100
TOTAL	£910

(3) Documentary research

C. Mould (7 days) **£490**

(4) Monitoring of geotechnical test-pits

£ 150 per day, approx. 5 days **£750**

GRAND TOTAL **£8,708**

Contingencies **£500**

NOTE:

(1) VAT is not included in the above.

(2) Backfilling costs relate to backfilling as dug, not reinstatement, compaction, or re-surfacing.

(3) Quotation valid to 31/7/1996.

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**Appendix 1: Catalogue of Map Sources Consulted:
(arranged alphabetically)**

Ackerman's Panoramic View of Birmingham, 1847
Beilby map of 1828
Bradford map of 1750/1
Hanson map of 1778
Hill and Bickley, Conjectural Map of 1553
Inge Estate Maps of 1809 (BRL: MS177)
Ordnance Survey maps, various editions 1888-1990
Snape map of 1779
Tithe map of the Parish of St. Martin's of 1848
Westley map of 1731
Westley's east prospect of Birmingham of 1732

Appendix 2

**BIRMINGHAM CITY COUNCIL
DEPARTMENT OF PLANNING AND ARCHITECTURE
MOOR STREET/BULL RING/PARK STREET, BIRMINGHAM CITY CENTRE
(SP 07388666)**

Brief for archaeological assessment in advance of consideration of planning application no. C/01054/95/OUT

1.Summary

Proposed development at Moor Street/Bull Ring/Park Street, Birmingham City Centre, is likely to affect buried archaeological remains. This brief is for an assessment of the archaeological impact of the proposed development by means of an archaeological desk-based assessment followed by a field evaluation consisting of excavated trenches.

2.Site location and description

The part of the application site considered in this brief is bounded by Moor Street, Bull Ring, Park Street and the railway. The site is currently occupied by various buildings, including shops, a car park and a garage.

3.Planning background

The planning application which have archaeological is for the construction of a department store and other shops in the area defined above. Because of the potential impact of this proposed development on archaeological remains, an assessment of its archaeological implications is required, in accordance with Policy 8.36 of the Council's Unitary Development Plan.

4.Existing archaeological information

The application site includes parts of a probable planned medieval settlement which included the construction of Park Street and Moor Street. The evidence for this is set out in a recent desk-based archaeological assessment of the Digbeth/Deritend area which did not actually include the application site, but extended as far as Park Street.

5.Requirements for work

The archaeological assessment is required to define the nature, extent and significance of archaeological remains, so that appropriate mitigation strategies can be devised. The mitigation strategies may involve modification of site layout or foundation design to ensure in situ preservation of archaeological remains, or, if this is not feasible, full archaeological recording of archaeological remains in advance of development. The main feature to be addressed by the evaluation is the medieval settlement and evidence for its planned layout.

6.Stages of work

The archaeological assessment is to consist of the following:

- (i) Assessment of the survival and significance of below-ground archaeological remains by site inspections and a search of published and unpublished written records, illustrations and maps, and archaeological and geotechnic records;
- (ii) Proposals and costings for subsequent field evaluation in advance of consideration of the planning application.

7.Staffing

The assessment is to be carried out in accordance with the Code of Conduct, Standards, Guidelines and practices of the Institute of Field Archaeologists, and all staff are to be suitably qualified and experienced for their roles in the project. It is recommended that the project be under the direct supervision of a Member or Associate Member of the Institute of Field Archaeologists.

8.Project proposal

Potential contractors should present a project proposal which details methods and staffing. It is recommended that the proposal be submitted to the City Council's Planning Archaeologist before a contractor is commissioned, to ensure that it meets the requirements of the assessment.

9. Monitoring

The evaluation must 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.

10. Reporting

The results of the assessment are to be presented as a written report, containing appropriate illustrations. A copy must be sent to the Planning Archaeologist.

11. Archive deposition

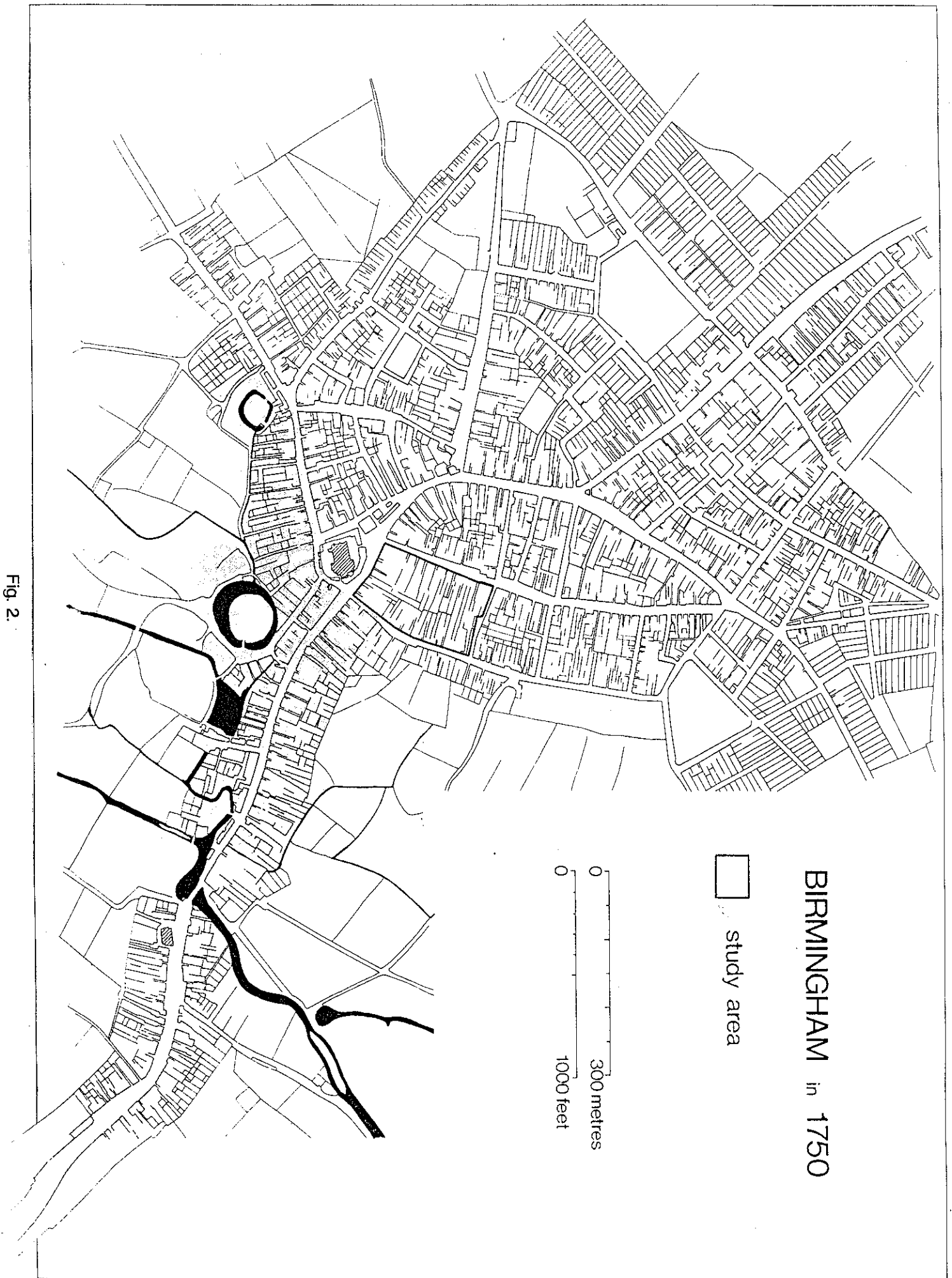
The written, drawn and photographic records of the assessment must be deposited with an appropriate repository within a reasonable time of completion, following consultation with the Planning Archaeologist.

12. Publication


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

DIRECTOR OF PLANNING AND ARCHITECTURE
BIRMINGHAM CITY COUNCIL
9 May 1995

Planning Archaeologist: Dr Michael Hodder 0121-235 3161 fax 0121-235 4188
Birmingham City Council
Baskerville House
Broad Street
Birmingham B1 2NA



BIRMINGHAM in 1750

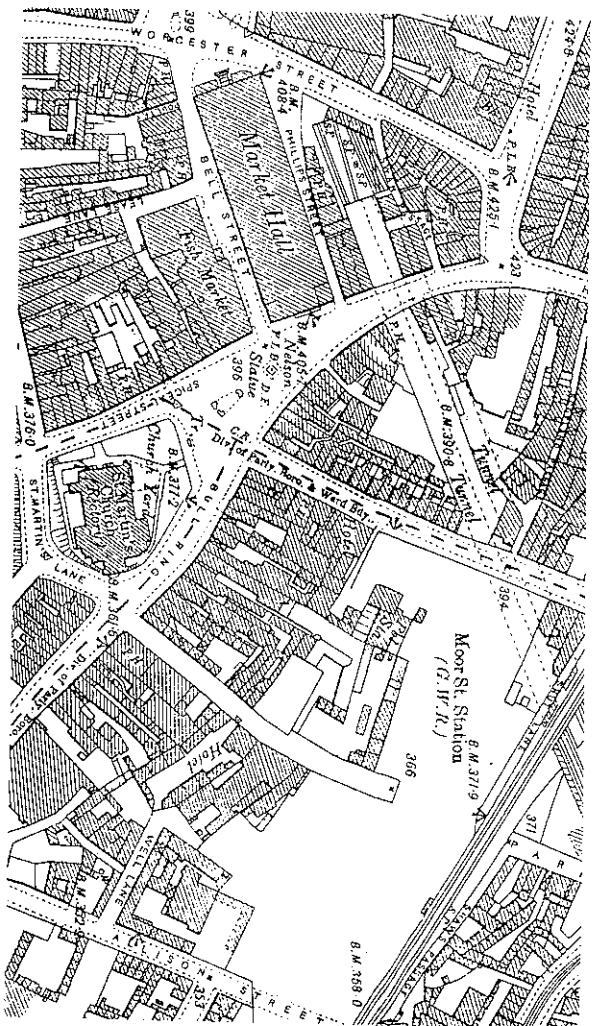
 study area

0 300 metres
0 1000 feet

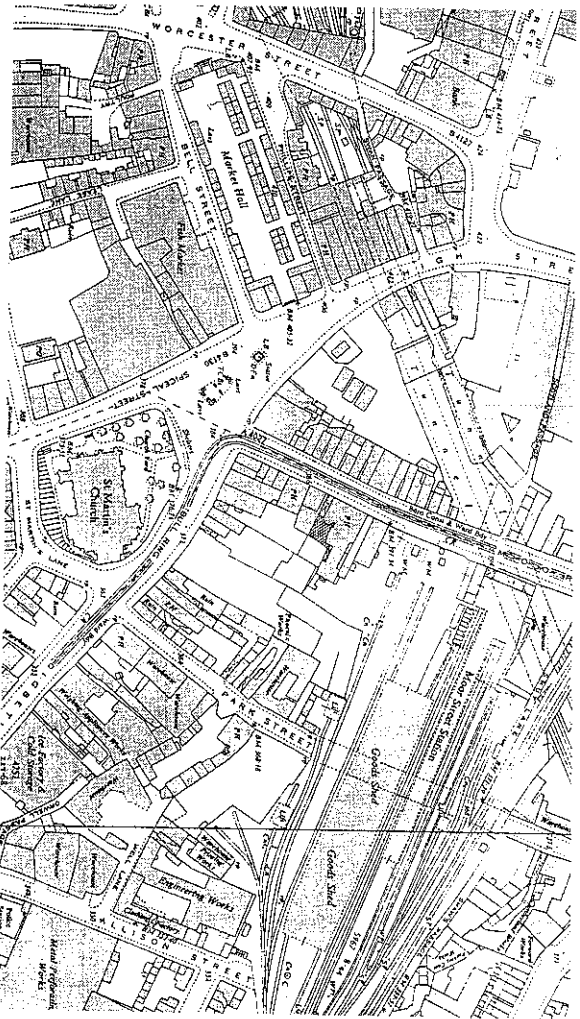
Fig. 2.



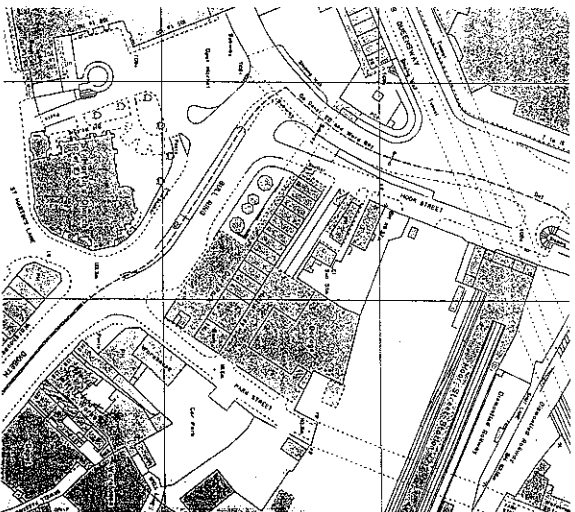
1888



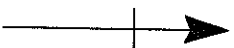
1912



1952

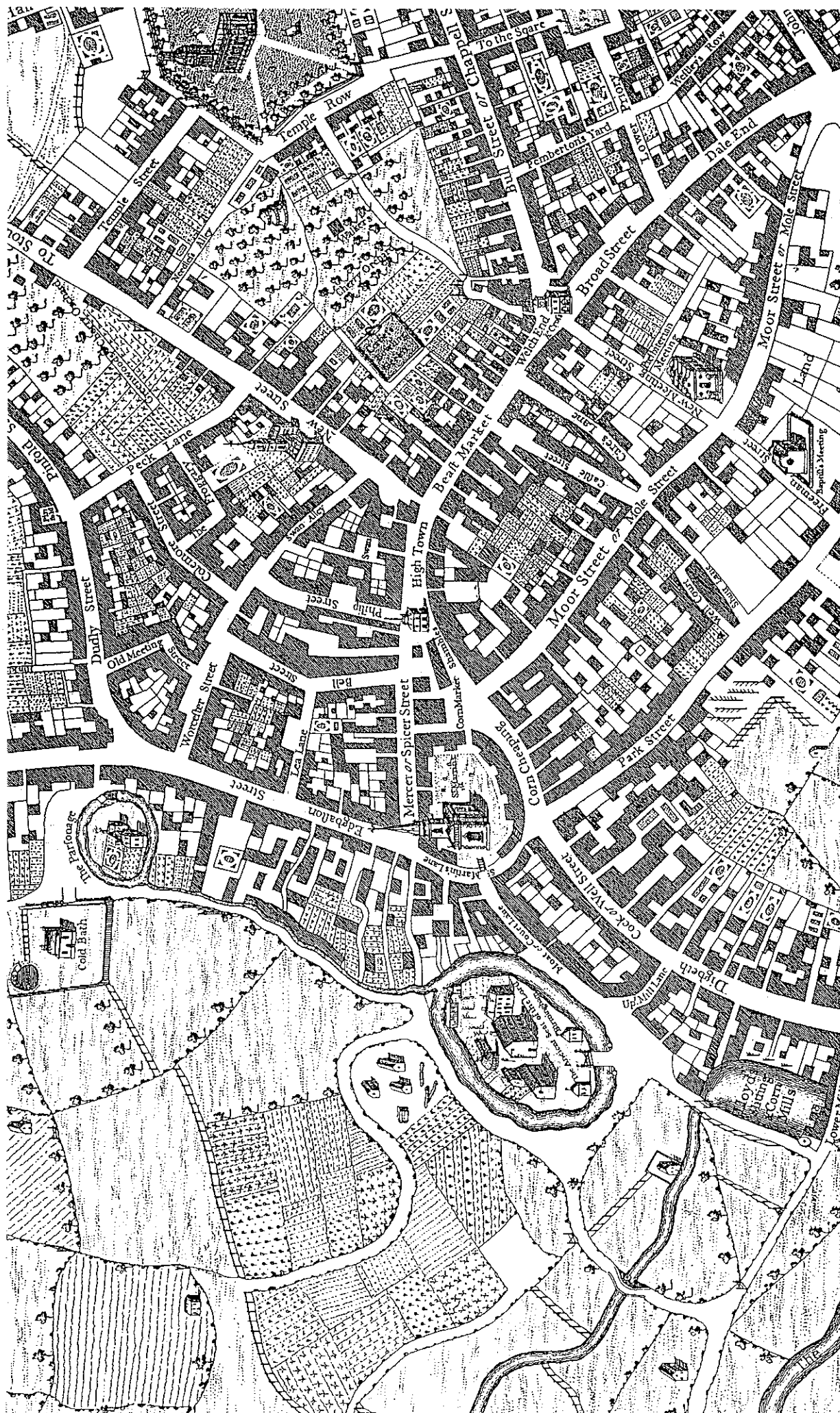


1965



0 100 200 mts

Fig. 3



Westley, 1731

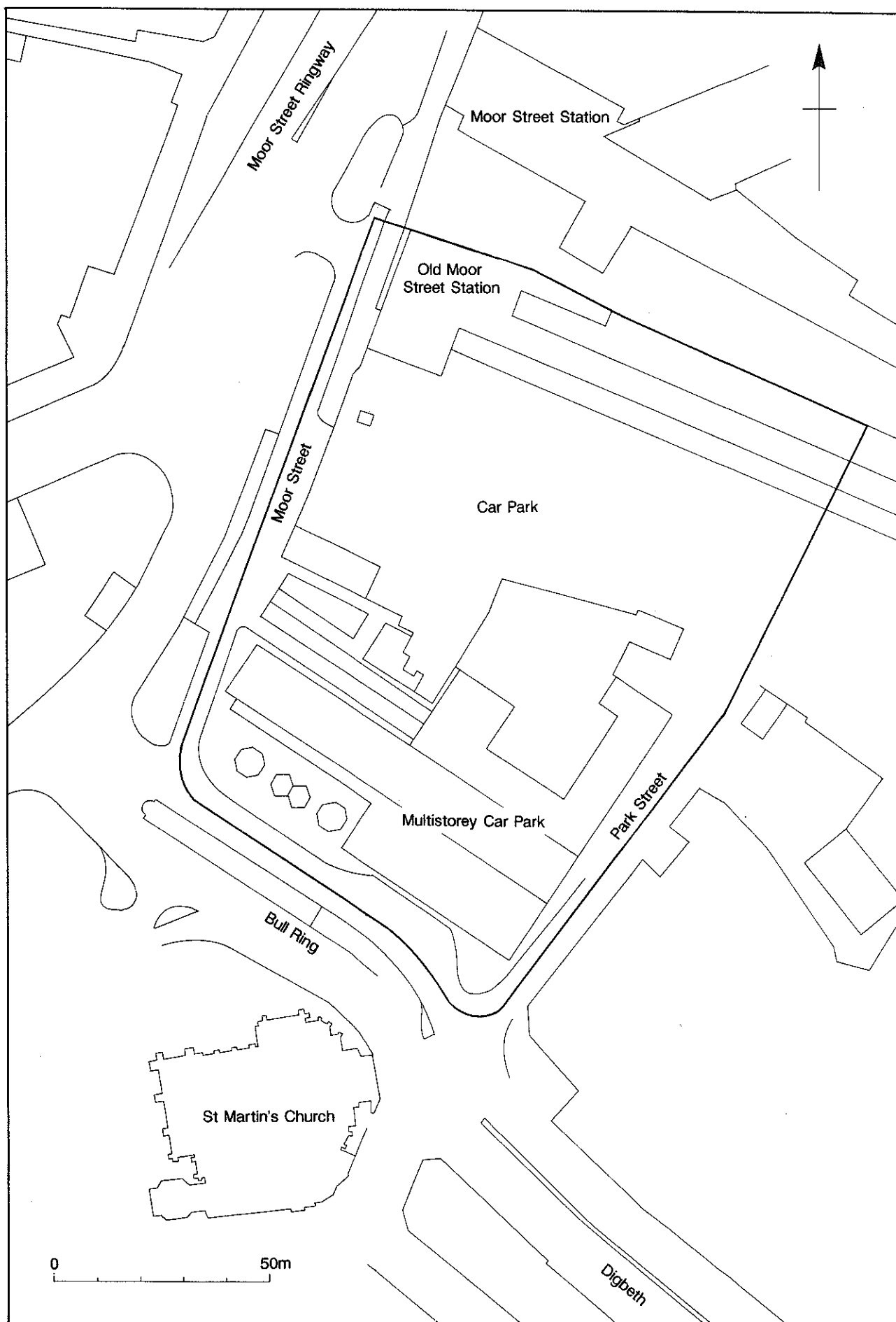
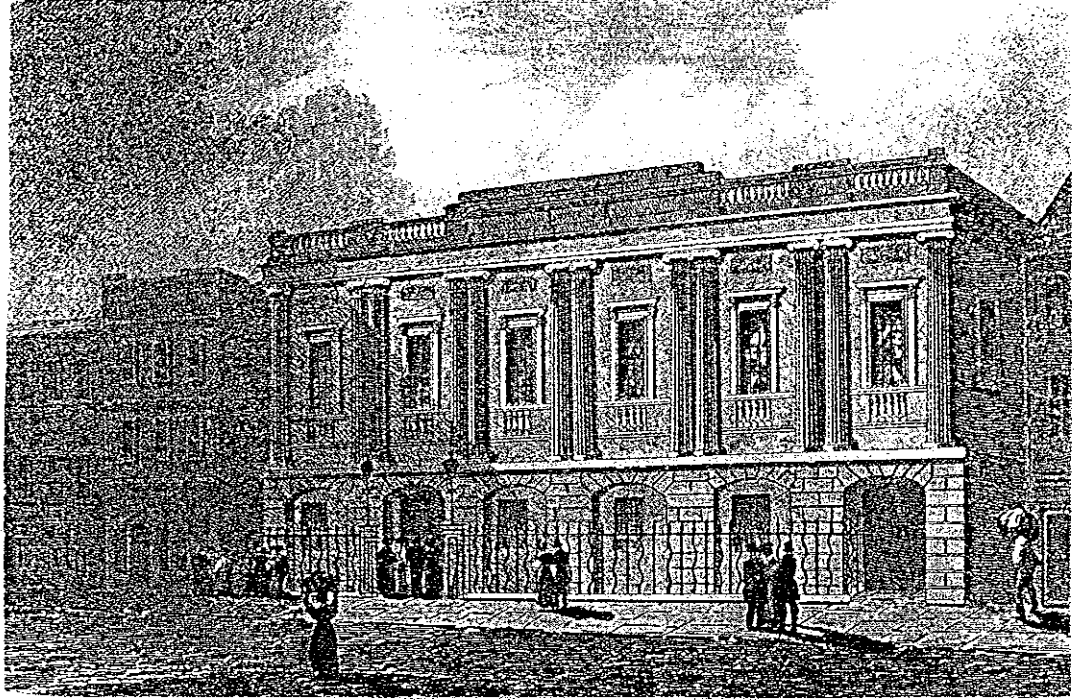


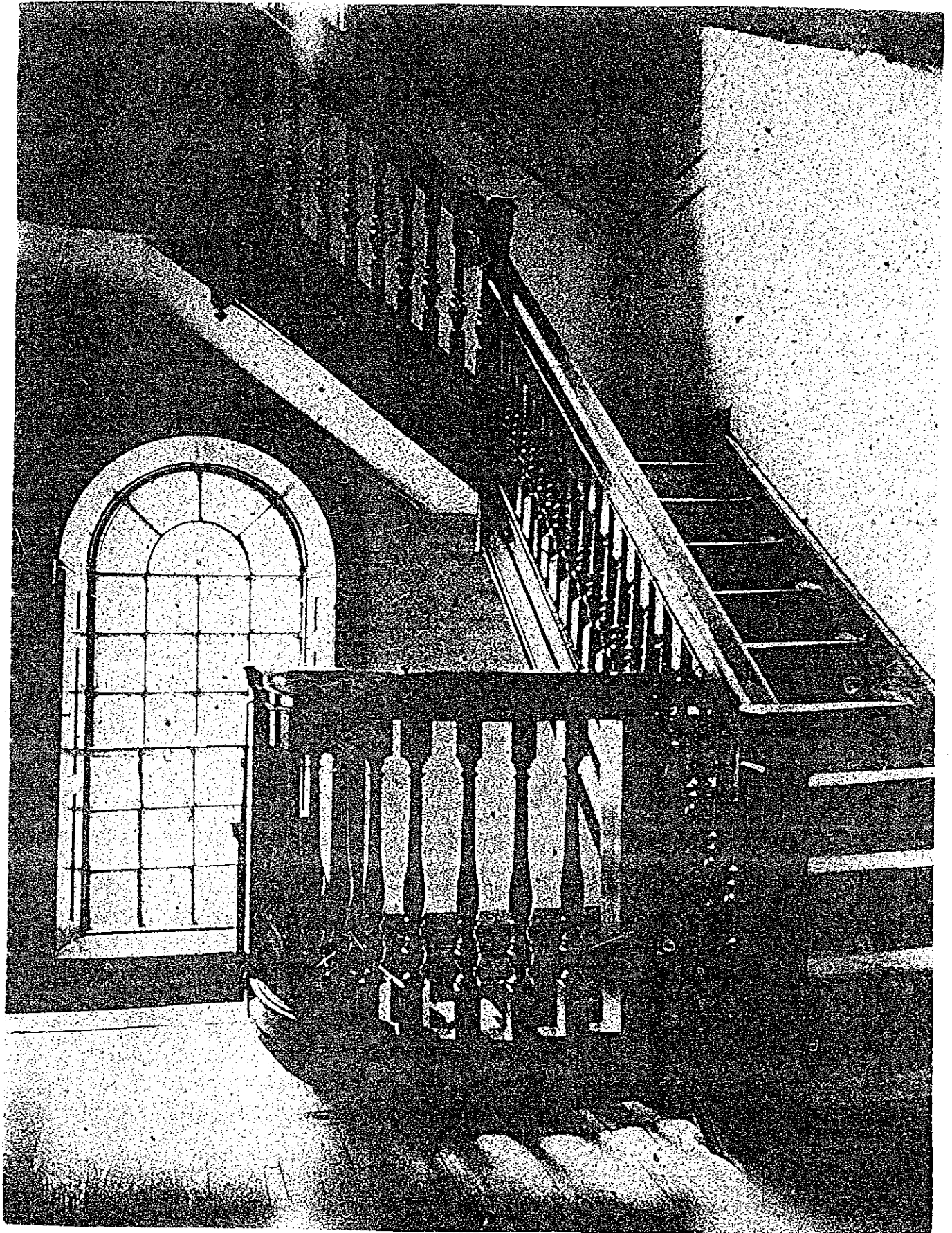
Fig. 1.



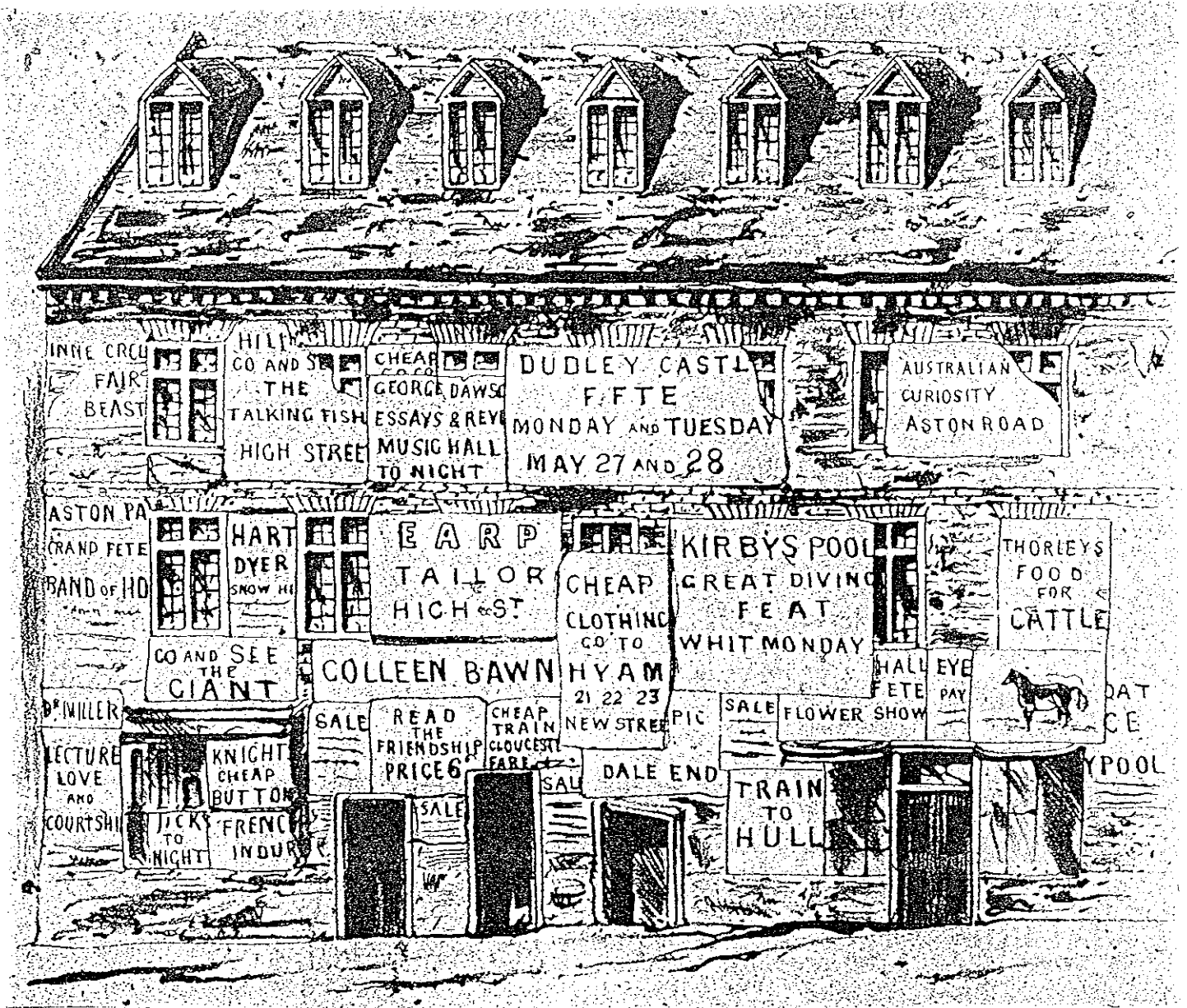
Ackerman's Panoramic View of Birmingham, 1847



The Public Office, Moor Street

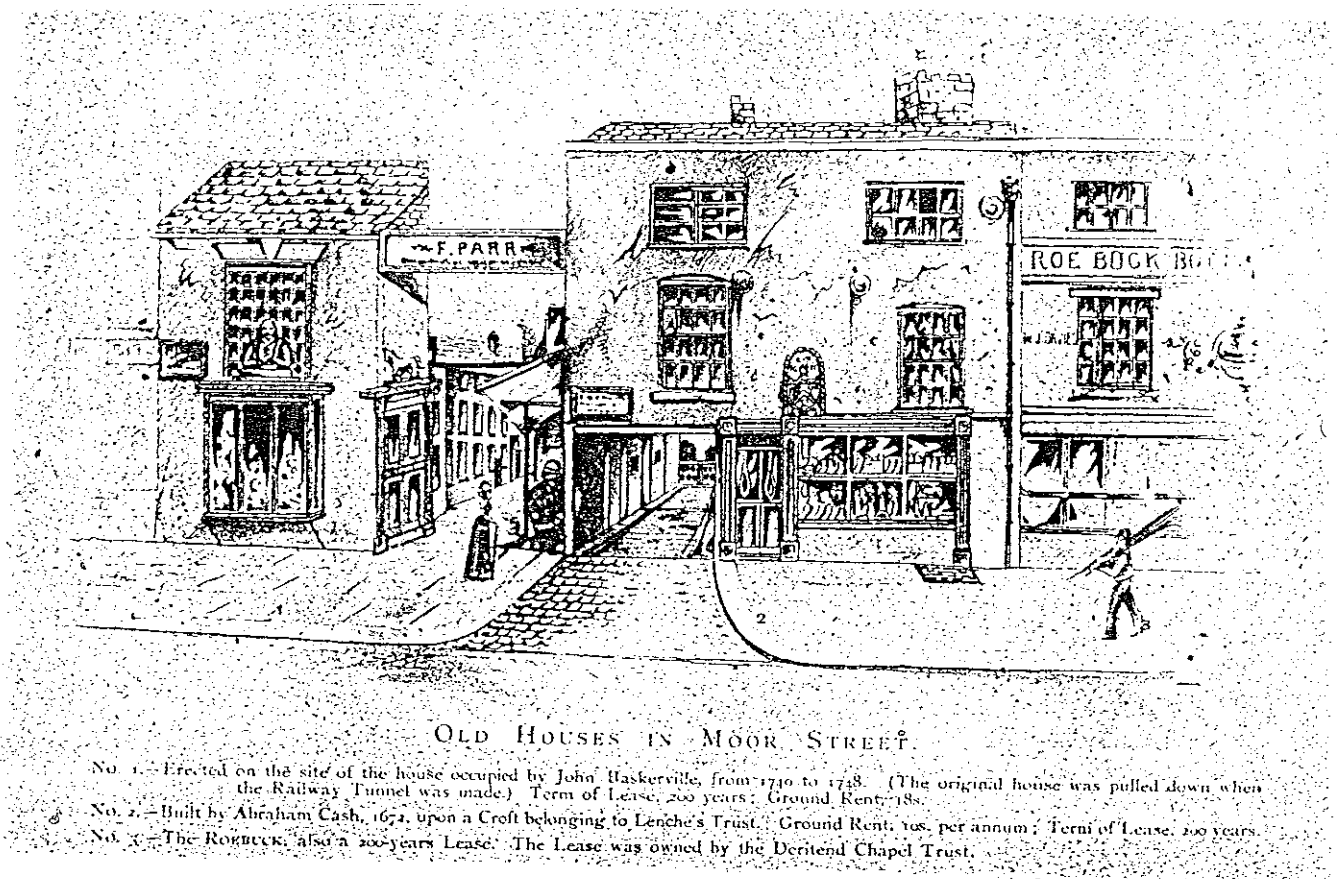


Moor Street

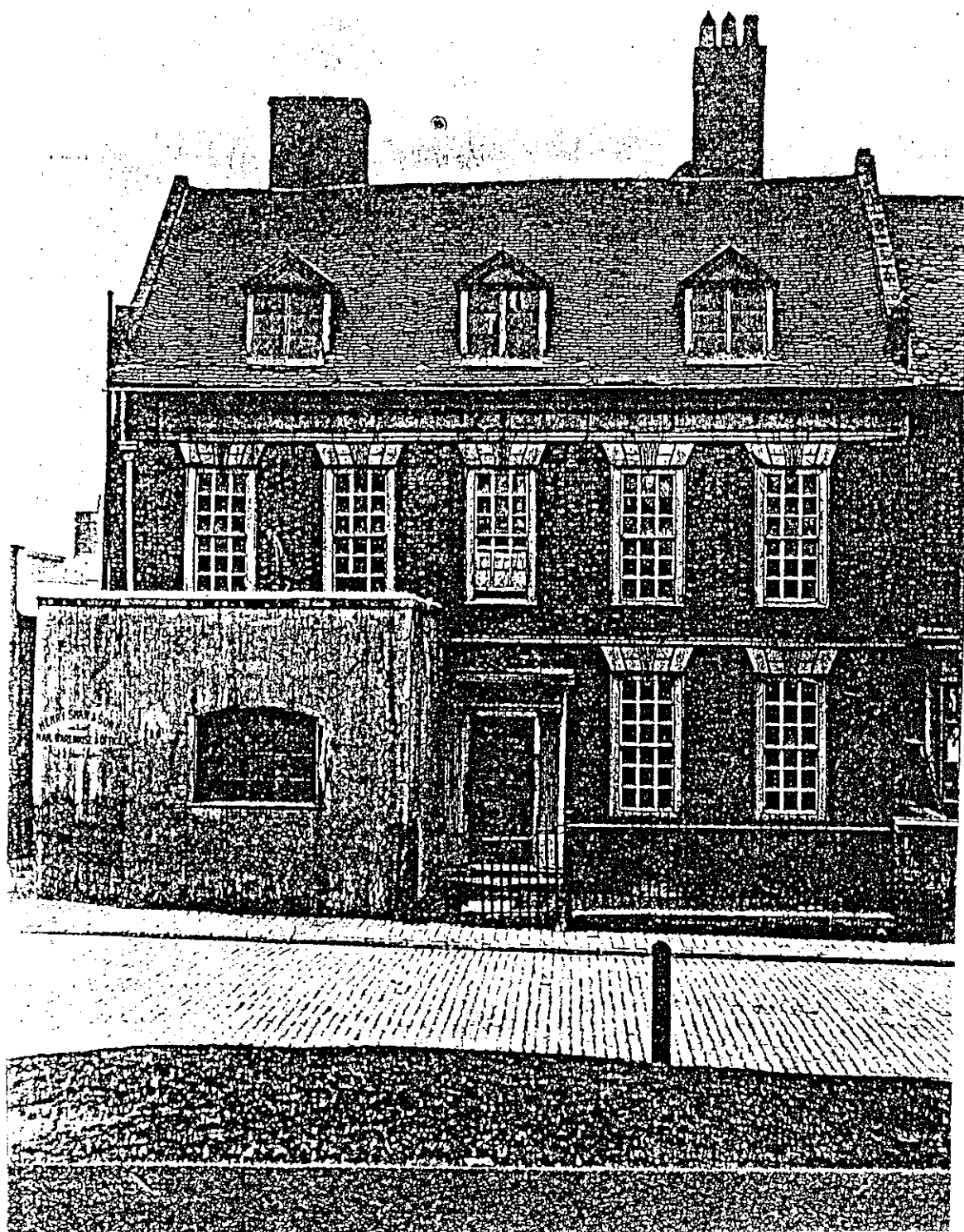


OLD HOUSES, MOOR STREET.

Moor Street Houses



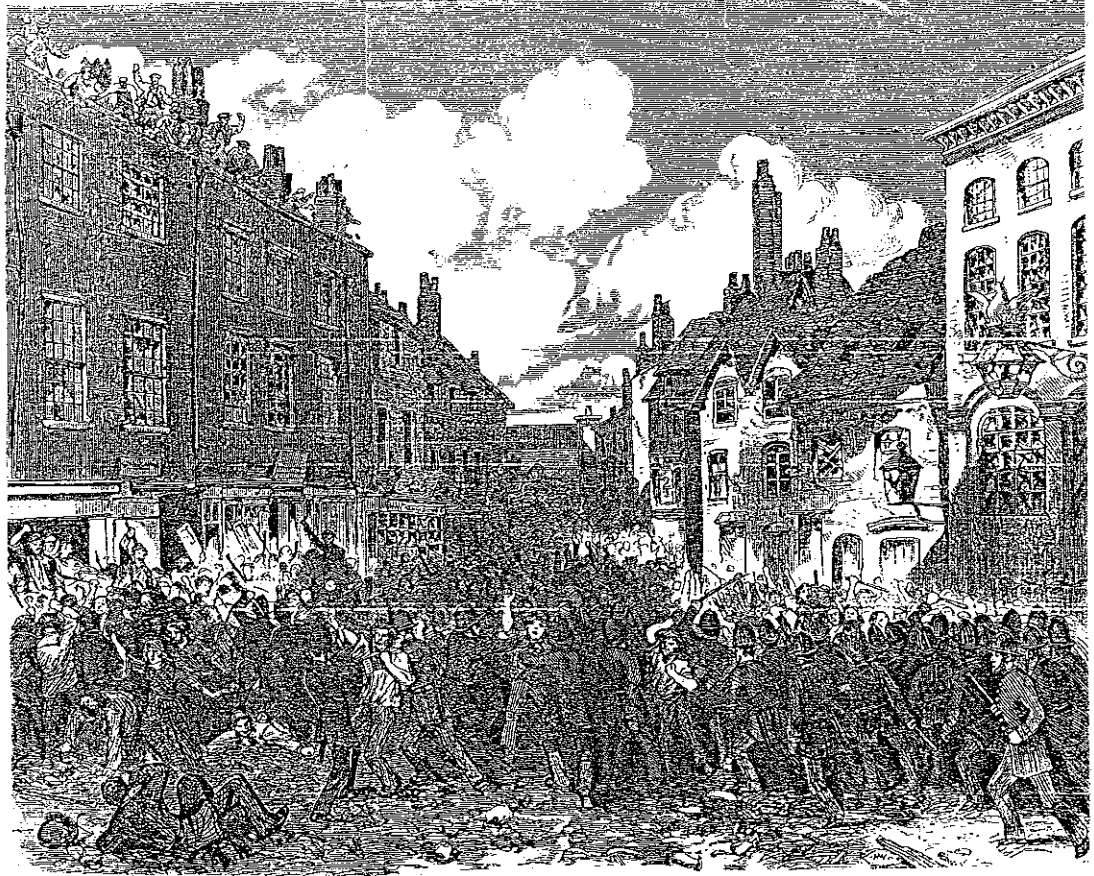
Moor Street Houses



18, Park Street



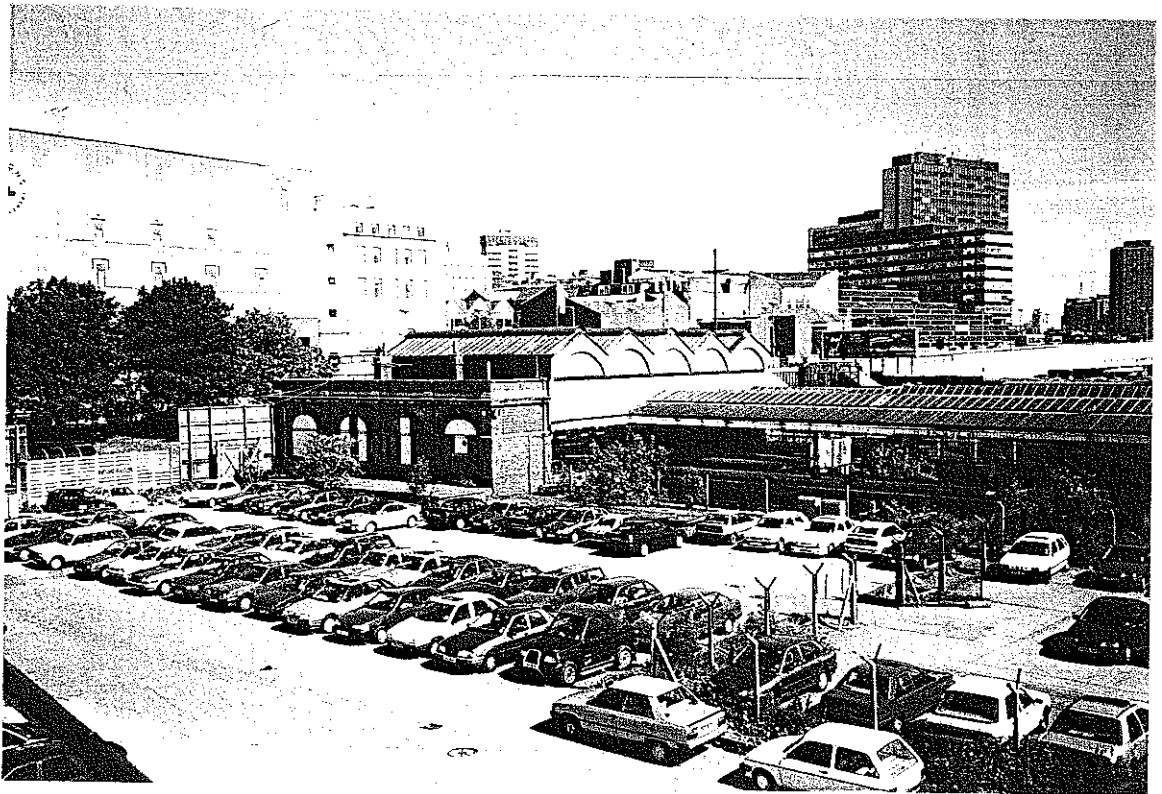
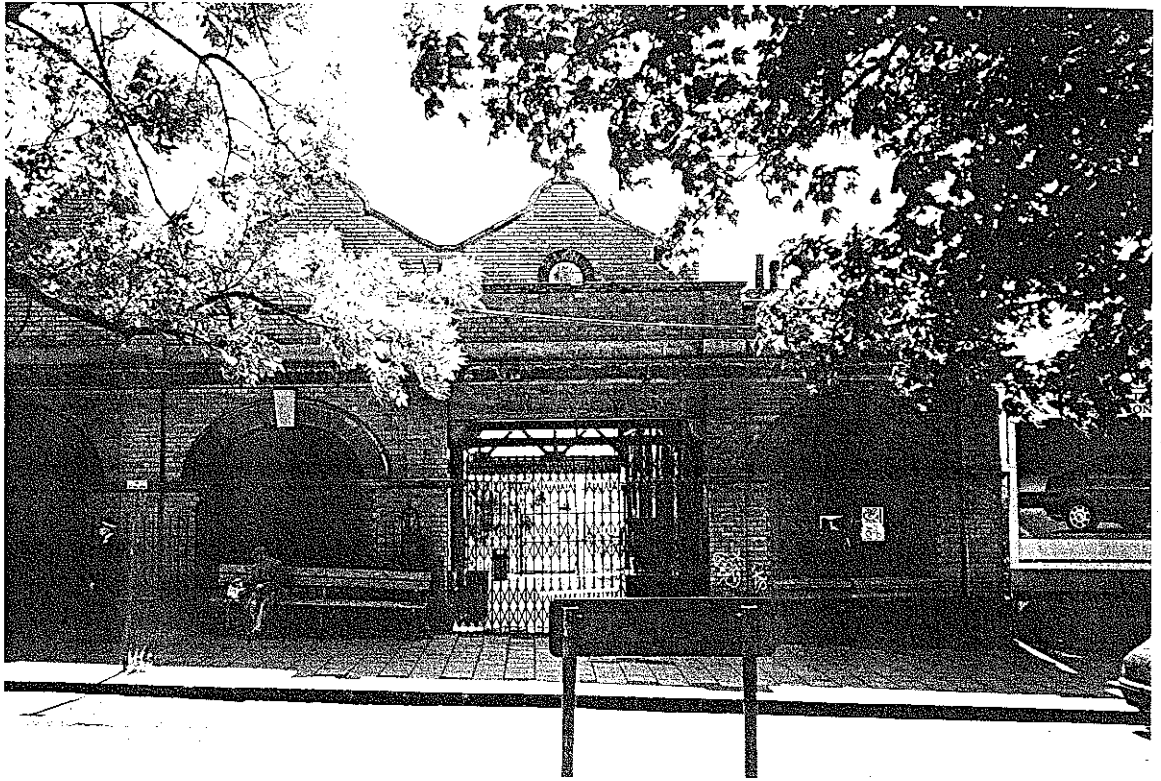
View of workshops to the rear of Park Street



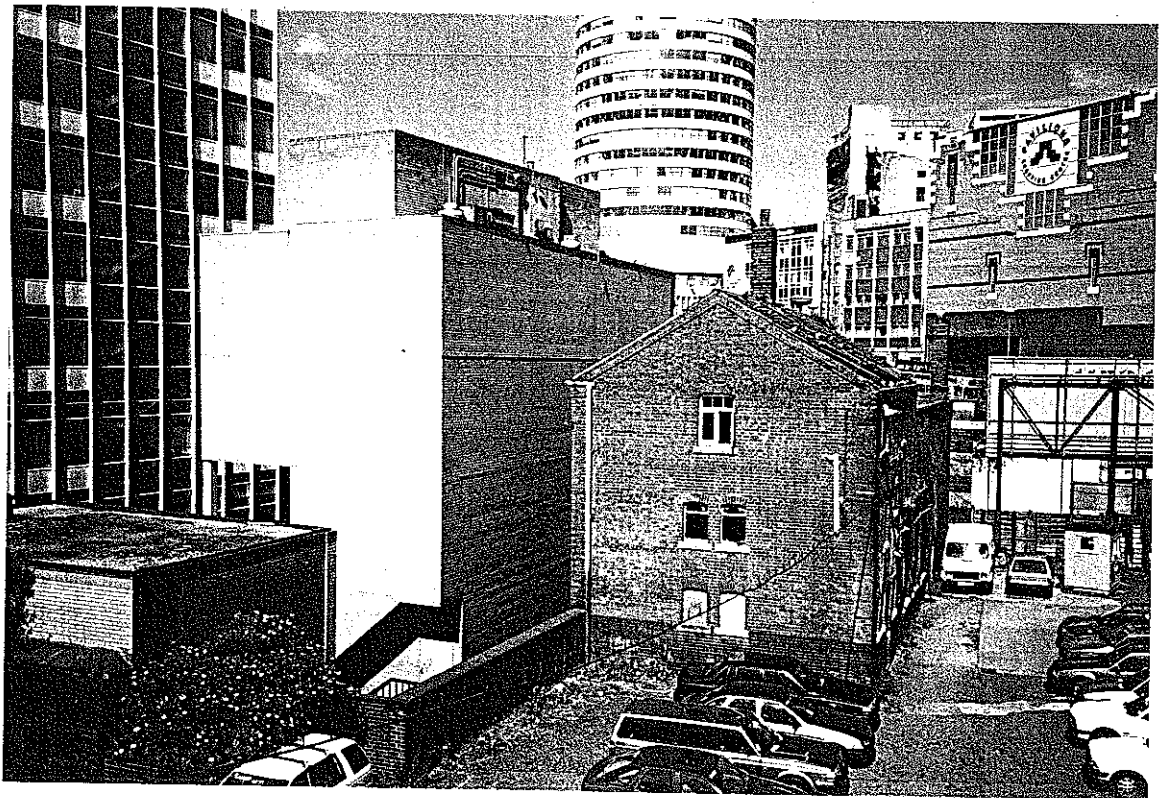
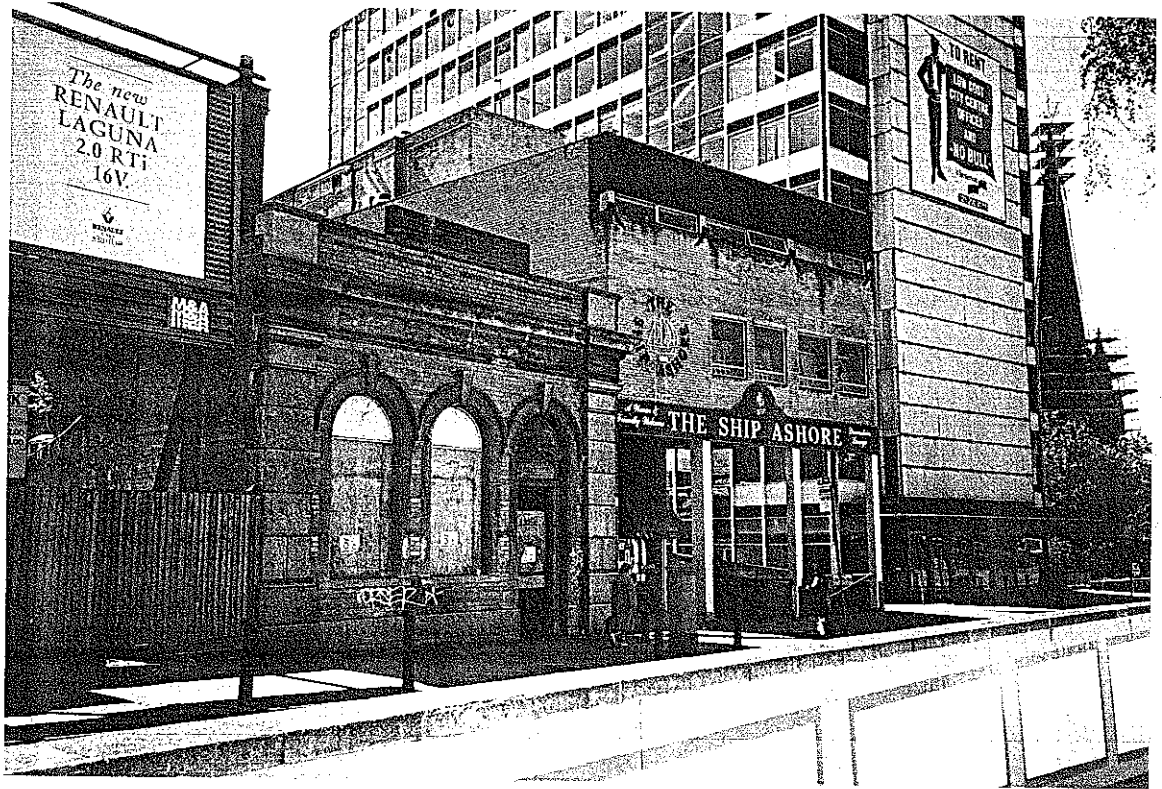
The Murphy Riots in Park Street, 1867



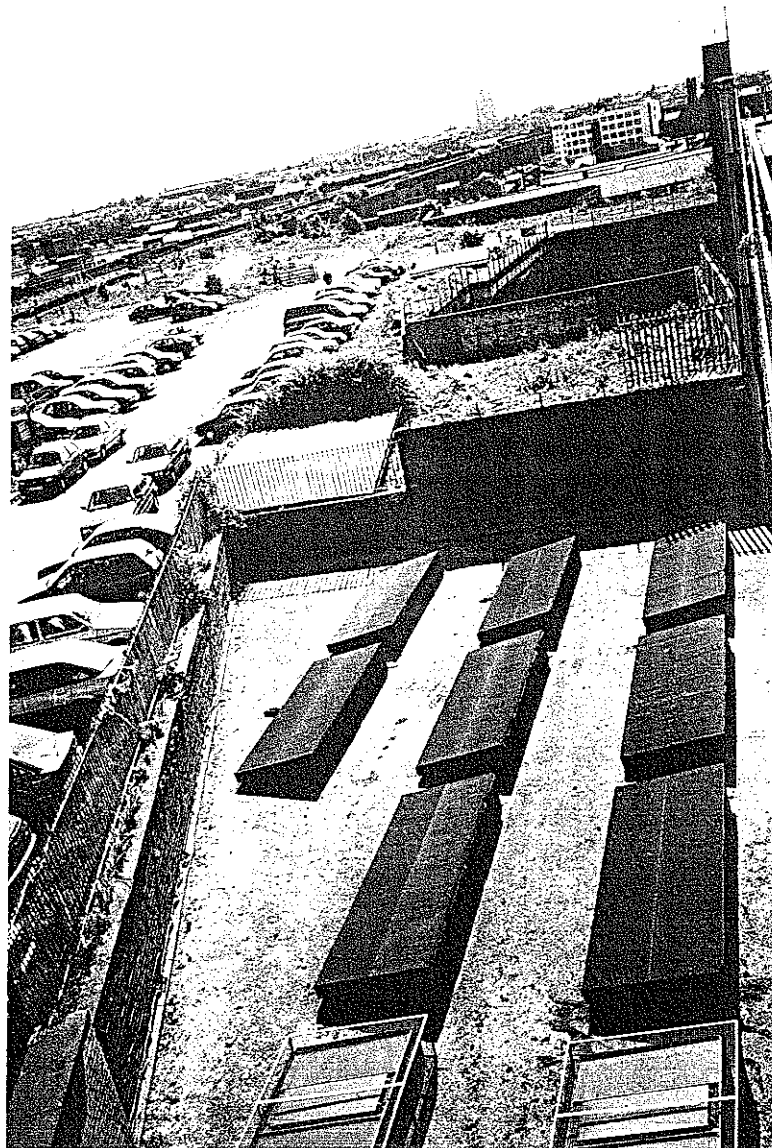
The Bull Ring prior to 1960s redevelopment



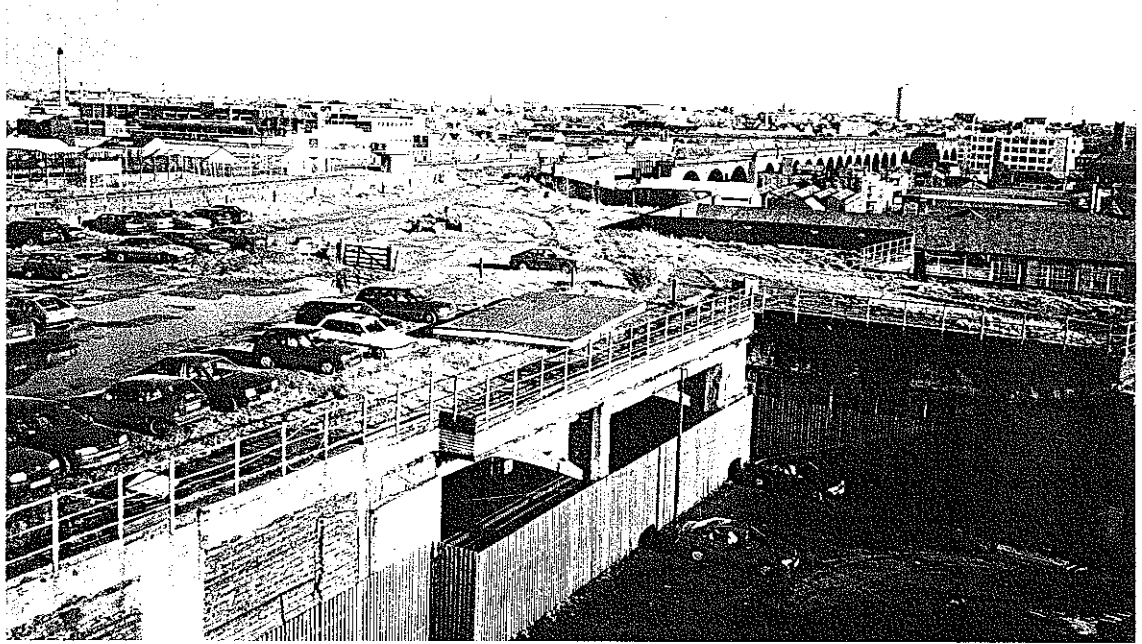
Moor Street Station



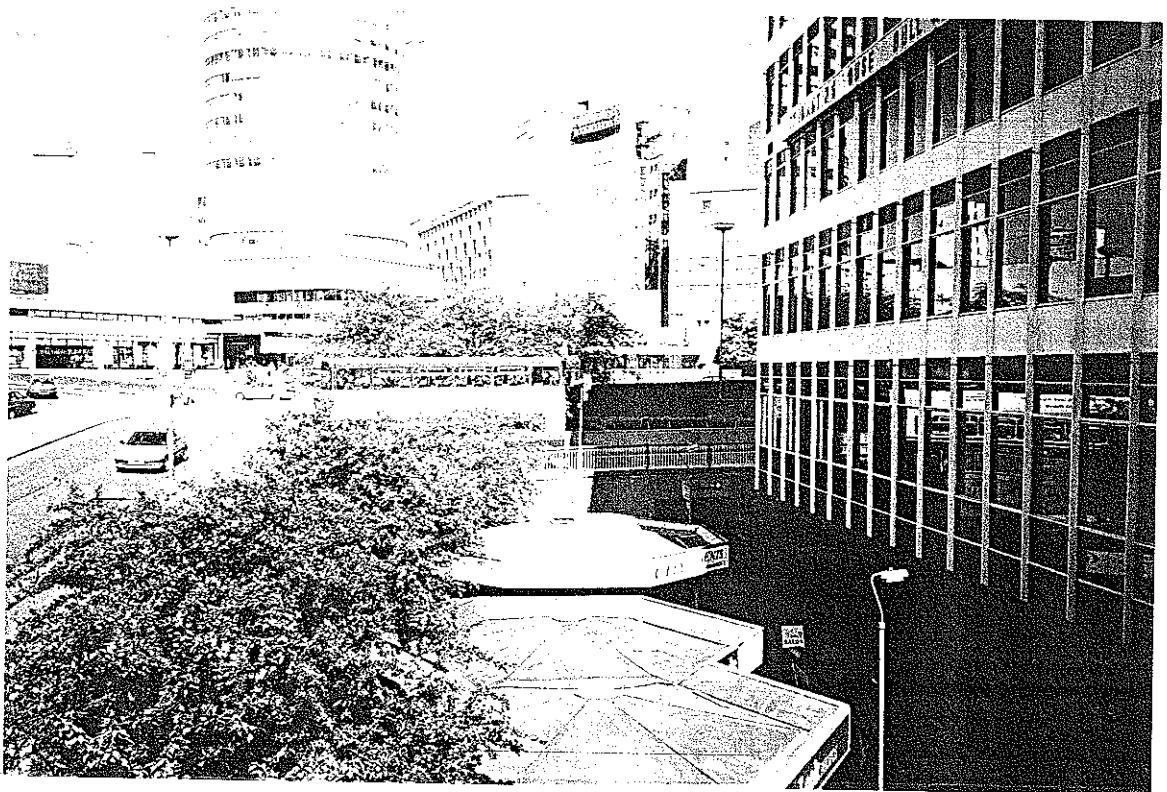
Moor Street



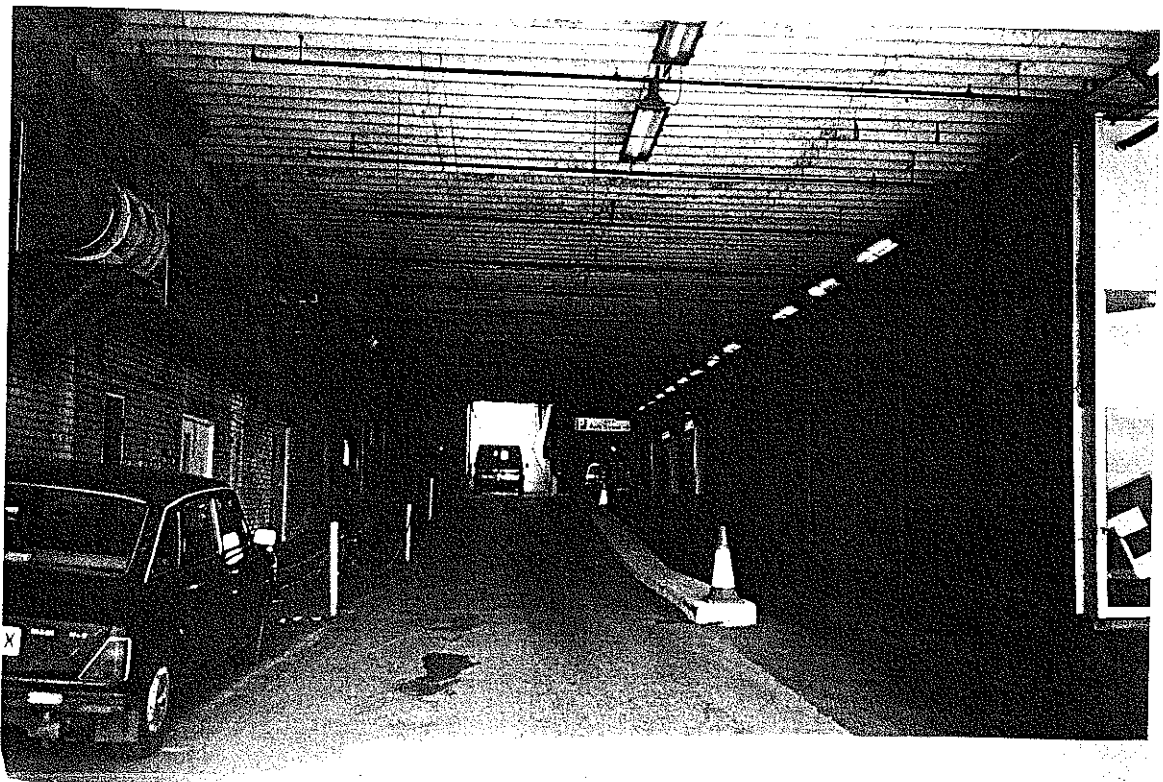
Below-ground warehouses, Moor Street Station



Banana ripening areas below Moor Street Station, south end of Park Street



Bull Ring street frontage



Access to NCP multistorey carpark, looking from Park Street towards Moor Street