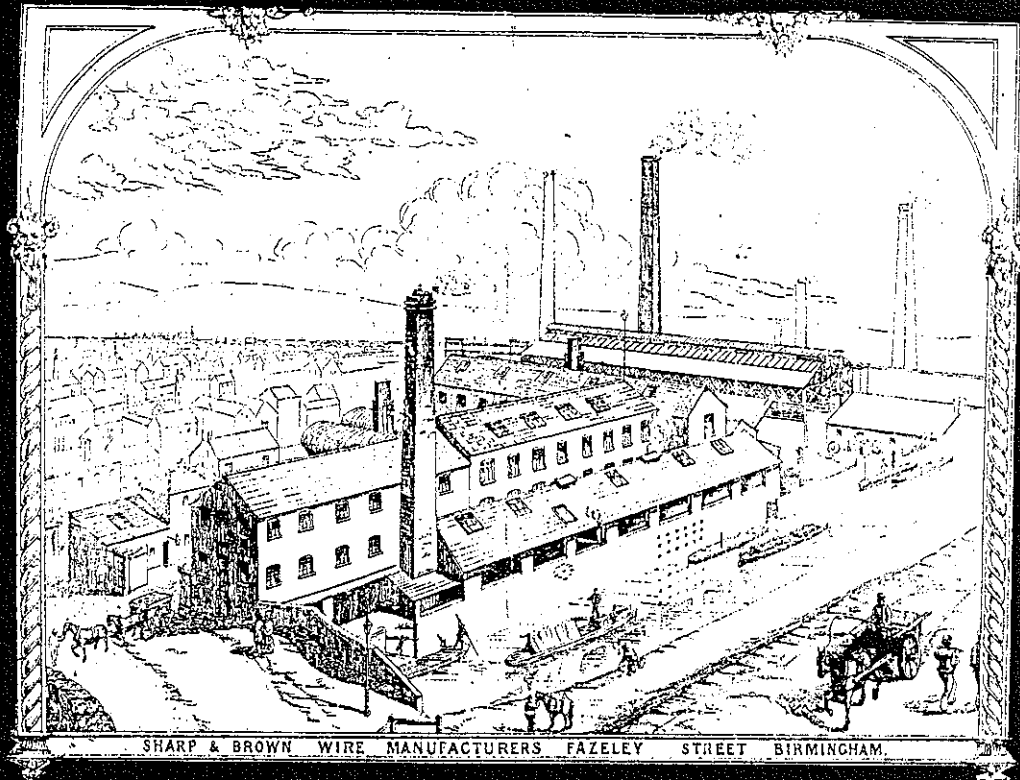


*BIRMINGHAM UNIVERSITY  
FIELD ARCHAEOLOGY UNIT*



**An Archaeological Desk-Based  
Assessment of Part of the Digbeth  
Millennium Quarter, Birmingham  
City Centre**

1999

*B.U.F.A.U.*



Birmingham University Field Archaeology Unit  
**Project No. 575**  
March 1999

**An Archaeological Desk-Based Assessment of Part of the Digbeth Millennium Quarter,  
Birmingham City Centre**

**1999**

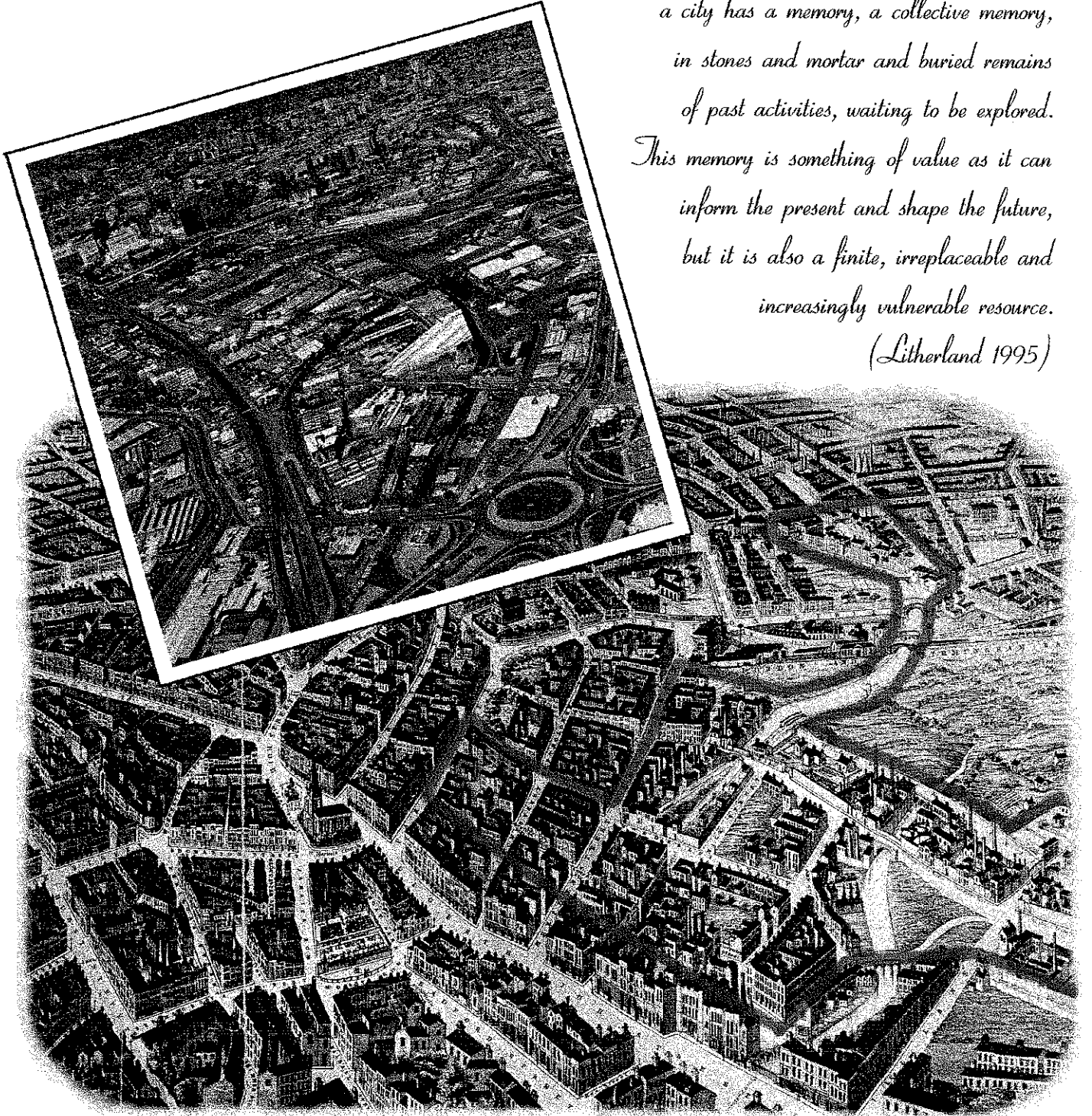
by  
Catharine Mould

with specialist contributions by  
Dr Nigel Baker and Andy Hammon

*For further information please contact:*  
Simon Buteux, Iain Ferris or Gwilym Hughes (Directors)  
Birmingham University Field Archaeology Unit  
The University of Birmingham  
Edgbaston  
Birmingham B15 2TT  
Tel: 0121 414 5513  
Fax: 0121 414 5516  
E-Mail: BUFAU@bham.ac.uk  
Web Address: <http://www.bufau.bham.ac.uk>

*Our city is a product of centuries of endeavour and is literally built upon its own history. Just as our memories shape our personalities so a city has a memory, a collective memory, in stones and mortar and buried remains of past activities, waiting to be explored. This memory is something of value as it can inform the present and shape the future, but it is also a finite, irreplaceable and increasingly vulnerable resource.*

*(Litherland 1995)*



**An Archaeological Desk-Based Assessment of Part of the Digbeth Millennium  
Quarter, Birmingham City Centre**

**1999**

**Contents**

	<b>Page</b>
<b>Summary</b>	<b>1</b>
<b>Introduction</b>	<b>1</b>
<b>Definition of Criteria of Description</b>	<b>2</b>
<b>Study Area Location</b>	<b>3</b>
<b>Topography and Geology</b>	<b>3</b>
<b>Present Character</b>	<b>4</b>
<b>Objective</b>	<b>4</b>
<b>Method and Assessment of the Available Sources</b>	<b>4</b>
Historic Maps	5
Illustrative Material	6
Documentary Evidence	6
<b>Previous Archaeological Work within the Study Area</b>	<b>8</b>
<b>Historical Profile of the Study Area</b>	<b>8</b>
<b>Street-Plan Analysis of the Study Area</b> <i>by Dr Nigel Baker</i>	<b>13</b>
<b>Palaeoenvironmental Deposits and Organic Material</b> <i>by Andy Hammon</i>	<b>18</b>
<b>Results of the Archaeological Assessment</b>	<b>20</b>
Area 1	22
Area 2	27
Area 3	29
Area 4	32
Area 5	34
Area 6/7	37
Area 8	40



	<b>Page</b>
Area 9	42
Area 10	45
Area 11	48
Area 12	51
Area 13	54
Area 14	56
Area 15	59
Area 16	62
Area 17	65
Area 18	69
Area 19	71
Area 20	73
Area 21	78
Area 22	84
Area 23	86
Area 24	89
Area 25	91
Area 26	93
Area 27	95
Area 28	97
Area 29	101
Area 30	103
Area 31	105
Area 32	108
Area 33	112
<b>Conclusions</b>	<b>114</b>
<b>References</b>	<b>116</b>
<b>Acknowledgements</b>	<b>119</b>
<b>Appendix 1 Catalogue of Historic Maps</b>	
<b>Appendix 2 Catalogue of Historic Sources</b>	
<b>Appendix 3 Birmingham City Council Brief for an Archaeological Desk-Based Assessment of part of the Digbeth Millennium Quarter</b>	

### **Figures**

Figure 1	The Study Area.
Figure 2	Areas of Potential Archaeological Importance.
Figure 3	Existing Conservation Area.
Figure 4	Proposed Conservation Area.
Figure 5	Areas 1-33.
Figure 6	Street-Plan Analysis: Pre-18th Century Industrial Lanes and 1751-1778 Development.

Figure 7	Street-Plan Analysis: 1790-1810 Development.
Figure 8	Street-Plan Analysis: 1810-1828 Development.
Figure 9	Street-Plan Analysis: 1828-1849/55 Development.
Figure 10	Street-Plan Analysis: 1849/55-1888/9 Development.
Figure 11	The River Rea, Former Courses, Mill Leat and Mill Pond; Areas of Potential Palaeoenvironmental Deposit Survival.
Figure 12	Area 1.
Figure 13	Area 2.
Figure 14	Area 3.
Figure 15	Area 4.
Figure 16	Area 5.
Figure 17	Area 6/7.
Figure 18	Area 8.
Figure 19	Area 9.
Figure 20	Area 10.
Figure 21	Area 11.
Figure 22	Area 12.
Figure 23	Area 13.
Figure 24	Area 14.
Figure 25	Area 15.
Figure 26	Area 16.
Figure 27	Area 17.
Figure 28	Area 18.
Figure 29	Area 19.
Figure 30	Area 20.
Figure 31	Area 21.
Figure 32	Area 22.
Figure 33	Area 23.
Figure 34	Area 24.
Figure 35	Area 25.
Figure 36	Area 26.
Figure 37	Area 27.
Figure 38	Area 28.
Figure 39	Area 29.
Figure 40	Area 30.
Figure 41	Area 31.
Figure 42	Area 32.
Figure 43	Area 33.

### **Historic Maps**

Map 1	Westley's map of 1732.
Map 2	Bradford's map of 1750/51.

### **Plates**

Frontispiece	1998 aerial photograph of the Study Area, with Ackerman's 1847 Panoramic View.
--------------	--

# **An Archaeological Desk-Based Assessment of Part of the Digbeth Millennium Quarter, Birmingham City Centre**

1999

## **Summary**

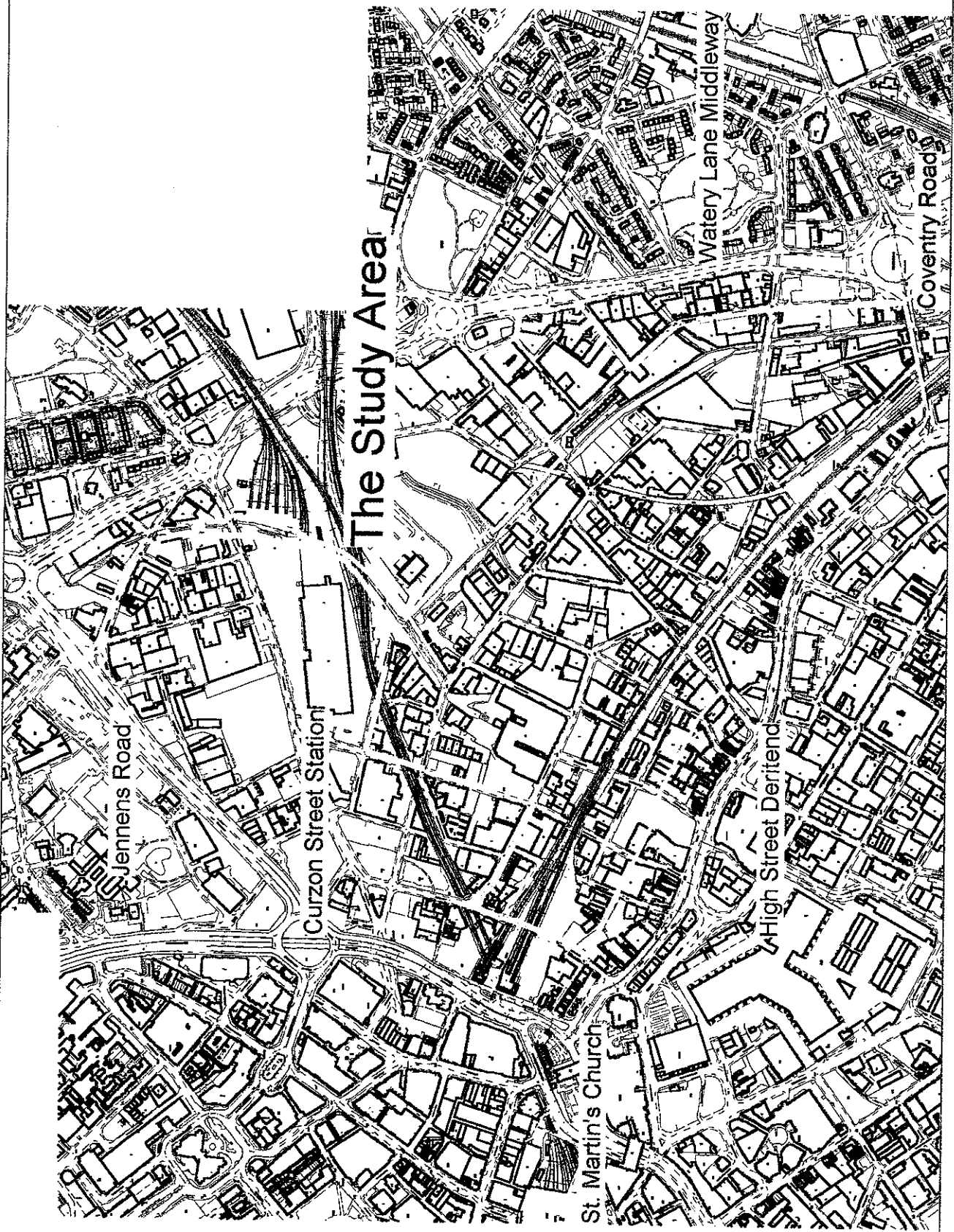
In 1995, the City Council commissioned a desk-based assessment of part of the Digbeth Economic Regeneration Area and Cheapside Industrial Area (Litherland *et al.* 1995). This study was the first of its kind to be commissioned for the city centre. It helped to quantify the archaeological resource and provided a framework within which Birmingham's archaeological heritage could be understood and managed in the context of economic regeneration. It is hoped that the present study will succeed in building upon and extending that framework.

The part of the Digbeth Millennium Quarter which is the subject of this desk-based assessment contains two designated Areas of Potential Archaeological Importance - one centred on the main body of the Study Area and one on the former Belmont Glass Works site at Lawley Middleway - a Conservation Area centred on Warwick Bar, and a proposed Conservation Area which includes part of the area studied in 1995.

This assessment has demonstrated that the Study Area contains numerous zones of potential below-ground archaeological survival and includes a large number of standing buildings belonging to Birmingham's 19th-century industrial past. These below-ground and above-ground remains have the potential to further our understanding of Birmingham's evolution from a medieval market town to an industrial and commercial city. Specific areas of interest which may be affected by future development are highlighted within this report.

## **Introduction**

This project has been commissioned by the Economic Development Department and the Department of Planning & Architecture, Birmingham City Council as the first stage of an archaeological response to future development of the Study Area (Figure 1). This study does not relate to any specific development proposal, but is designed to provide an overview of the Study Area's character and its potential for survival of archaeological remains. It is anticipated that any individual development proposal for a specific piece of land would be preceded by, or accompanied by, more documentary research and detailed archaeological investigation, in accordance with Policy 8.36 of the Birmingham Plan, and Planning Policy Guidance Note 16, "Archaeology and Planning" (DOE 1990) and Planning Policy Guidance Note 15 "Planning and the Historic Environment" (DOE 1995). This investigation may take the form of further detailed desk-based research along with field evaluation. If significant archaeological structures or deposits were found to survive within the application site, the City Council may then require these to be preserved *in situ* through appropriate foundation design or site layout. If preservation *in situ* were not feasible, conditions would be applied to ensure that adequate recording of archaeological features to be affected by the proposed development was carried out (*preservation by record*). Any



The Study Area

Jennens Road

Curzon Street Station

St. Martin's Church

High Street Deritend

Watery Lane Middleway

Coventry Road

Figure 1

recommendation for further archaeological investigation would be made by the Planning Archaeologist for Birmingham City Council.

### **Definition of Criteria of Description**

**Areas of Potential Archaeological Importance** have been defined by Birmingham City Council as those which include one or more of the following:

- (i) Structures of medieval or earlier date, of whatever form, which survive or are likely to survive, and the areas around them.
- (ii) Concentrations of objects of medieval or earlier date which suggest the location of structures.
- (iii) Early settlement centres depicted on 19th century or earlier maps, inferred from road and field patterns on these maps, or known from illustrative or written documentary sources.
- (iv) Early industrial structures which survive or are likely to survive, and the areas around them.
- (V) Areas of probable good archaeological survival due to a lack of modern disturbance.

The City Council also defines **Areas of Archaeological Importance for Industrial Archaeological Sites** as:

Structures and deposits of industrial archaeological importance which survive, or are likely to survive, the areas around them, and other areas likely to be of significance for industrial archaeology. Structures and deposits may be above or below ground, and the location of structures, deposits and other areas of significance may be indicated by visible remains, concentrations of objects, depiction on maps or illustrations, or may be mentioned in written documentary sources.

A **Conservation Area** is defined in the Planning (Listed Buildings and Conservation Areas) Act 1990, as:

An area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.

The **Digbeth Industrial Improvement Area** was identified in 1985 in order to target the area for grant assistance and to stimulate private sector investment. One of the aims of creating the Industrial Improvement Area was to enhance economic regeneration by bringing the public and private sectors together (Economic Development Department, Birmingham City Council).

This study represents the first stage of archaeological assessment for part of the Digbeth Millennium Quarter (Birmingham City Council 1996). It follows on from a

study carried out in 1995 which concentrated on the Digbeth, Deritend and Bordesley High Street frontage. This study is based upon a search of documentary and cartographic sources, published and unpublished written records and a walkover survey of the Study Area. Sources of information are referenced in Appendices 1 and 2. This study was produced by Birmingham University Field Archaeology Unit on behalf of the Economic Development Department and Department of Planning & Architecture, Birmingham City Council, following a brief prepared by Dr. Michael Hodder, Planning Archaeologist for Birmingham City Council. The brief is reproduced as Appendix 3. The guidelines set down in the *Standard and Guidance for Archaeological Desk-based Assessments* (Institute of Field Archaeologists 1994) and in a guidance note produced by Birmingham City Council (Hodder 1998) were followed.

It is recommended that this report be read in conjunction with a geotechnical report prepared by Birmingham Design Services IRL Site Investigations Birmingham City Council (1998).

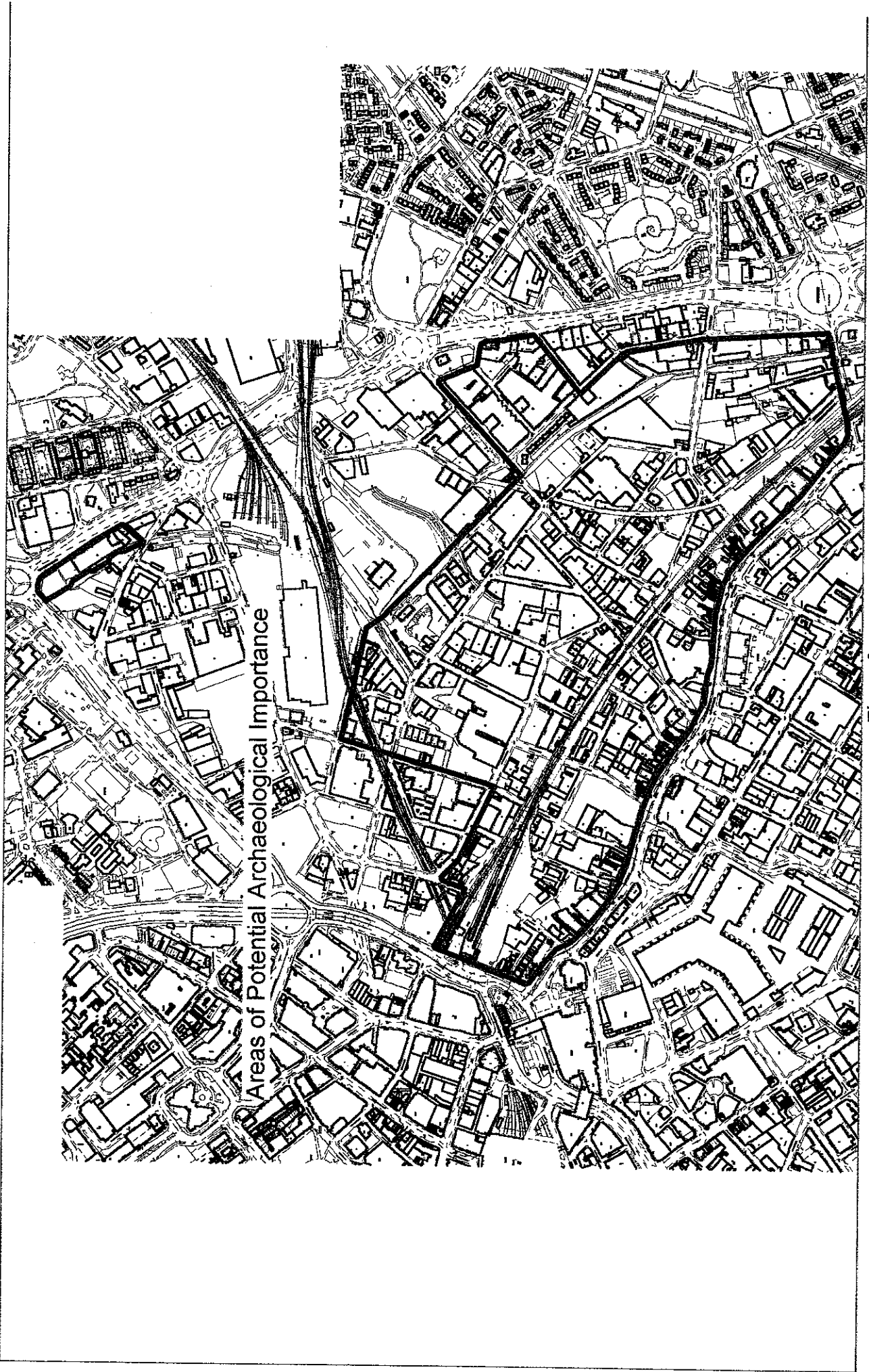
### **Study Area Location** (Figure 1)

The Study Area is located to the northeast of St. Martin's Church and the Bull Ring market area (centred on NGR SP 083 863). Its southern boundary is represented by the northern limit of an earlier desk-based assessment (Litherland *et al.* 1995). The northwestern boundary runs along Park Street, Bordesley Street, New Canal Street and Banbury Street, before following the Digbeth Branch Canal up to the northernmost part of the area at Lawley Middleway. The Grand Union canal represents the northeastern perimeter of the Study Area, which then expands to include a piece of land bounded by Great Barr Street, Little Barr Street and Westley Street. Glover Street then forms the southeastern boundary and Coventry Road the southern boundary.

The Study Area comprises two Areas of Potential Archaeological Importance, one centred on the main body of the Study Area and one on the site of the former Belmont Glass Works, adjacent to Lawley Middleway (Figure 2). The Study Area also includes a Conservation Area which is centred on Warwick Bar (Figure 3), and a proposed Conservation Area which extends northwest to southeast from Park Street to Coventry Road, and southwest to northeast from Digbeth, Deritend and Bordesley High Street to the Great Western Railway Viaduct (Figure 4).

### **Topography and Geology**

The topography of the Study Area is dominated by the River Rea and its floodplain. The edge of the Rea Valley slopes downwards from the Bull Ring to the river itself. The Rea is a tributary of the Tame which, at the bottom of Digbeth, flows across a fault where water draining from the sandstone accumulates and rises to the surfaces as a number of springs in the valley floor. The ground level then rises again up to Coventry Road which represents the southeastern boundary of the Study Area (see **Area 1** below).



Areas of Potential Archaeological Importance

Figure 2



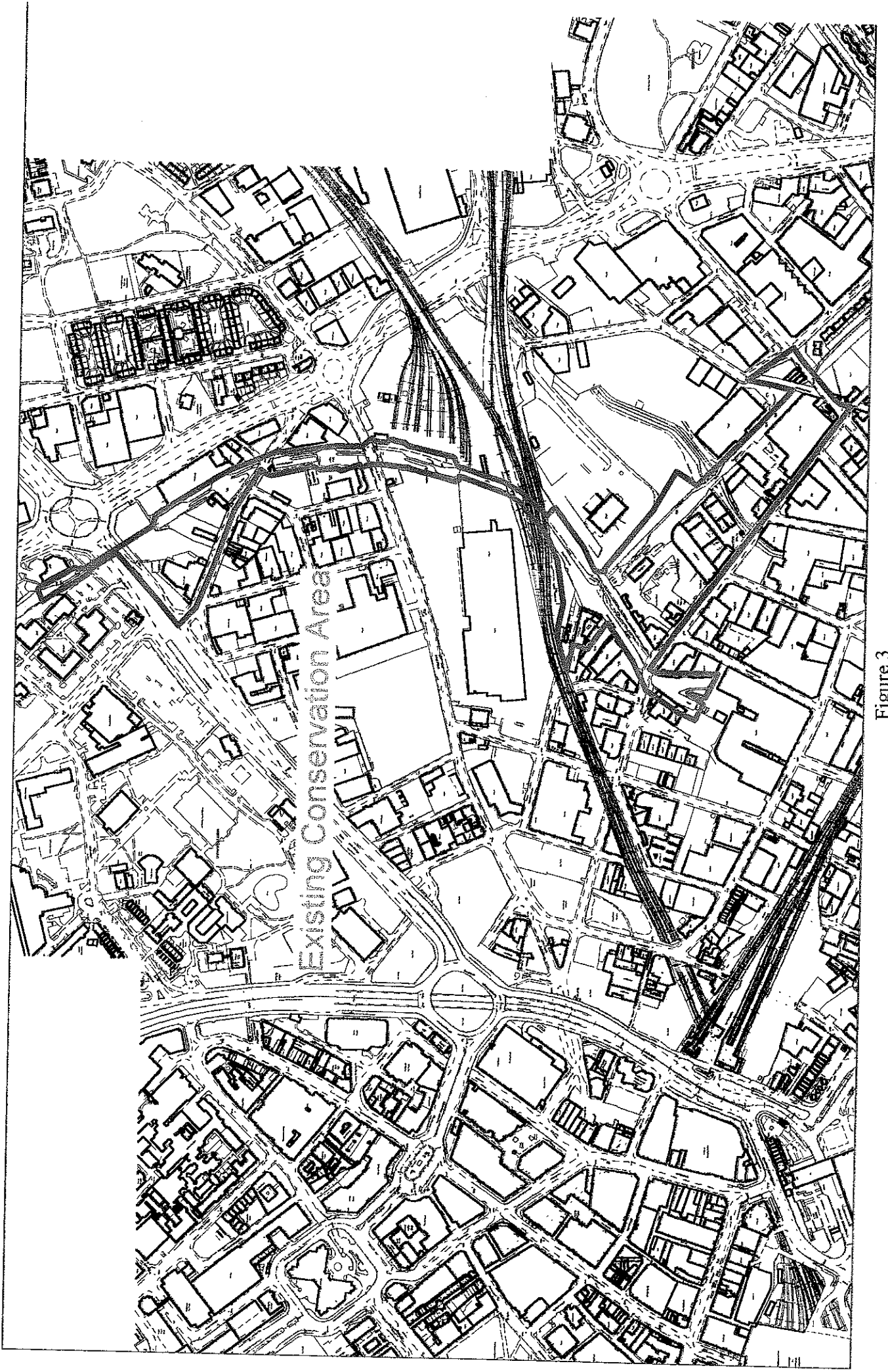


Figure 3

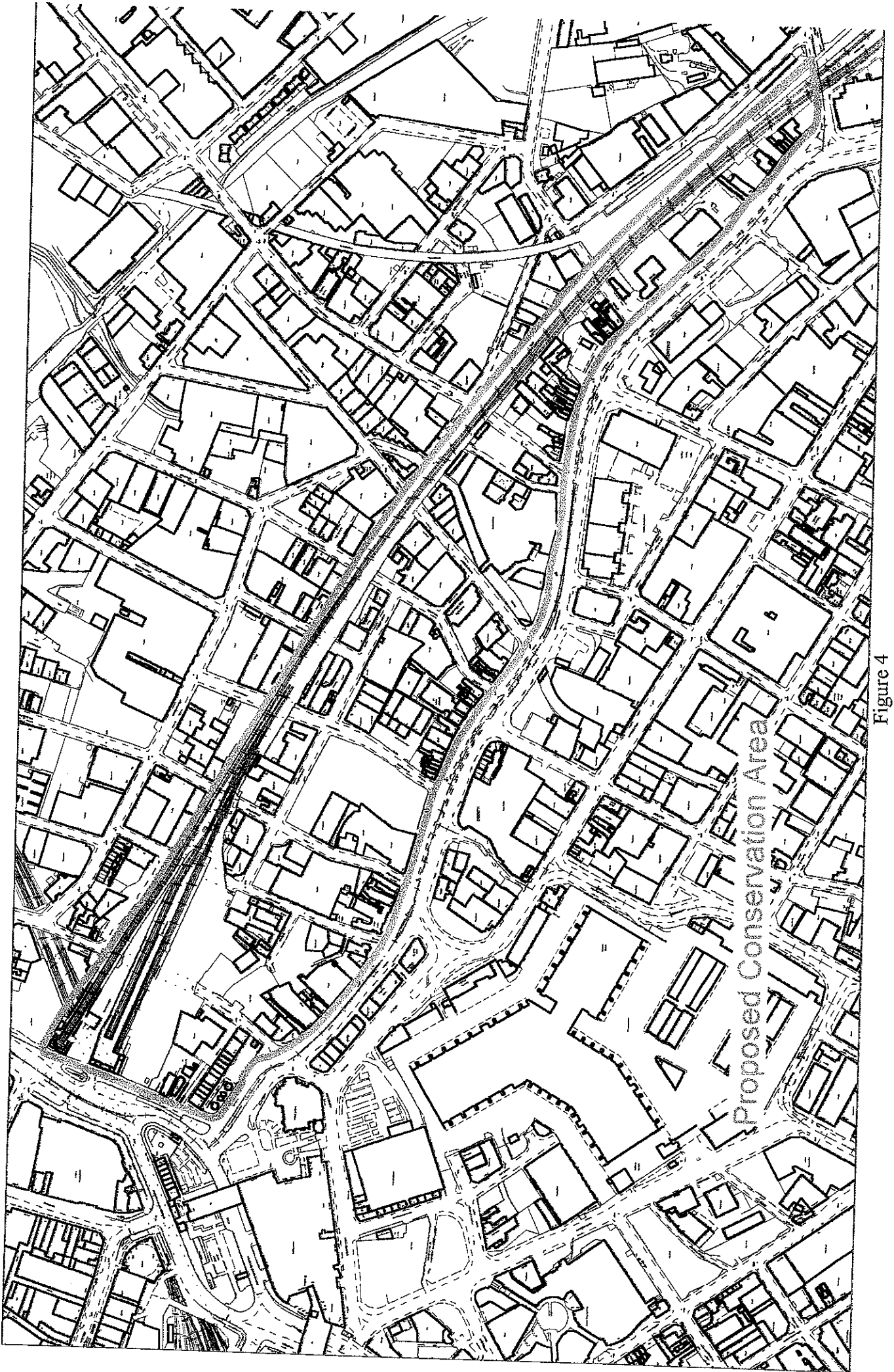


Figure 4

The Birmingham Fault cuts across the northwestern corner of the Study Area on a northeast-southwest alignment. To the north of the Fault the bedrock is Bromsgrove Sandstone, to the southeast it is Mercia Mudstone. The bedrock is masked over the majority of the Study Area by Glacial sandy and gravelly drift which is, in turn, overlaid by recent alluvium and river terrace deposits from the River Rea. The importance of Bromsgrove Sandstone as an aquifer was recognised at an early stage, prompting the cutting of numerous wells within the Study Area.

#### **Present Character (Frontispiece Plate)**

A detailed description of each part of the Study Area will be given in the later individual sections (**Areas 1-33** below). In general, the Study Area is built-up and is characterised by large brick-built warehouses, light industry and retail premises. There are some open spaces within the Study Area which are mainly used for car-parking and storage.

#### **Objective**

As with the 1995 archaeological survey of part of the Digbeth Economic Regeneration Area and Cheapside Industrial Area (Litherland *et al.* 1995), the present study has been commissioned to help quantify the archaeological resource within the Study Area and to provide a framework within which it can be understood and managed. It is hoped that this may be achieved in partnership with new economic development within the Study Area.

The archaeological objective of this desk-based assessment is to define the likely extent, survival and significance of the above-ground and below-ground archaeological remains of all periods within the Study Area. It is hoped that this study will assist Birmingham City Council in its assessment of development proposals and will help to clarify the potential archaeological implications of such proposals for the developers themselves, helping them to avoid unexpected costs.

This will be achieved by evaluating the archaeological resource of individual street-blocks within the Study Area, by predicting the potential for survival of above-ground and below-ground archaeological remains within those street-blocks and by identifying individual sites which merit further archaeological investigation. This study is not a substitute for site-based assessment which would be required as part of specific proposals. Any recommendation for further investigation (as one part of the planning application process) would be made by the Planning Archaeologist at Birmingham City Council.

#### **Method and Assessment of the Available Sources**

The Study Area has been divided into 33 modern street-blocks (Figure 5) and the results of this study are ordered accordingly (Figures 12-43). Areas 1-9 adjoin Areas 1-9 respectively of the 1995 Digbeth Economic Regeneration Area and Cheapside Industrial Area report (Litherland *et al.* 1995). The street blocks cannot be easily grouped according to the four areas (Areas A-D) identified by a geotechnical report

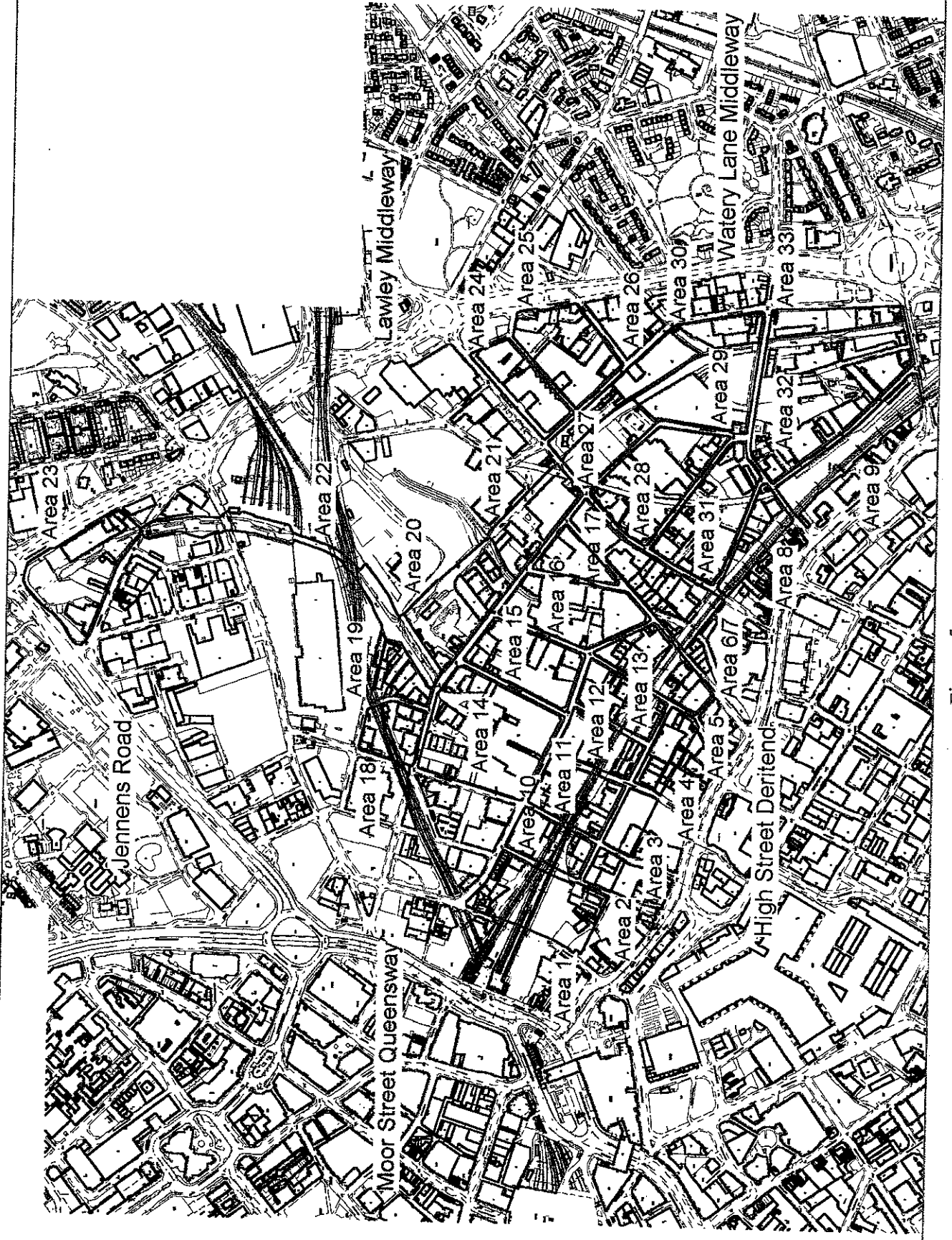


Figure 5

prepared by Birmingham Design Services IRL Site Investigations Birmingham City Council (1998) for the Department of Economic Development, Birmingham City Council and are instead arranged numerically. The designated geotechnical area is included in **Below-Ground Information**. It should be noted that the area covered by the geotechnical survey does not correspond exactly with the Study Area of this archaeological assessment.

A visual inspection of the whole of the Study Area was made, so far as access was practical, and survey records, in the form of written descriptions and annotation of modern Ordnance Survey maps, were maintained. It should be noted that access to land behind the street frontages was limited, as the majority of workshops and yards were enclosed by high brick walls.

This study also incorporates evidence from historic maps, aerial photographs, primary and secondary documents, including the comprehensively-referenced Victoria County History of Warwickshire (1964), local and national historic buildings lists, the Sites and Monuments Record, archaeological reports and assemblages, geotechnical reports, and planning and conservation documentation held in the Department of Planning and Architecture, Birmingham City Council. Documentation within the Local Studies and Archive departments of the Birmingham Reference Library (BRL) and at the University of Birmingham library (BUL), and the buildings files held at the Department of Social History, Birmingham Museum and Art Gallery (BMAG) was also consulted. Records held at the Waterways Museum were not consulted, but may contain valuable information pertaining to individual sites.

#### Historic Maps

The coverage of historic map evidence for the part of the Study Area which lies within the township of Birmingham is comprehensive, beginning with Westley's map of 1731. However, for the part of the Study Area which lies within Bordesley, map coverage begins slightly later, in 1760, with Tomlinson's map of Bordesley manor.

The range of historic maps provides an overview of the historic development of the Study Area and provides date-ranges for the establishment of street patterns, or for the diversion and culverting of the River Rea. The maps also allow an in-depth analysis of the maturing morphology of individual street-blocks and of the properties within them. The results of this in-depth analysis are presented in **Street-Plan Analysis of the Study Area** below.

The Westley map and prospects of Birmingham of 1731 and 1732 are the earliest direct cartographic evidence available; there are also prospects by Buck, drawn in 1731 and 1753. Other maps compiled later in the 18th and 19th centuries chronicle the expansion of the town as new suburbs and roads were built. Dr Nigel Baker has shown the Bradford map of 1750/1 in particular was a generally accurate survey by the standards of its time (Baker 1995).

Detailed map study becomes possible with a series of large-scale 1:528 plans produced by the borough surveyor Pigott Smith between 1850 and 1861. These maps depict individual properties and building plans in detail, and they formed the basis of

a series of rating maps compiled between 1869 and c.1890, although several sections of these later maps are not currently available. The Pigott Smith and 1889 Ordnance Survey 1st edition 1:500 form the benchmark cartography for the present study. Later Ordnance Survey editions complement the historic mapping, and illustrate the subsequent development of the area up to the present day.

### Illustrative Material

Numerous illustrations and photographs held in the Local History Division of the Central Library were consulted, and provide a rich and important source of detailed topographical and building information, often of street scenes and buildings which have since been swept away by redevelopment. Many photographs were taken as part of the Warwickshire Photographic Survey. An important source was a compilation of architectural drawings made by the Birmingham Architectural Association in the early 1930s. Another collection of photographic and illustrative evidence is in the buildings files of the Department of Social History at the Birmingham Museum and Art Gallery (BMAG), which were compiled by Stephen Price.

### Documentary Evidence

The scope and extent of the documentary analysis was defined by parameters dictated by both the aims and time constraints of the archaeological study. Secondary sources were used extensively to provide a broader research context against which archaeological questions may be framed. In addition, a comprehensively-referenced piece of research on Heath Mill was made available by its author (Demidowicz 1991).

By the 18th, and particularly the 19th, century documentary sources become prolific, such that the researcher has to try to take a representative sample. In general, primary sources were evaluated in order to gain a qualitative impression of the later development of the area, and to provide a listing of readily-available sources which could then be used in subsequent, more-detailed stages of work.

A discussion of some relevant sources for the 18th and 19th centuries is given below. This is not intended to be a thorough review, but a pointer towards fruitful lines for further, more-detailed, enquiry.

Trade and Post Office Directories from the late-18th century to the early-1970s provide information about the use of buildings and the occupations of their inhabitants. However, most trade directories earlier than the mid-19th century are arranged alphabetically by name and trade rather than by street, and retrieving relevant information specific to a particular building is time-consuming. Nevertheless, they have a great potential for the detailed study of an individual building or the examination of the broader pattern of trades within a district.

A large number of property deeds is held by the Archives Division of the BRL and, in addition, property deeds could be acquired in the course of a development application. Property deeds are a difficult source to evaluate. Sometimes, as with those belonging to Wild Engineering (see **Area 5** below), they can provide a gold-mine of information

tracing the line of ownership or occupation back over many years. While undoubtedly useful, their detailed study is perhaps most appropriate within the context of a survey of a specific structure.

Levy Books begin around 1736 and detail the amounts levied on owners and occupiers of individual premises. Rate books dating from 1825-1915 also give similar details and describe the premises. Census returns are another very detailed source in studying the population profile of a particular building or area; these are held on microfilm in the Local History Division of the BRL, but were not consulted in detail in the course of this study.

Registers of building plans held in the Archives Division of the BRL cover the period 1876 to 1960. While some of the plans are lost or in poor condition, they contain the plan and elevation of several buildings in the Study Area. Only a sample was looked at, as a comprehensive survey would have been unfeasible within the scope of this study.

Other detailed sources such as leases, tax returns, correspondence, receipts and articles of agreement held in collections of the Archives Division of the BRL were scanned and any particularly informative documents consulted. Further study of such sources may enable a more human dimension to the story of particular buildings to emerge. Documents such as School Board Reports, Voters Registers and Poll Books were not consulted during the study, but would repay further, more-detailed research.

A great deal of detailed topographic information is contained within various 18th and 19th century histories of the town and articles and adverts from local newspapers. While this source of evidence needs to be treated with some caution, sometimes it can provide vital snippets of information based upon first-hand observation of the town one hundred, or even two hundred, years ago (for example, see **Area 17** below). Langford's two volumes of Birmingham life also provides valuable information (Langford 1868).

The sampling strategy employed for this first stage of archaeological assessment had to be flexible in order to accommodate several different types of source. Some types of evidence such as Trade and Post Office directories, which changed annually, were inspected by year coincidental with important map editions, other types of evidence such as Rate and Levy Books, property deeds, building records, or census returns were evaluated independently to gauge their potential. It should be noted that detailed, inclusive study of various types of source would allow cross-referencing, and consequently a far more detailed picture to emerge. This approach was beyond the time-scale of the project, but could be considered for later stages of more specific research, either as a further stage of general research into the 18th and 19th century history of the area, or within the context of individual development applications.

It should be stressed that despite the greater quantities of documentary evidence available in the 18th and 19th centuries, archaeology can provide an important complementary and contrasting source to the traditional documentary record - both in terms of the evidence of standing buildings, and in terms of the testimony about the



lives and housing of the urban poor. Each source - documentary and archaeological - records aspects of the past with which the other does not deal, and each gains much from the existence of the other. Archaeological evidence becomes progressively more important the further back in time we go, particularly in Birmingham where relatively few medieval documents have survived for the town.

### **Previous Archaeological Work within the Study Area**

Little archaeological investigation has taken place within the Study Area. The Conservation Group of Birmingham City Council undertook a rapid survey of glass works and gas works as part of English Heritage's Monuments Protection Programme and identified two Glass Works sites at Belmont Row and two Gas Works at Fazeley Street and Adderley Street and gas holders at Barn Street and Oxford Street. A number of structures of 18th and 19th-century industrial archaeological importance is recorded on the City Sites and Monuments Record, and these are detailed, along with statutorily and locally listed buildings, within each of the individual sections following.

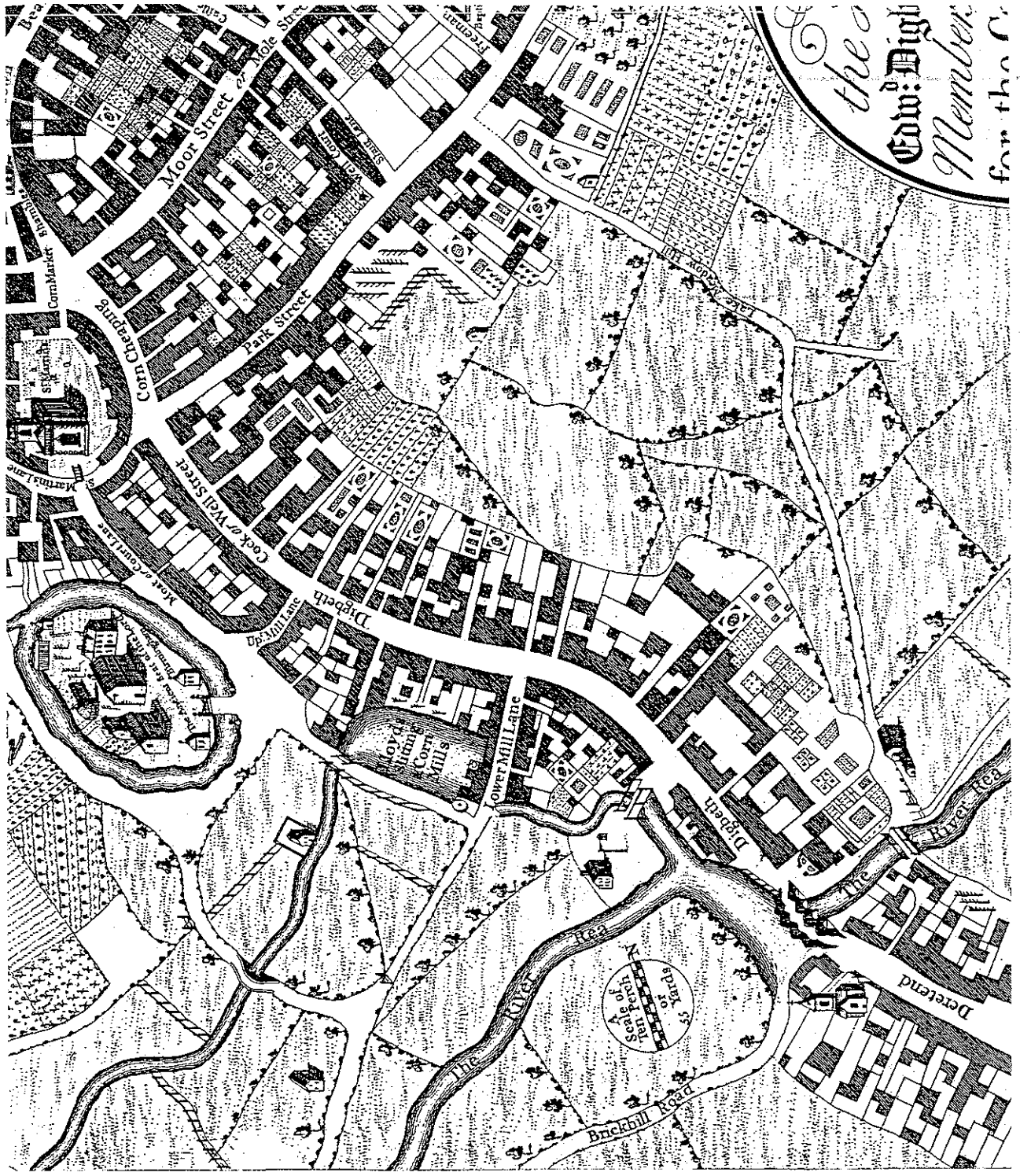
There are only a small number of entries on the Sites and Monuments Record for the Study Area and this reflects the limited amount of archaeological investigation which has so far been carried out in the area.

Although no below-ground archaeological investigation has taken place within the Study Area, a number of evaluations and watching briefs has followed on from the earlier study of the Digbeth Economic Regeneration Area and Cheapside Industrial Area (Litherland *et al.* 1995). These have shown that below-ground deposits dating to the medieval and post-medieval periods do survive (The Old Crown, Heath Mill Lane; Hartwell Garage, Digbeth High Street; High Street Bordesley). To the northwest of the Study Area, at the former 19th-century Curzon Street goods yard, the standing remains of stables, and the below-ground remains of a cultivation soil representing orchards and gardens portrayed on 18th-century maps, were recorded during a recent evaluation and watching brief (Gifford 1998).

### **Historical Profile of the Study Area (Maps 1 and 2)**

Although the Study Area lies to the east of the built-up part of the medieval and early post-medieval town, a consideration of the historical development of the trading route or high street which linked medieval Birmingham with Digbeth, Deritend and Bordesley may help to shed light upon the considerably-later historical development of the Study Area itself.

In the medieval period, the Study Area comprised a number of small districts: Digbeth, Deritend and Bordesley. The convenience of the local crossing-point for the River Rea at Deritend encouraged the growth of the high street which joined these three suburbs into a major local and regional trading route leading to and from the triangular Bull Ring market place by the manorial moat and St. Martin's church. Following the grant of its market charter in 1166, Birmingham emerged as the principal regional market town (Holt 1985). One of the major factors associated with



*the*  
**Edw: Dight**  
*Member*  
for the C.

Map 1

this early growth was the convergence of a number of local trading routes, one of which was the crossing of the Rea valley at Deritend. The steady geographical expansion of medieval Birmingham meant that the street which linked it with Digbeth, Deritend and Bordesley became the subject of property speculation. Successive house-plots were developed along the Digbeth frontage which, at that time, was owned by the lords of Birmingham.

Deritend had an ambiguous status in that it came under the lordship of Birmingham but also lay within the parish of Aston which itself had a number of small lordships. A 14th-century documentary reference implies that Deritend was a lordship in its own right and that it had later come under the ownership of the lords of Birmingham (Holt 1995). The discrete, coherent street pattern within Deritend is suggestive of a deliberate policy to promote its value as a market street, perhaps in direct competition with Birmingham's market, and it has been suggested that the urban development of Deritend preceded that of Digbeth (Holt 1995). When the lords of Birmingham did acquire Deritend, it coincided with the imposition of their own tolls on its market.

The medieval town of Birmingham had a population of *c.*1500 in the year 1300. In line with national trends, Holt suggests that the population of Birmingham, and that of Digbeth and Deritend, would have declined in the 14th and 15th centuries. In some towns, suburban areas were entirely depopulated and abandoned as residential districts. Unfortunately the scarcity of documentation precludes any insight into the Digbeth situation. The Deritend residents do seem to have withstood the decline, in that their collective wealth was used to found the Guild of St. John in 1381, and a chapel-of-ease was built at the crossing of the Rea. The establishment of this local religious centre meant that the residents no longer had to attend the parish church of Aston. Another indication of their wealth is the surviving 15th-century timber-framed building, The Old Crown, which is located immediately to the southwest of the Study Area. A clue to the source of this wealth is given by John Leland, the antiquarian traveller and writer who recorded, *c.*1538, the pretty street which he rode along before crossing the bridge over the River Rea to enter the market town of Birmingham, a street which was occupied by smiths and cutlers. This observation also provides incidental evidence that, even at this early stage, the natural water supply of the Rea was being exploited, albeit on a small-scale, to fuel industrial production.

The production of metal also appears to have been carried out in Bordesley, a hamlet which initially lay outside the borough and parish of Birmingham and which instead came under the jurisdiction of the parish of Aston. However, Bordesley appears to have had a close relationship with Deritend, sharing and contributing to the chapel of St. John. Holt suggests that Bordesley and Deritend may, effectively, have merged by the end of the medieval period, to become part of the township of Birmingham (Holt 1995).

The urban fabric of the township was firmly established by this time. However, with the exception of small-scale land reclamation immediately to the rear of the Digbeth/Deritend High Street, land within the Study Area remained undeveloped - the only structures shown behind the frontages by 18th-century maps are those clustered around Heath Mill - characterised by open fields, orchards and the meandering course of the River Rea and its tributaries. The tendency of the Rea to regular, widespread,



South View of St. Philip's.

Showing Cross Roads in April 1751.

Map 2

flooding made the prospect of developing land within the valley base an unattractive one. William Camden observed, c.1580, that this part of Birmingham was very wet (VCH 1964), and despite 18th-century work on the course of the Rea a number of serious floods occurred in 1839 and 1852 (Holt 1995). It was not until the Rea was culverted in the late-19th century that this problem was solved. Thus, the Study Area was one of the last parts of the 'inner' city to be developed for commercial use. However, the triumph of engineering over the natural topography of the land, represented by the construction of a canal network in the late-18th century, meant that from then on the development of the Study Area was rapid and intense.

The canals provided the backbone for the Study Area's emerging street plan (see also **Street-Plan Analysis of the Study Area** below). The canals were built on land leased from the Gooch Estate, and as demand from Birmingham's industrialists for the efficient carriage of materials increased, so the value of Gooch's estate rocketed. This rather marshy and previously-undesirable piece of land became prime property, and successive pieces of it were given up to the industries which were now lining the canalside. As one swathe of land was developed, so the demand for more consumed the areas that radiated outwards from the canals

In contrast to the road system, whose heavy usage and lack of maintenance made the transportation of the raw materials needed for industrial processes slow and expensive, the canal network was able to offer an efficient and significantly cheaper service. The creation of the canal network presented the opportunity not only for cheaper materials and production costs, but also for new production centres. Industries such as glass, gas and metal-based works were quick to establish their manufactories and warehouses along the canalside. The Digbeth Branch Canal was built in 1790, followed by the Birmingham and Fazeley branch of the Birmingham to Warwick canal in 1793. By the mid-19th century Birmingham was at the centre of a national network of canals connecting the town to ports on the east and west coasts and to London and Bristol in the south. The national trading routes became international and inter-continental ones, one example being the delivery of chests of tea leaves from Sri Lanka to the Bordesley Street depot of TyPhoo (see **Area 14** below).

As the canals had eclipsed the road network in the 18th century, so they themselves were eclipsed by the rising star of the railways in the early-19th century. The canals had become a victim of their own success, with demand far outstripping capacity. The pressure for a new service which could satisfy the ever-increasing demands of Birmingham's industrial powers, no longer content with canals which might ice-over and interrupt their production and trade, had been growing from the turn of the century. The opening of the Great Western Railway's London to Birmingham Railway line at Curzon Street had a large impact on the Study Area, not only in terms of the swathe of land which it statutorily purchased, but also in attracting business away from the canals. Subsequent widening of the line as part of the establishment of a North Warwickshire line from Tyseley to Henley-in-Arden and to Stratford, and the development of a terminus station at Moor Street caused a certain dislocation of the existing property boundaries and industrial complexes, and irrevocably altered the

balance between the Study Area's industrial and residential characteristics (see below).

A variety and diversity of industries is characteristic of the Study Area. In addition to the metalworkers who produced brass, iron and steel products, there were gas, glass and button works, tanneries, sawmills, malthouses, bakeries and curers. An article in *Industrial Great Britain* (1891) records:

*"the spirit and enterprise of the inhabitants of Birmingham are well illustrated in the number and variety of their occupations. They do not confine themselves to one particular branch of business, but their energies overflow into nearly every department of industry, and each succeeding year gives birth to some new and important undertaking."*

Metal Works formed a large percentage of the industries represented within the Study Area. As already outlined, the canals provided a cheap and efficient transport system, especially for those industries which consumed large quantities of raw materials. The metalworkers could now move away from the 'toy trade' and could produce tubing for bedsteads and curtain rails, fittings for the emerging gas industry and, following the harnessing of steam as an energy source, large-scale steam engines.

Another one of the industries represented was the Gas Industry. The Birmingham Gas, Light and Coke Company established a works – its second in Birmingham - at Fazeley Street in 1836 (see **Area 21** below). The attraction of the Warwick and Birmingham Canal, which forms the eastern boundary of the Study Area, for the transportation of coal was obvious. This attraction also applied to the Adderley Street Gas Works which was established by the Birmingham and Staffordshire Gas Light Company in 1844 (see **Area 32** below). The Works was also supplied with coal via the Warwick and Birmingham canal. In 1875 the Birmingham and Staffordshire Gas Light Company and the Birmingham Gas, Light and Coke Company were taken over by the Birmingham Corporation. Later, in 1881, the Birmingham Corporation established another Gas Works at Nechells – a pipeline linked this new Works with the one at Adderley Street. Gas holders are known to have existed on Oxford Street (see **Area 3** below) and Barn Street (see **Area 15** below) in the mid-19th century. The production of gas within a partially residential area could only have had a negative effect upon the health of the population.

The presence of two former Glass Houses within the Study Area (see **Area 23** below) also provides context for this widely-regarded and skilled craft. Although the exact origin of Birmingham's glass industry is not yet known, the town's glass cutters were renowned for their skills as early as the late-17th century. By the mid-18th century, the production of glass formed an essential part of the town's 'toy' trade. This was the skilled production of high value, small and easily-transportable items, such as buttons, scent bottles, snuff boxes and other luxury items. The glass industry, along with a whole range of other manufactories, was not slow to reap the rewards which the new canal network brought with it, and the early-19th century witnessed an expansion in the glass industry. The Belmont Row Glass Works was one of a cluster of glass works established alongside the Digbeth Branch Canal at this time. The

distinctive large brick cones which served as a chimney and workshop are clearly visible on Ackerman's 1847 Panoramic View of the town. The glass industry responded quickly to the introduction of steam power c.1800, incorporating an engine house, stack and cutting house into its range of buildings. Refinements to the industrial process of glass production were marked by the transition from the cone-shaped chimney to a rectangular or circular brick shed which had a central chimney serving two or more furnaces. These two types of chimney were used side-by-side. The glass industry was at its most successful in the period 1840-1900 and Birmingham's manufactories were well-represented at the Great Exhibition of 1851. Indeed, the centrepiece of the exhibition, a 20-foot-high glass fountain, was produced by F. & C. Osler who were based in Broad Street. The later conservatism of the glass manufacturers, combined with increased competition from overseas, led to a decline in Birmingham's glass industry, only two Works survived beyond World War II (BCC Conservation Group leaflet).

The Study Area also, at least initially, had a residential character. The original early-19th century concept of 'quality' housing along Fazeley Street never came to fruition, except within the immediate environs of St. Bartholomew's Chapel to the northwest of the Study Area. The remainder of Fazeley Street was characterised by courts of back-to-back housing, interspersed with the ever-encroaching industrial manufactories. Living standards within the court-housing deteriorated quickly and overcrowding led to insanitary conditions. The surrounding industrial processes, gas works, brass foundries and rolling mills, did nothing to enhance the quality of air. In residential terms, the Study Area rapidly declined. An indication of the general decline in public health and the increasingly insanitary conditions which the residents of the Study Area had to face is given in two reports on sanitary conditions which were published in 1842 (Poor Law Commissioners 1842, Chadwick 1842) and in a City Commissioners' report of 1845 (City Commissioners Report 1845). A small number of back-to-backs survived on Fazeley Street up to the 1990s and there is some residential housing on Bordesley Street (see **Area 1** below) and Glover Street (see **Area 26** below). However, the present-day Study Area is predominantly industrial in character.

Inns were far more numerous in towns in the 18th and 19th centuries compared to today, and they feature prominently in the historical record of the Study Area. The Birmingham Magazine of Arts and Industries, in an article entitled '*Degenerates Regenerated*', describes the apathy of the Study Area's residents and how they "so often abandoned to habits of drunkenness, impurity and gambling" (Birmingham Magazine of Arts and Industries 1902). Further study may be able to differentiate between various types of inn within the survey area, ranging from large businesses catering for the commercial trade around the markets, to the small bars catering for the denizens of the courts. The changing character of its drinking dens may provide a useful barometer with which to gauge social change in the 18th and 19th centuries within the Study Area.

The establishment of a series of Medical Missionary buildings across the Study Area (see **Areas 1, 16 and 17** below) may be linked to the deprivation of the residents who were packed into insanitary court-housing and who were regular patrons of the



aforementioned public houses. It was a condition of receiving treatment that patients of the River Street Medical Mission attended a religious service prior to their appointment with the resident doctor or nurse.

The essence of the Study Area - its topographical disadvantages, 18th-century industrial origins, diversity of individual manufactories and works and its former residential characteristics - is encapsulated today in its street-plan and in the 18th and 19th-century buildings which line its frontages.

### **Street-Plan Analysis of the Study Area** *by Dr Nigel Baker*

#### **Introduction**

Birmingham is fortunate in its cartography. The development of the Study Area, which was transformed from open fields and watercourses to a completely built-up area in the period *c.*1790-1890, can be tracked street-by-street from a fine series of historic maps. Some questions of land-use and former building-cover may remain unanswered, except from other sources, and this short study below cannot do justice to many of the local intricacies of the urban development process. However, the generalities of the pattern of urban growth can be accurately reconstructed, a process which leads inevitably to the conclusion that the study area embraces a major episode in the development of the urban plan of Birmingham.

#### **The Morphological Frame and pre-18th-century Industrial Background** (Figure 6)

The Study Area lies on the eastern edge of the medieval town, between routes heading east out of town towards Coventry and London via Digbeth and Deritend, and northeast towards Lichfield and the local countryside around Saltley, via Duddeston Street. The high ground under the centre of medieval and modern Birmingham drops steadily down into the valley and floodplain of the River Rea, which crosses the study area southwest to northeast, dividing into two roughly equal halves. This gradient, and the low-lying area at the bottom, remained undeveloped, except on its margins and at one key point, until the later-18th century.

The Study Area is bounded to the west and south by burgage plot-series of medieval origin lying along Park Street, and Digbeth and Deritend respectively. The latter streets represent an inter-regional route of importance, and burgage development probably extended continuously for some 800 metres out from St Martin's by the mid-16th century (Bickley and Hill 1890; Baker 1995). The plots on the north side of Digbeth were bounded to the rear by a watercourse, the Hersums or Hessums ditch, which may have formed some kind of jurisdictional boundary in the early Middle Ages. The Hersums ditch, which fed into the Rea at Deritend Bridge, was joined from the north by a second minor watercourse draining off the high ground.

Park Street, together with Moor Street, probably represents a planned urban extension by the De Birminghams at an unknown date in the medieval period (Baker 1995). These street frontages were certainly built-up by 1553, when a survey refers to existing tenements on Park Street (Bickley and Hill 1890). Development here was

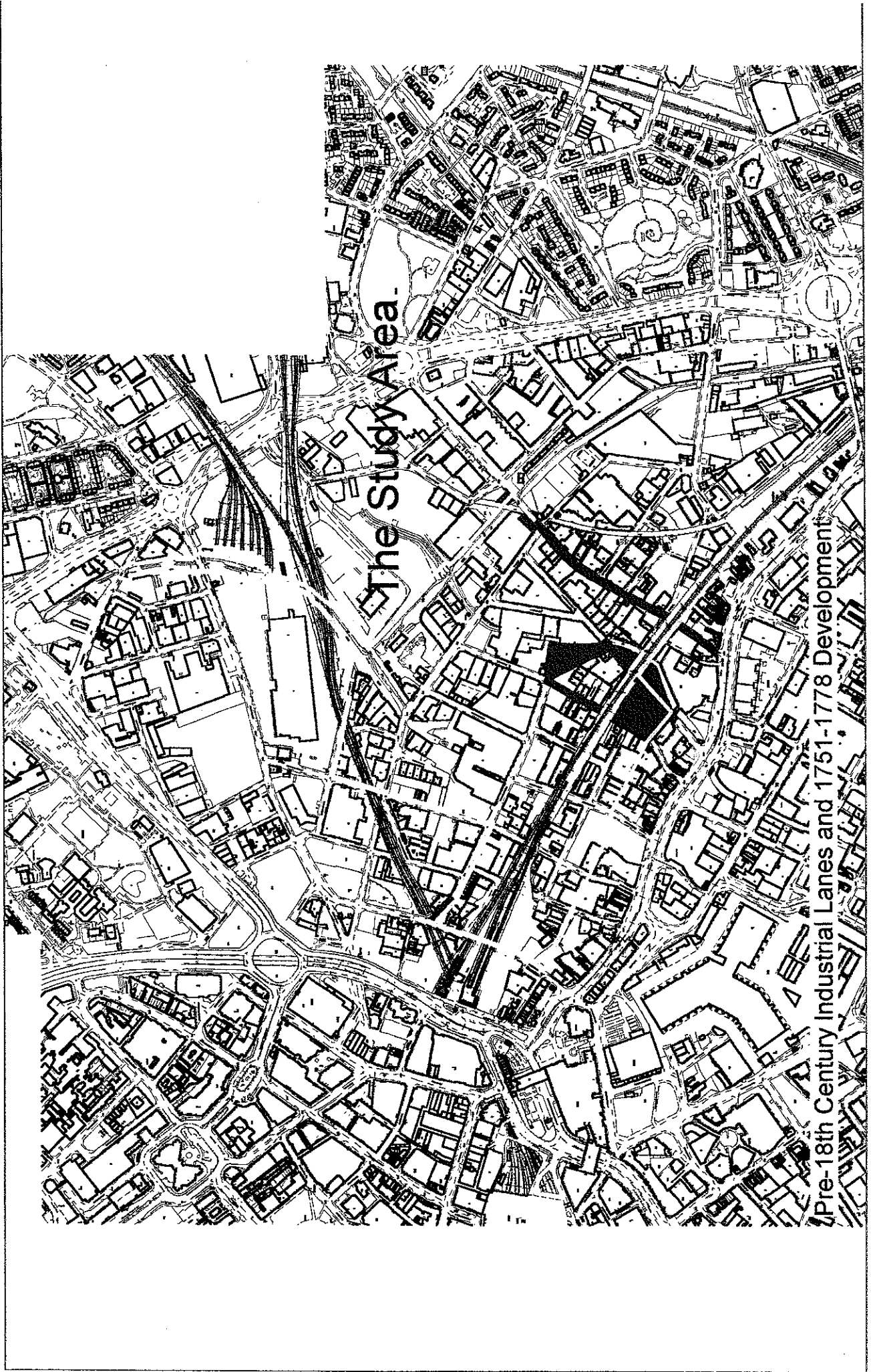


Figure 6

much less extensive than on Digbeth/Deritend and appears to have been restricted to the south end of the street, closest to the marketing area of the Bull Ring. The plots on the east side of Park Street appear to have extended up to the junction with a minor lane, identified on Westley's map of 1731 as Lake Meadow Hill, which ran eastwards through the fields before forking, one branch heading south to a second bridge over the Rea at the rear of the Digbeth and Deritend plots, the other branch continuing east further into the fields (see **Area 1** below).

South and east of the Rea, the Study Area covers the fields north of the plots of Deritend, bounded to the southeast by the main road to Coventry. Into this area ran Heath Mill Lane - later Cooper's Mill Lane - which originally ran no further than the mill itself, providing access to it from Deritend just east of the bridge.

The field pattern within the study area north-west of the Rea is first shown on Westley's map of 1731, though largely schematically. The pattern is nevertheless recognisably the same as that shown, probably with a greater degree of accuracy, on Bradford's map of 1751 and Snape's of 1779. Just how accurate these are, however, is difficult to establish because of the limited regard that later, competently-surveyed, urban development showed to the underlying field pattern. Southeast of the Rea, the field pattern is recorded on Tomlinson's map of Bordesley Manor (1760), though at a small scale and of schematic appearance.

Heath Mill was situated on an island in the Rea, astride the Birmingham-Aston parish boundary, c.500 metres downstream from Deritend Bridge. It lay at the end of a widened section of the river serving as the mill-pond, at the lowest point in the parish of Birmingham (103m AOD). It was the manorial corn mill for Birmingham and was probably already ancient when it was first recorded in the 15th century. It remained a corn mill until shortly after 1791 when industrial use began alongside corn-milling. With industrial functions came a need for more water, and in the period 1805-1808 a large triangular mill-pond was built immediately upstream of the site, between the natural (lower) course of the Rea and a long bypass-lead that looped north around the mill. Steam power came to the site in the 1820s, though the water wheels remained until the mill was finally converted to steam-power and rebuilt in the 1850s, at which time (or soon after) the old course of the Rea through the site's head- and tail-races was disused and the flow diverted permanently through the former by-pass channel or side race (Demidowicz 1991). The later triangular millpond was also reclaimed in the early 1850s: it had gone by 1855 and had been built over by the 1880s.

#### **Mid-18th-century growth** (Figure 6)

The built-up area began to outgrow its medieval bounds and encroach into the Study Area in the period between 1731 and 1778, when its progress can be monitored on Westley's, Bradford's (1751) and Hanson's maps. In these years growth was mainly confined to the immediate vicinity of the Rea just north of Deritend Bridge. By 1778 tail-end development of the Digbeth plots next to the bridge had commenced where the lane known as Lake Meadow Hill (see above) ran down to the rear boundary of the plots before turning south along the riverbank to join Digbeth at the bridge. Development was based on three new streets that were all present, but undeveloped, before 1731. The bottom end of Lake Meadow Hill at the back of the Digbeth plots

was by 1778 formalised, widened, and named as Moor's Row - a name suggestive of speculative building development. Two streets or lanes extended from this north into the fields. To the west was Milk Street. This appears schematically on the 1731 map; twenty years later it was identified as Rope Walk, but was still undeveloped; by 1778 the bottom end of it had been built up on the east side for a distance of *c.* 70 metres north of Moors Row. To its east was Floodgate Street, which developed contemporaneously: empty in 1731 and 1751 (when it was named Water Street), built-up plots had developed at its south end by 1778 on both sides, those on the east backing onto the river. Floodgate Street took its name from the sluice or floodgates controlling the entry of water from the Rea into the Heath Mill bypass channel, at which point the lane turned northwest into the fields.

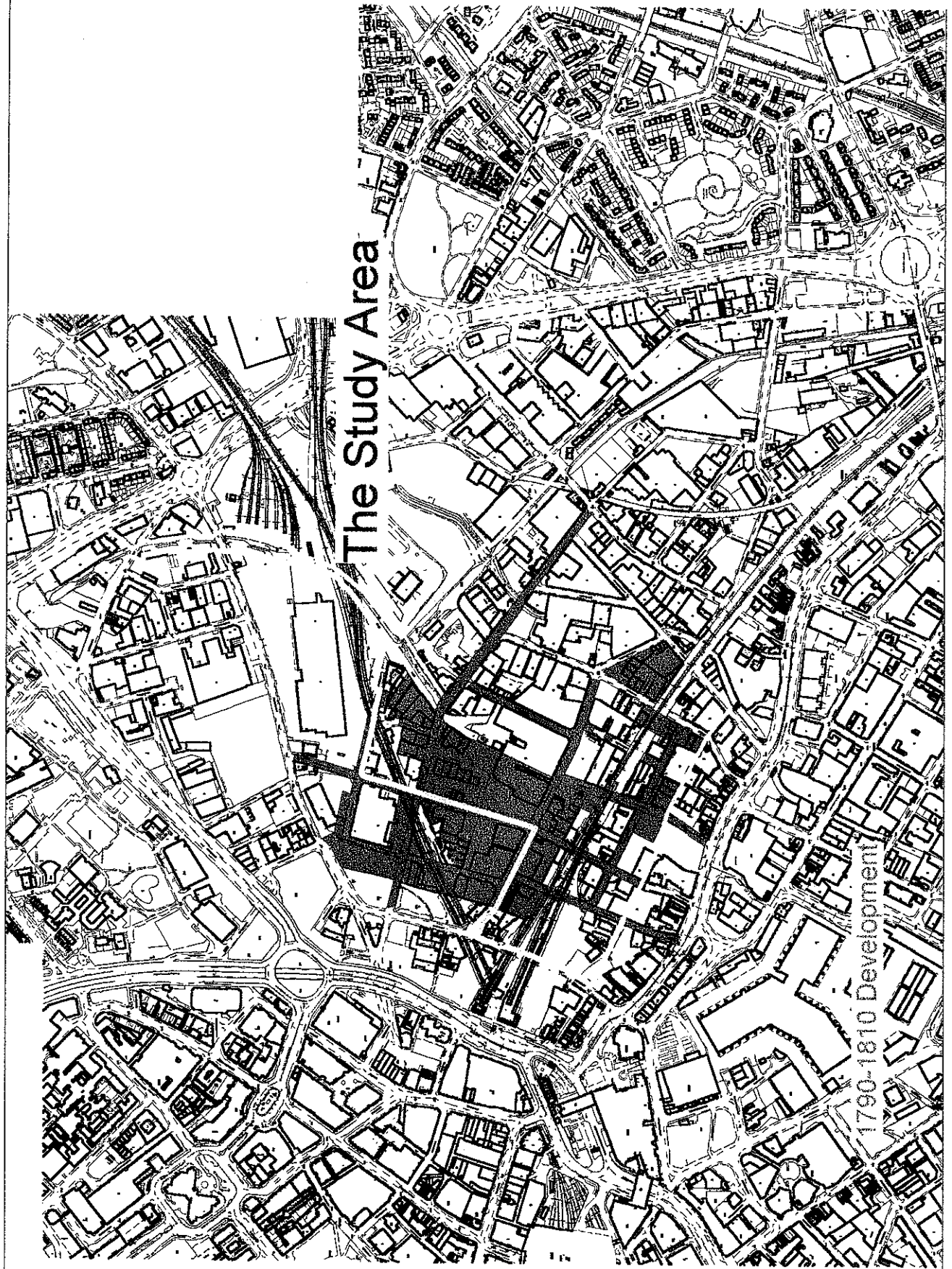
### **The canals, and the building boom of the 1790s (Figure 7)**

The urbanisation of almost the whole of the northwestern half of the Study Area took place virtually overnight, between 1790 and 1795. The process began with the building of the Digbeth Branch Canal in 1790, and the Warwick and Birmingham Canal three years later. The land around, part of the Gooch Estate, suddenly became the most centrally-placed real estate in Birmingham serviced by the canal system, and within two years of the opening of Warwick and Birmingham Canal, it had been covered by a grid pattern of new streets covering an area of about fifty acres.

The new rectilinear street grid was laid out on a southeast-northwest axis, roughly parallel to Digbeth. Two elements of the pre-existing landscape were incorporated in the axis of the new design. The main new axial street was Bordesley Street, which was based at its top (northwest) end on the earlier lane called Lake Meadow Hill, whose deflected junction with Park Street was preserved in the new arrangement. Its bottom (southeast) end was created at the pre-existing junction of the end of Milk Street with Little Ann Street, the northward leg of Floodgate Street. Differences in the character of the new grid north and south of Bordesley Street suggest that it may have been laid out in two phases, or by two different agencies. To the south, towards Digbeth, a second parallel street was laid out (Coventry Street) not far from the rear of the Digbeth plots. Cross streets were laid out at intervals: Allison Street, Meriden Street, and Oxford Street, with the pre-existing Milk Street forming the last in the series. Of these, Allison Street at the northwest end, and Oxford Street in the middle, were broken through the old frontage and connected with Digbeth.

The Spotted Dog Public House on the Bordesley Street/Meriden Street corner appears to be of late 18th-century date, possibly *c.* 1790-1810. If this is indeed the case, it would appear to be a first generation building, constructed perhaps within a decade of the development of this part of the street grid. It may be the sole architectural survivor of this major episode of late-18th-century town planning.

The original design of the grid in this area may have been based on street-blocks of regular acre-multiples, those on the south side of Bordesley Street being almost exactly 2, 2, 2, 3, and 2 acres in extent, respectively from west to east from the pre-existing boundary to the Park Street plots.



The Study Area

1790-1810 Development

Figure 7

North of Bordesley Street, further east-west streets on a slightly divergent alignment were created, becoming Fazeley Street and Banbury Street. The top end of Fazeley Street was, again, based on a pre-existing lane opening onto Park Street shown on Hanson's map of 1778, and it is this and the north end of Park Street which determined the orientation of the northern half of the grid. With Fazeley Street as the axis, north-south cross streets were laid out: Bartholomew Street, Canal Street, Andover Street, and Pickford Street. Fazeley Street continued on a southward-deflected line east of the Digbeth Branch canal, over the bypass channel and up to the Rea itself. An extension was laid out, to Heath Mill (by then Cooper's Mill) on the opposite bank, though this seems to have been connected to it by a bridge over the Rea at a later date. As well as its divergent orientation the grid system north of Bordesley Street was less dense, with larger street blocks, than that to the south, and it is these differences that seem to hint at a separate origin - though the difference could be as slight as that between one year's building and the next.

### **Plot take-up and early development density (Figure 7)**

How fast was this ambitious fifty-acre development built up and occupied? The street plan first appears on Pye's map of September 1795, but this shows the city streets only, and not whether, or how, they were built up. Kempson's map editions of 1808, 1810, and 1811 are small scale and the built-up area is blocked-in schematically, but they appear consistent internally and with later map editions, and seem to have some basis in reality. These show that within ten years of the creation of the street grid roughly half of it (c.25 acres) had been occupied and built on. The earliest development concentrated on the west (town-centre) side of the canals, with very little to the east. Development was heaviest on the central blocks between Bordesley Street and Fazeley Street either side of Canal Street. All of the west side of Bartholomew Street, backing onto Park Street, was built on, and the west frontage of the canal was also built up solidly from the Proof House southwards. Development south of Bordesley Street (towards Digbeth) was limited to Bordesley Street's own south frontage, with sporadic take up of plots along Coventry Street. Twenty years on (Piggot Smith's and Beilby's maps of 1828), Coventry Street and the grid south of Bordesley Street was filling up, though the plots were not densely built on and much open ground remained. Development was still largely confined to the west of the canals, with gardens laid out within the grid in the Pickford Street area between the canals and the Rea channels: this was, presumably, least attractive by virtue of its wetness and distance from the commercial centre.

At least one change was made to the design of the grid in the course of its early development. Pye's map of 1795 shows an un-named street in the grid south of Bordesley Street, between Oxford Street and Milk Street. This may have been laid out, but by 1828 it existed only as a short entry off the main Bordesley Street frontage and to the rear had been built over by properties fronting Oxford Street. Between c.1849 and 1851 it was re-established as Trent Street, apparently by demolishing buildings, suggesting that the original design concept was retained (see below).

### **The early-19th century: development north of Deritend (Figure 8)**

Development on the southeast side of the Rea in the Study Area began in the first three decades of the 19th century, and was relatively small in scale. Individual streets



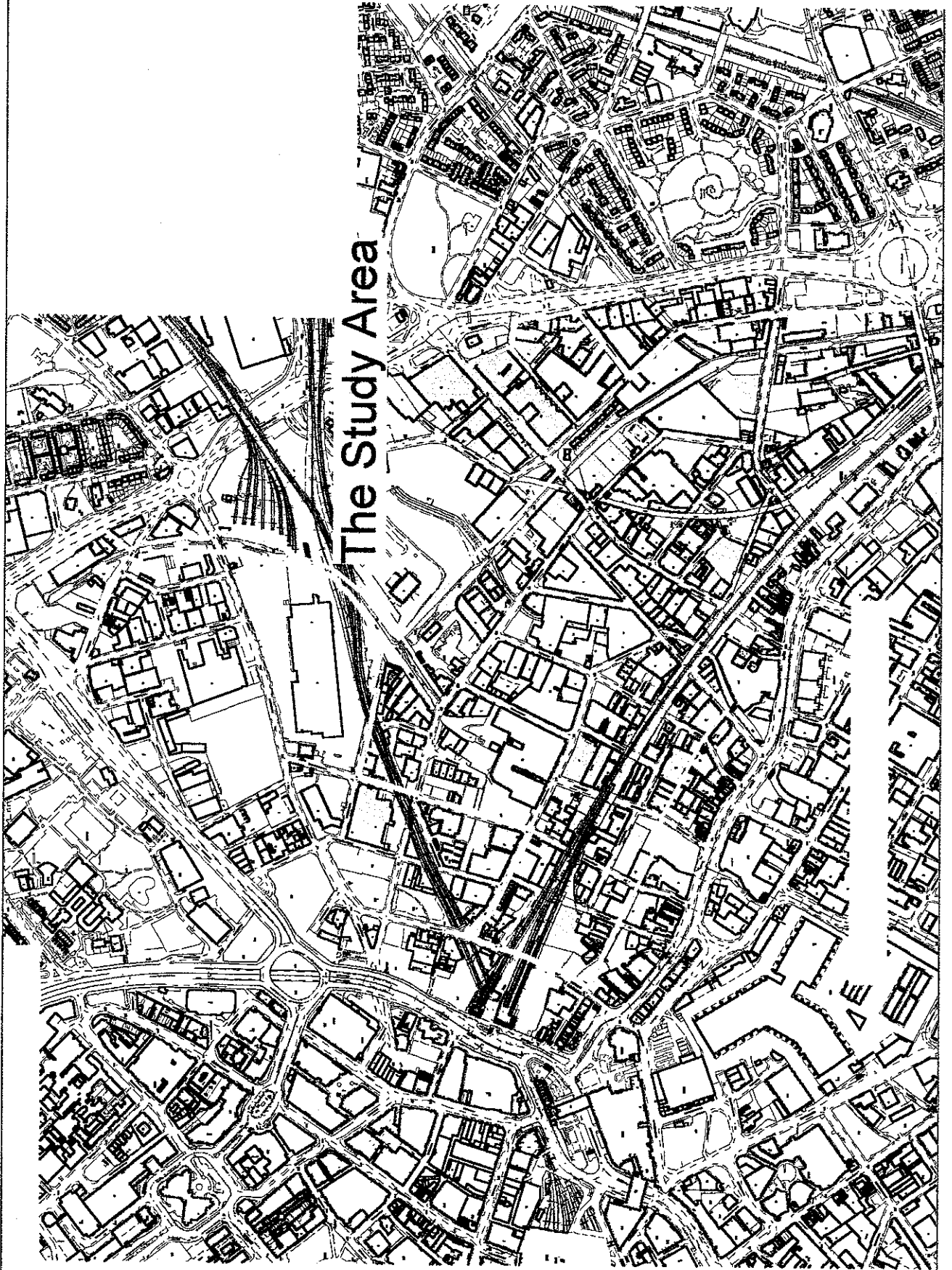


Figure 8



appear, parcels of land are developed here and there, and the land remained largely open, though it is in this period that many elements of the structure of the later built-up area first appear. The most notable single development was Great Barr Street. This was based on a planned extension of Heath Mill Lane northeast from the mill to connect with Lawley Street/Watery Lane, housing extending by 1828 over a *c.* six-acre block bounded by the Rea to the north and Palmer Street, a service lane laid out parallel to Great Barr Street, to the south. Little Barr Street appears to frame a distinct polygonal land parcel alongside Lawley Street (continued across Great Barr Street by property boundaries and Ivy Lane): this may have been developed as a separate initiative.

Knots of housing and industry were appearing elsewhere in the area at this time. A row of houses with gardens backing onto the Rea had, for example, appeared on Heath Mill Lane, half way between Deritend and the mill. More significantly there are the first signs of the development of the land behind (north of) the Deritend main-street frontage. Between 1811 and 1828 the south end of Adderley Street and Lower and Upper Trinity Streets had been established, with housing beginning to develop on all three. The north end of Adderley Street had obviously been laid out as a land-parcel boundary by this time as industrial development along the Warwick and Birmingham Canal (Bordesley Steel Manufacturers) respected it. Similarly, a path appears on the 1828 maps connecting Adderley Street to Heath Mill Lane on the line of the later Liverpool Street.

#### **The mid-19th century (Figures 9 and 10)**

From the middle decades of the 19th century, development within the Study Area may be characterised as a process of scattered infill, as new streets were created in the gaps left by earlier developments. So, northwest of the Rea within the grand development grid of 1790-5, development began in the floodplain land left as gardens (Figure 9). Barn Street was laid out as an extension of Milk Street, between Pickford Street and the Rea bypass channel, in the years between 1834 and 1838, and building along it began immediately. Between 1828 and 1838 the land on the west side of Pickford Street had ceased to be used for gardens and had become coal wharves covering some three acres. To the south, Trent Street was inserted into the grid from Bordesley Street to Coventry Street. On the southern boundary of the 1790-5 grid, Meriden Street was pushed south through the Digbeth frontage between 1849 and 1851 (Tallis's map).

Localised but significant morphological change was also taking place in the valley bottom in the 1850s, associated with the rebuilding of Heath Mill and the conversion of the site to steam power (see above). The triangular mill-pond in front of Heath Mill and the old course of the Rea were filled in by 1855.

Southeast of the Rea in the same period Allcock Street and Bromley Street were inserted in the block of land bounded by Adderley Street and Heath Mill Lane, and Bowyer Street connected Adderley Street to the Coventry Road alongside the Warwick and Birmingham Canal (Figure 10). On the other side of the canal, between 1849 and 1855, Glover Street/New Bond Street was laid out through open fields, parallel to the canal, connecting the earlier-developed Great Barr Street to the

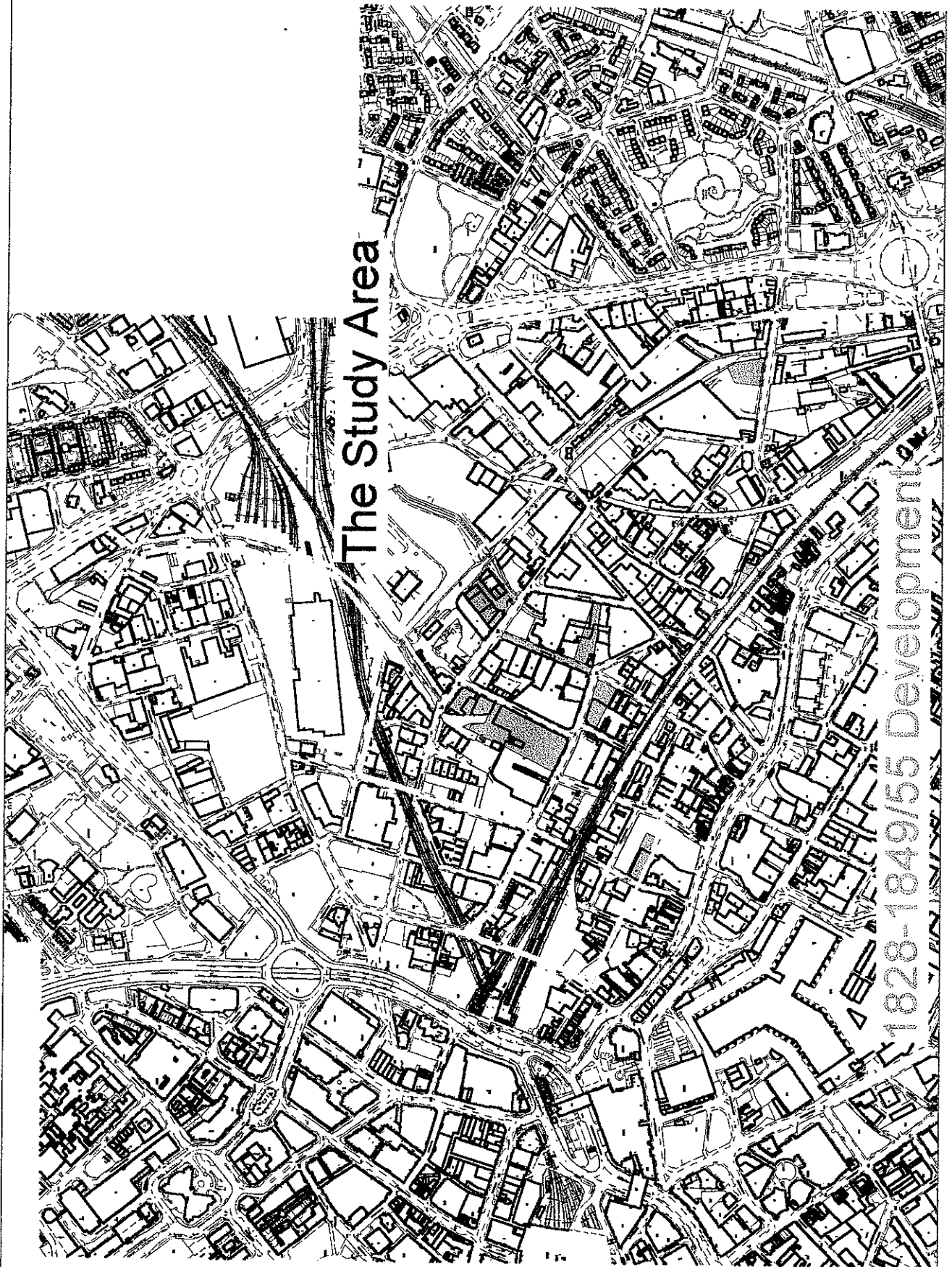


Figure 9

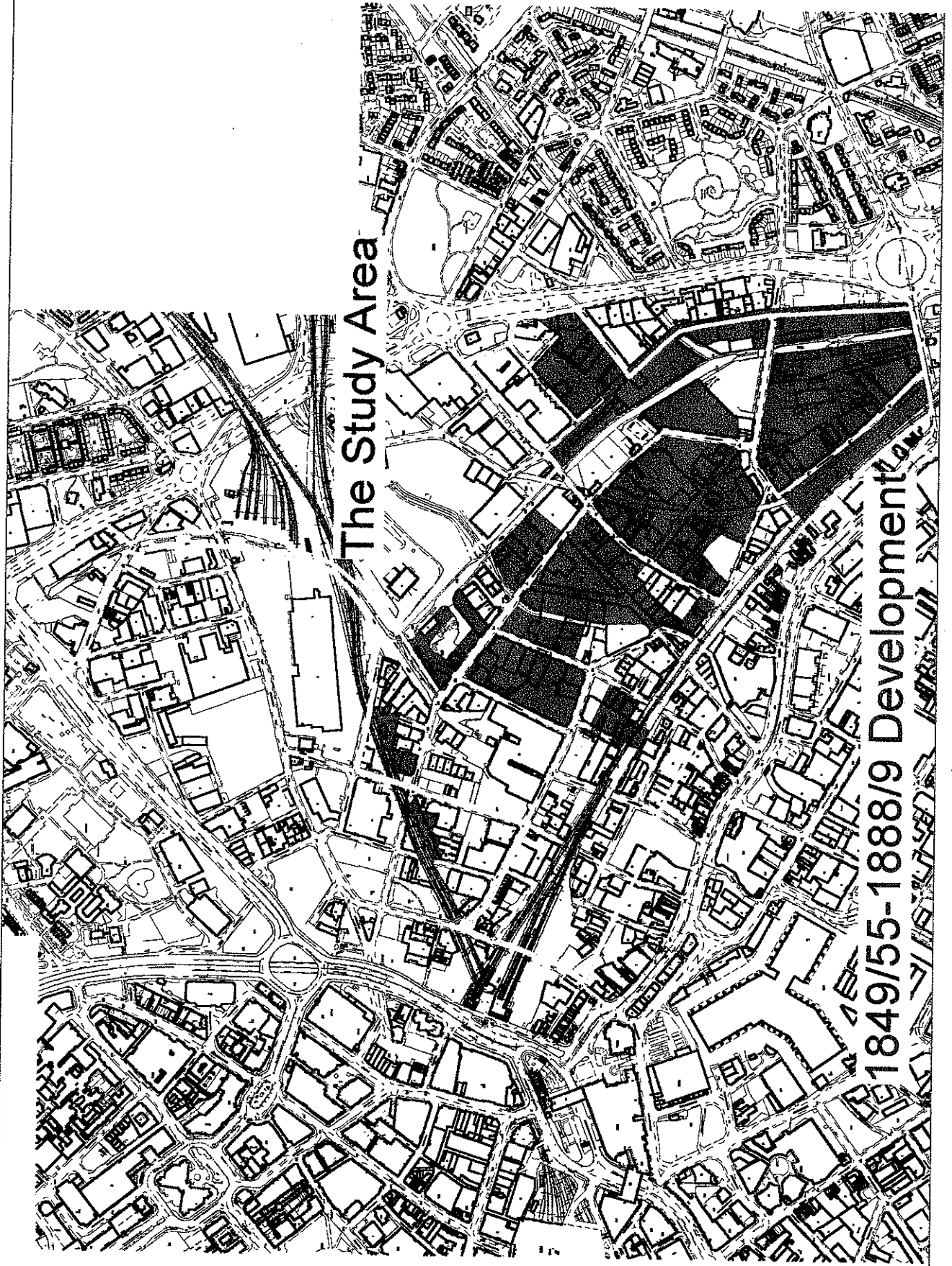


Figure 10

Coventry Road and opening up the possibility of developments along the canal and Watery Lane.

Another process of change was begun in these years with the coming of the railways. Changes to the street-pattern were actually very limited as the new main lines were carried across the area on viaducts: minor street diversions associated with the railways may be seen in New Bartholomew Street within the 1790-5 grid, and in Hack Street, north of Deritend.

### **The late-19th century**

By the second half of the century the street-pattern of the Study Area was virtually complete. In the valley bottom, new land for building had been created by the diversion of the Rea and the infilling of the mill-pond in the 1850s, and by 1884 River Street had been built over the former pond and Floodgate Street extended across the site to connect with Fazeley Street. Milk Street was finally extended south, breaking through the old frontage to connect with Digbeth.

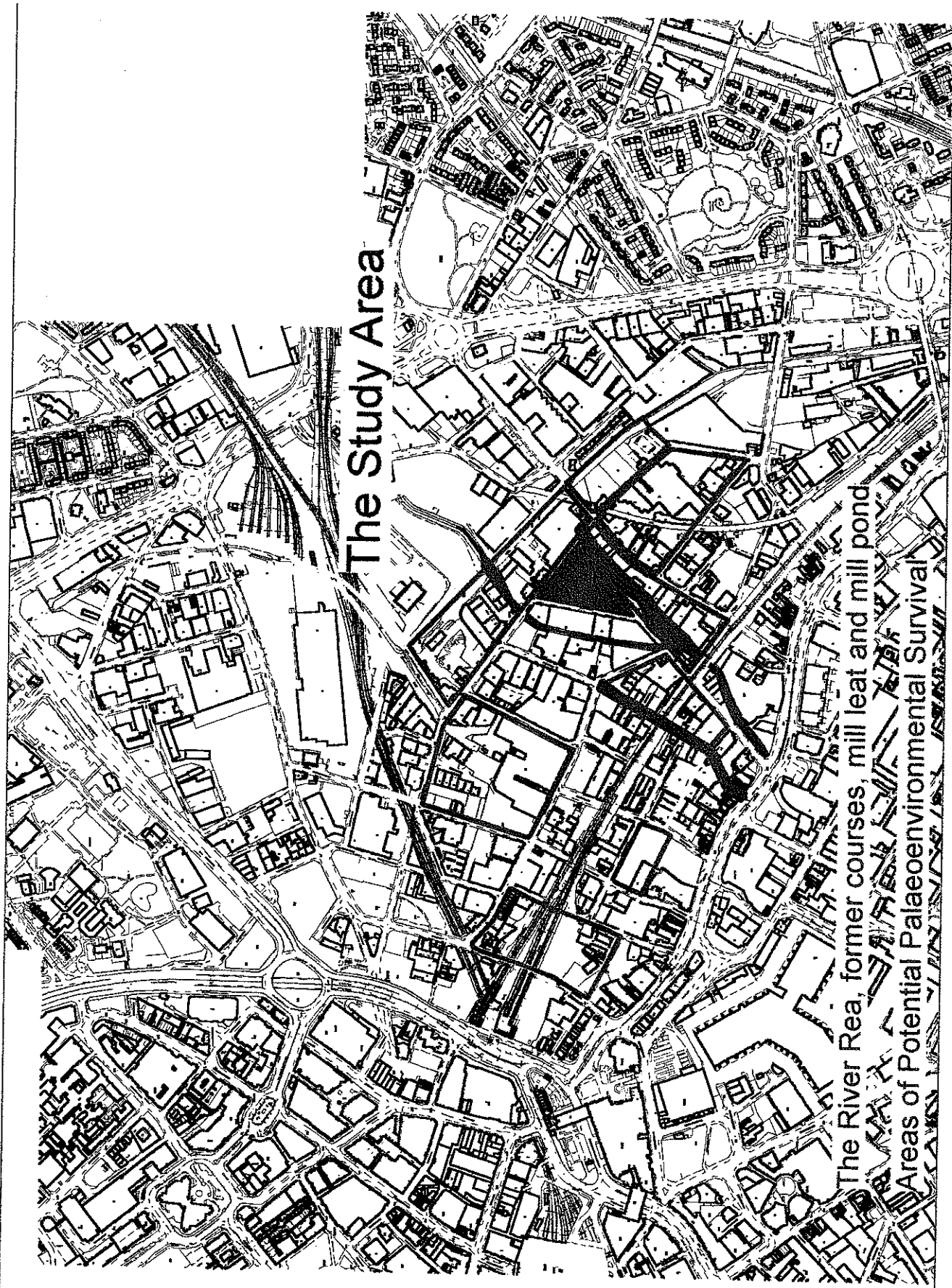
### **The 20th century**

Morphological changes within the first half of the 20th century appear to have been restricted to rebuilding within the pre-existing street pattern. Major later-20th-century changes were still based on the earlier street-pattern but were more drastic in character: the widening of Digbeth and Deritend, and the conversion of Watery Lane into a dual carriageway, with associated road-junctions, as part of the construction of the Birmingham ring-road in the 1960s. Post-war changes in the character and density of the building cover within the study area are dealt with elsewhere in this report (see **Areas 1-33** below).

### **Palaeoenvironmental Deposits and Organic Material** *by Andy Hammon*

Environmental evidence can provide information relating to a wide range of inter-related subjects and issues, such as settlement patterns, living conditions (pollution, health and diet), craft specialisation and technological innovations. An earlier assessment of the Digbeth Economic Regeneration Area and the Cheapside Industrial Area (Litherland *et al.* 1995) identified several areas where organic waterlogged deposits may potentially survive. The present study also highlights zones of potential environmental deposit survival. This section of the study is included to explain the importance of these deposits (Figure 11).

Deep urban stratigraphy, which often results in the preservation of organic waterlogged material, has some of the greatest potential with regards to environmental archaeology (Astill 1998, 173). The potential of urban deposits to produce comprehensive environmental data was demonstrated in York (for example, O'Connor 1991, Kenward & Williams 1979, Buckland 1976). However, the utilisation of this evidence to further our understanding of urbanisation and industry is a relatively new phenomenon (Addyman 1982, Biek 1982) and the bulk of our knowledge of this subject has been obtained from documentary evidence (Astill 1998, 175). Although the Study Area lies outside the medieval and early-post-medieval



# The Study Area

The River Rea, former courses, mill leat and mill pond  
Areas of Potential Palaeoenvironmental Survival

Figure 11

settlement, there is still a potential for related material finding its way into deposits and features within the geographical limits of this assessment.

The main focus of any environmental research of the Study Area will concentrate on the pre-urban environment (namely the changing course of the River Rea) and subsequent 17th and 18th-century industrial activity and land use. There is a high potential for environmental evidence for the post-medieval period within the Study Area. As yet, this subject has not been explored to any great extent on a national basis - Greig in his study of material from Birmingham's manorial moat stated that there were very few comparative sets of data for the post-medieval period (Greig 1980). The pre-urban ecology of the Study Area may also be reconstructed through geological and hydrological means. Soil, pollen, mollusc, insect and diatom evidence may be obtained from riverine deposits and palaeosols which may be sealed underneath urban stratigraphy (Lowe & Walker 1997; Bell & Walker 1992).

Settlement patterns are partially dictated by the constraints of the existing environment, but are also dependent on the activities pursued by the local population. Unlike rural sites, urban areas are usually characterised by specialised activities (Addyman 1982, 1 and Biek 1982, 123). Biek (1982, 125) has summarised the research aims relating to environmental archaeology, which may be summarised as aiming to:

- 1) Identify the specific usefulness of wood charcoals/ashes for industrial purposes.
- 2) Utilise insect-plant associations as indicators of technological activity.
- 3) Explore the insulating properties of organic and other materials in buildings and litter etc.
- 4) Examine calcified organic complexes in rubbish pits.

Additionally, Crossley (1998, 219) stipulates that sampling is important to chart technological innovations, especially in metal and glass working, and to enable the evaluation of preservation and deterioration of deposits.

Environmental sampling can also contribute to the interpretation of changing cultural attitudes towards public health and waste disposal (Johnson 1998, 216). For example, the retrieving of parasite eggs from organic waterlogged deposits may provide data on health which osteology cannot detect, as not all diseases manifest themselves on bone (Jones 1982a, 66).

Certain feature types, such as pits, wells and drains, which are often found on urban sites, act like giant 'pit-fall' traps and often contain abundant insect and smaller vertebrate assemblages (Rackham 1982, 88). These features have great potential if they are sampled and sieved, redressing the recovery bias which usually favours the larger species (Jones 1982b, 75).

To summarise, any datable organic waterlogged deposits which are encountered within the Study Area, if routinely sampled for insects, waterlogged plant remains and pollen in addition to the normal sampling of 'dry' deposits for the recovery of

carbonised plant and vertebrate remains have great potential to further our understanding of the Study Area and of its population (BUFAU 1998; AEA 1985).

### **Results of the Archaeological Assessment**

This section of the report will follow the layout first used in the 1995 report for part of the Digbeth Economic Regeneration Area and Cheapside Industrial Area which concentrated on the frontage of Digbeth, Deritend and Bordesley High Street. The evidence for each modern street block will be evaluated and discussed under the following headings:

**Present Character** includes a description of the built environment, together with observations on land-use made during a site inspection.

**Historical and Archaeological Profile** provides an outline of the historical development of the street block and provides details of any previous archaeological work carried out within the area.

**Sites and Monuments Record** includes individual PRN numbers for entries on the SMR record. Information from the SMR is integrated into the narrative for **Historical and Archaeological Profile**.

**Statutorily Listed Buildings** includes details of those buildings which are listed as being of special architectural or historic interest by the Secretary of State for National Heritage. Sub-section 5 of Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that any structure or object within the curtilage of a Listed Building fixed to it, or, if not fixed to it, was constructed before 1 July 1948 is also listed.

This assessment used the fourth edition of the list, which was issued 2 December, 1998.

**Locally Listed Buildings** includes details of those buildings which are considered to be of local architectural, historical or archaeological (including industrial) importance. The inclusion of buildings within the Local List has no statutory significance and confers no protection on the listed building or feature. The purpose of this Local List is to highlight the merit of certain buildings and to encourage owners to retain and enhance them. All buildings are graded according to the following system:

*Grade A* is of statutory list quality. The building is to be the subject of notification to the Department for Culture Media and Sport and/or the serving of a Building Preservation Notice if imminently threatened.

*Grade B* is considered to be important in the city-wide architectural or local street scene context. It warrants positive efforts to ensure retention.

*Grade C* features and buildings are of significance within the local or vernacular context and are worthy of retention. Industrial archaeological features are included.



This assessment used the fourteenth edition of the Local List which was issued 19 November, 1998.

**Below-Ground Information** includes information gathered during the site inspection regarding potential structural and service disruption, and incorporates information presented in a report prepared by Birmingham Design Services for Birmingham City Council (1998). The identification of Birmingham Design's geotechnical areas, Areas A-D, is included here. Although this represents a preliminary study, it should be stressed that information contained within any subsequent geotechnical reports would be of value in assessing the potential for surviving archaeological deposits. Equally, the on-site monitoring of geotechnical test-pits and bore-holes often provides a valuable insight into the potential presence or absence of archaeological deposits.

**Palaeoenvironmental Deposits** provides an indication of the potential of each area for containing preserved organic and environmental data.

**Archaeological Potential** summarises the potential of each street block for further archaeological investigation and gives an indication of the potential importance of standing remains and of potential below-ground deposits and features.



**Key for Figures 12-43**



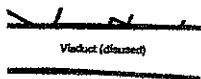
**Area Boundary**



**River Rea**



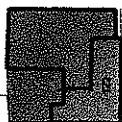
**Canal**



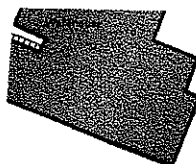
**Railway Viaduct**

**PRN 20500**  
★

**Sites and Monuments Record**



**Statutorily Listed Building**



**Locally Listed Building**

**Area 1: defined by Park Street, Bordesley Street, Allison Street and Well Lane, including Shaws Passage (Figure 12)**

### **Present Character**

This rectangular block is situated at the top end of Digbeth and extends northeast from Area 1 of the 1995 study (Litherland *et al.* 1995). It is transected by Shaws Passage which runs east-west, parallel to the railway viaduct, and which connects Park Street with Allison Street. The ground level drops significantly from Park Street to Allison Street, mirroring the slope of Digbeth High Street to the south. Several businesses, of which Norton Hydraulics is the main one, are located within the railway viaduct arches. A cluster of small red brick buildings which front onto Park Street and Bordesley Street is located on the northern side of Shaws Passage. There is also a rather neglected piece of land containing shrubs. A 19th-century building on the corner of Shaws Passage and Allison Street is constructed from alternate courses of red brick and blue engineering brick, and has a pitched roof with a circular window built into the gable. The western elevation has been crudely repaired, probably following the demolition of the building which formerly occupied the adjacent plot.

A cluster of small red brick buildings is located at the northern end of Bordesley Street. The southern end is characterised by a row of terraced residential housing, with a sandwich bar and what appears to be a converted office towards the junction with Allison Street. At the northern end of Allison Street, a two-storey red brick building is occupied by Friends of the Earth. Land underneath the railway viaduct is currently used as an NCP carpark. A 20th-century red brick building is located between the carpark and the locally listed R.T.P. Crisp Manufactory. A cast-iron bollard, also locally listed, is located on the corner of Allison Street and Well Lane (see **Locally Listed Buildings** below). Several yards are located behind the industrial works which front onto Well Lane. The southern boundary of Area 1 continues the line of Well Lane across a second extensive NCP carpark. A 19th-century red brick boundary wall is located in this area. Immediately to the north of this, fronting on to Park Street, is an Avis car-hire office with associated carparking. The railway viaduct which extends over Park Street has no structures or businesses located within its eastern elevation. Park Street is designated as a media zone in the Birmingham City Council design plan for the Digbeth Millennium Quarter (Birmingham City Council 1996).

### **Historical and Archaeological Profile**

This area contains the most ancient settlement within the Study Area, comprising the descendants of medieval burgages on the east side of Park Street. The properties in question are those on the corner of Park Street and Bordesley Street which are bounded to the south by Shaw's Passage. They were formerly bounded to the rear by a property boundary that probably represented the original medieval back-fence line, c.53m east of the Park Street frontage. The present building pattern of these properties, which in part shows a distinct southward deflection, reflects that of the pre-modern plot boundaries in this area visible throughout the cartographic sequence - or at least the more detailed maps within it. The same southward deflection is also apparent in the surviving plot boundaries and building pattern (and Orwell Passage)

south of the Moor Street station viaduct, and appears to have been characteristic of the east-side Park Street plots: an explanation for it is not immediately obvious. The area 1 properties described are also terraced out above the slope (so their surface is level with Park Street), suggesting an increased probability of early deposit survival within their bounds.

Area 1 is also bounded to the west and south by a burgage plot-series of medieval origin lying along Park Street, and Digbeth and Deritend respectively. The latter streets represent an inter-regional route of importance, and burgage development probably extended continuously for some 800m out from St Martin's Church by the mid-16th century (Bickley and Hill 1890; Baker 1995). Park Street, together with Moor Street, probably represents a planned urban extension by the De Birmingham at an unknown date in the medieval period (Baker 1995). These street frontages were certainly built-up by 1553, when a survey refers to existing tenements on Park Street (Bickley and Hill 1890).

Eighteenth-century mapping indicates that most of the back-plots of properties fronting onto the higher end of Digbeth had been extensively built on. Allison Street was established in 1795 and - like Meriden Street and Oxford Street further east - probably reflects the need to link the late-18th century canal-centred development of northeast Digbeth into the town and market centre. Despite its tempting appearance, Well Lane is not a remnant of a medieval back-lane. Instead, it represents a post-1795 development from an entry off Allison Street, probably to give rear access to hotel premises facing Park Street. The lane was inserted along a pre-existing boundary representing the old (medieval) back-fence line of the Digbeth plot series, which in this area was formed by the Hersums Ditch. This feature is recorded on a composite sketch plan of watercourses given by Watts. This plan appears to have been based on 16th-century surveys and 18th-century map evidence (Watts 1980, 29). The ditch should lie under the south frontage of Well Lane, within the area covered by the earlier 1995 report (Litherland *et al.* 1995).

The exploitation of the natural water-supply was an important feature of Birmingham's growth from the Middle Ages onwards. While Digbeth hardly springs to mind as a production centre for mineral water today, in 1850 the premises of Goffe and Company, mineral water manufacturers, were situated on the south side of Well Lane, outside Area 1. Also to the south of the present street-block, is a cistern which is depicted on an 1860s Rating map at the same location as a spring shown on the Inge Map of 1808. This was the site of Digbeth Mineral Springs. An article in Birmingham Faces and Places from the 1st of March 1889 describes workmen coming across a large tank while lowering a yard. The cistern measured 6 feet x 12 feet and, according to an inscription on the tank, was cut in 1854, and fed by a 400 feet-deep artesian bore. This bore was connected via culverts to a series of wells, which in turn were connected to an underground reservoir 40 feet long. The workmen reported that the pattern of bricks used in its construction indicated this reservoir was already 'quite old'.

Apparently, these wells were amongst many once visible on the Park Street side of upper Digbeth, which was called Well Street in the 18th century. The wells would

have provided an extensive water supply, before water was systematically piped into houses in the later-19th century.

A Trade Directory from 1777 indicates that the upper part of Digbeth was occupied by shopkeepers and businesses practicing a wide variety of trades, including shoemakers, cutlers, and cabinet makers. Many of these premises may have been quite small, as several historical illustrations of Digbeth suggest that narrow-fronted buildings were a common building-type. Certainly by the time of the First Edition Ordnance Survey map in 1890, the whole of the Allison Street frontage was lined with small buildings, access to the rear yards being provided by narrow alleys. The late-19th-century series of Kelly's Directories provides a valuable insight to the character of the area, with beer makers and retailers sharing boundaries with zinc workers, harness manufacturers, wardrobe dealers and, of course, the famous Digbeth mineral water manufacturers. The River Street Medical Mission (see **Area 17** below) also had links with a dispensary in Park Street - the exact location of the dispensary has not yet been established.

One of the main impacts on the historical development of Area 1 was the widening of the Great Western Railway viaduct and the development of a terminus station at Moor Street. The Ordnance Survey First Edition map of 1890 shows a cluster of tightly-packed structures: back-to-back housing is mixed with industrial works, warehouses, several public houses and an Infants School. A small alley - New Vale Court - runs underneath the existing viaduct, connecting Park Street and Shaws Passage. Park Street is also connected to Allison Street via the slightly wider Park Lane. By the 1920s, the central part of Area 1 had been cleared of all structures - New Vale Court and Park Lane had disappeared - replaced by a new viaduct carrying the railway lines radiating from Moor Street Station. The layout of the industrial works within the southwest corner of Area 1 also appears to have been rationalised. However, it should be noted that property boundaries within the piece of land immediately to the north of Shaws Passage remained unchanged. The topographic layout of Area 1 changed little from the late-1920s up to the present day.

### **Sites and Monuments Record**

There are no SMR entries for Area 1.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 1.

### **Locally Listed Buildings**

*R.T.P. Crisp Warehouse, including Number 78. Grade A*

Built c.1872-74 for Corder and Turley who were umbrella manufacturers, this three-storey brick building was formerly known as the Allison Street Works and represented one of their three properties within Birmingham City centre. The Allison Street building has a shallow pitched roof of turnerised slate and arched cast windows. A

waggon entrance leads through from Allison Street to a rear courtyard. The front elevation includes terracotta detail. The condition of the interior is not known.

*Cast Iron Bollard. Grade C*

This cast iron bollard is located at the junction of Allison Street and Well Lane. It has a tapered hexagonal body with a spiked dome capping and is dated to c.1880.

**Below-Ground Information**

Area 1 was not included in the Birmingham Design Services Geotechnical Report (1998).

Given the slope of Digbeth from Park Street down to Allison Street it is likely that some degree of terracing may have occurred within this area, especially along the street frontages. While terracing can be destructive to deposits scoured out to create a level surface, it can also protect those deposits upon which spoil is dumped in order to raise the ground level. Deposits and features are more likely to survive away from the frontages, within former backplots and courtyards.

The network of mineral springs, wells and cisterns which once characterised Park Street may extend into Area 1 and it is possible that they may not have been affected by later development. A large percentage of Area 1 currently comprises open ground suitable for redevelopment and land which is currently used for carparking - disturbance to archaeological deposits may be minimal in these areas.

**Palaeoenvironmental Deposits**

If the network of springs, wells and cisterns does extend into Area 1, there is good potential for the preservation of organic archaeological remains, as demonstrated by studies of material from the Birmingham manorial moat which was located to the southwest of this area (Watts 1980). In addition, any sealed, datable, deposits have the potential to provide information relating to a wide range of inter-related environmental subjects (see **Palaeoenvironmental Deposits and Organic Material** above).

**Archaeological Potential**

The whole of Area 1 may be considered to have a high potential for the survival of archaeological deposits. Cartographic sources suggest that, with the exception of the insertion of the Moor Street Station viaduct, Area 1 has not been affected by modern development. A continuity of property boundaries is particularly noticeable in land to the north of Shaws Passage which contains 19th-century standing buildings.

Below-ground deposits and features and standing buildings, such as the surviving 19th-century boundary wall, may be able to tell us about the pre-urban topography of the street-block, in addition to its later 18th and 19th-century industrial, commercial and residential development. The importance of the below-ground deposits is considerably enhanced by a number of factors which include: the relative paucity of

documentary data for the medieval and early post-medieval periods in particular; the capacity for new archaeological data to be compared with the results of the excavation of the Birmingham Moat and the detailed documentary research undertaken simultaneously by Watts in the 1970s.

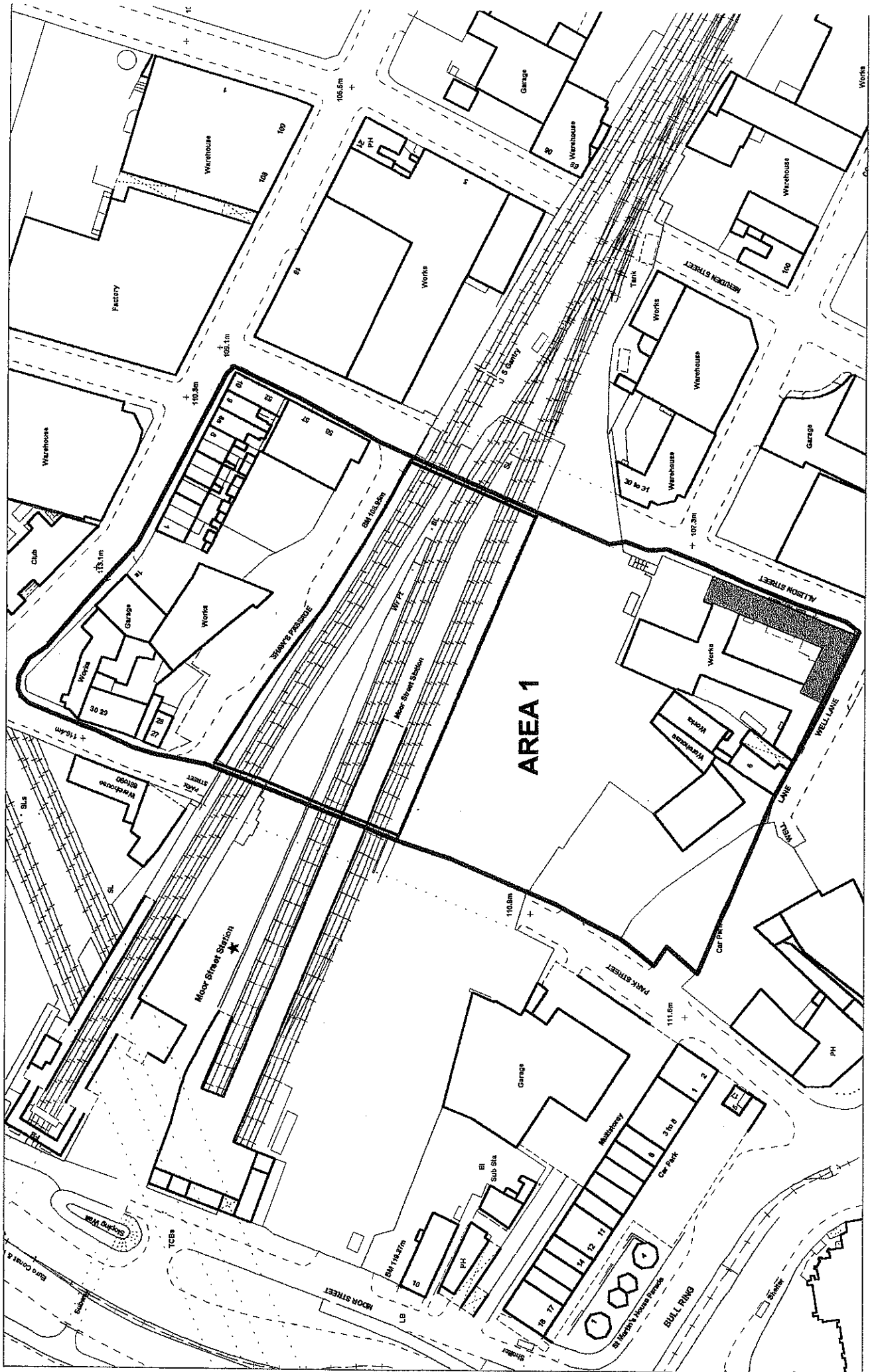


Figure 12

**Area 2:** defined by **Allison Street, Coventry Street and Meriden Street** (Figure 13)

### **Present Character**

This small block extends north from Area 2 of the 1995 study (Litherland *et al.* 1995). The main elevation of a 20th-century red brick factory is in direct line with Well Lane. It includes, at first-floor level, a painted area of brickwork which may originally have displayed the firm's name. The western and eastern ends of the elevation are marked by a decorative green gutter and drain. Immediately to the north, an open area of land at the corner of Allison Street and Coventry Street is currently used for carparking. A 20th-century garage, owned by Heavy Vehicle Spares Limited, is sandwiched between this carpark and a second one which is located on the corner of Coventry Street and Meriden Street. A third carpark is located on Meriden Street behind Heavy Vehicle Spares Limited. This carpark shares a boundary with the locally listed Redfern Stevens Engineering Group building (see **Locally Listed Buildings** below) which is currently advertised as 'To Let'.

### **Historical and Archaeological Profile**

Eighteenth-century maps show that, with the exception of a small orchard and piece of cultivated land, Area 2 was characterised by fields. The area was developed for the first time in 1790-5, following the creation of a canal network immediately to the north of Area 2. The southern boundary of Area 2 lies just to the north of the back-fence line of the Digbeth burgages. The canals presented the opportunity for cheaper materials and production costs, and also new production centres. Industrialists were quick to establish their manufactories and warehouses by the canals and as one swathe of land was developed, so the demand for more radiated outwards from the canals.

Allison Street, Coventry Street and the northern half of Meriden Street, although more residential in character, were part of this canal-related development phase. Allison Street was cut through properties fronting onto the Digbeth High Street in 1795 to provide access to the new canal-centred development further north and to link up with the newly-created Coventry Street. Meriden Street also extended just past its junction with Coventry Street at this time. However, the southern half of Meriden Street which connects with the Digbeth High Street was not completed until the period 1849-1855. This two-staged development is reflected in the differing alignment of the street, which appears to be slightly 'dog-legged'.

The First Edition Ordnance Survey map of 1890 shows that Area 2 is entirely occupied by court-housing. Narrow alleys provided access to the open yard areas, around which the back-to-back houses were arranged. These houses probably represented secondary infill development behind the frontages, which were still incompletely built up in the late 1840s. With the exception of the construction of Redfern Engineering in the period 1905-1927 (see **Locally Listed Buildings** below), the layout of Area 2 remained unchanged until 1940 when an elongated piece of land extending back from Coventry Street is shown to have been cleared of buildings. A metal works immediately to the south of Area 2 has also extended across to Allison Street. By 1955 this former residential area was predominantly industrial in character



and by the 1960s the only court-housing to survive was on Meriden Street - the houses on Allison Street had been swallowed-up by the ever-expanding metal works.

### **Sites and Monuments Record**

There are no SMR entries for Area 2.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 2.

### **Locally Listed Buildings**

*Meriden Street, Offices of Redfern Stevens Engineering Group. Grade B*

Built in the period 1905-1927 (from Ordnance Survey map information) this two-storey, red brick, office building has terracotta dressings. Its nine loading bays front on to Meriden Street and are arranged to follow the bend in the road's alignment.

### **Below-Ground Information**

Area 2 was not included in the Birmingham Design Services Geotechnical Report (1998).

Site inspection identified three areas of open carpark which were occupied by 18th-century court-housing up to the 1960s and, in the case of the Meriden Street carpark, up to the 1970s. There is no evidence for later construction in these areas and the below-ground deposits are likely to have survived intact, especially within the open courtyards which were set back from the street frontages. No below-ground information was available for the metal works or for the garage.

### **Palaeoenvironmental Deposits**

Although it is unlikely that Area 2 will contain any waterlogged deposits, any sealed and datable deposits have the potential to provide information relating to a wide range of inter-related environmental subjects (see **Palaeoenvironmental Deposits and Organic Material** above).

### **Archaeological Potential**

Below-ground deposits and features within Area 2 have the potential to further our understanding of the 18th-century development of the town. Earlier deposits and feature dating to the medieval period may also survive, especially within the areas currently used as carparks.

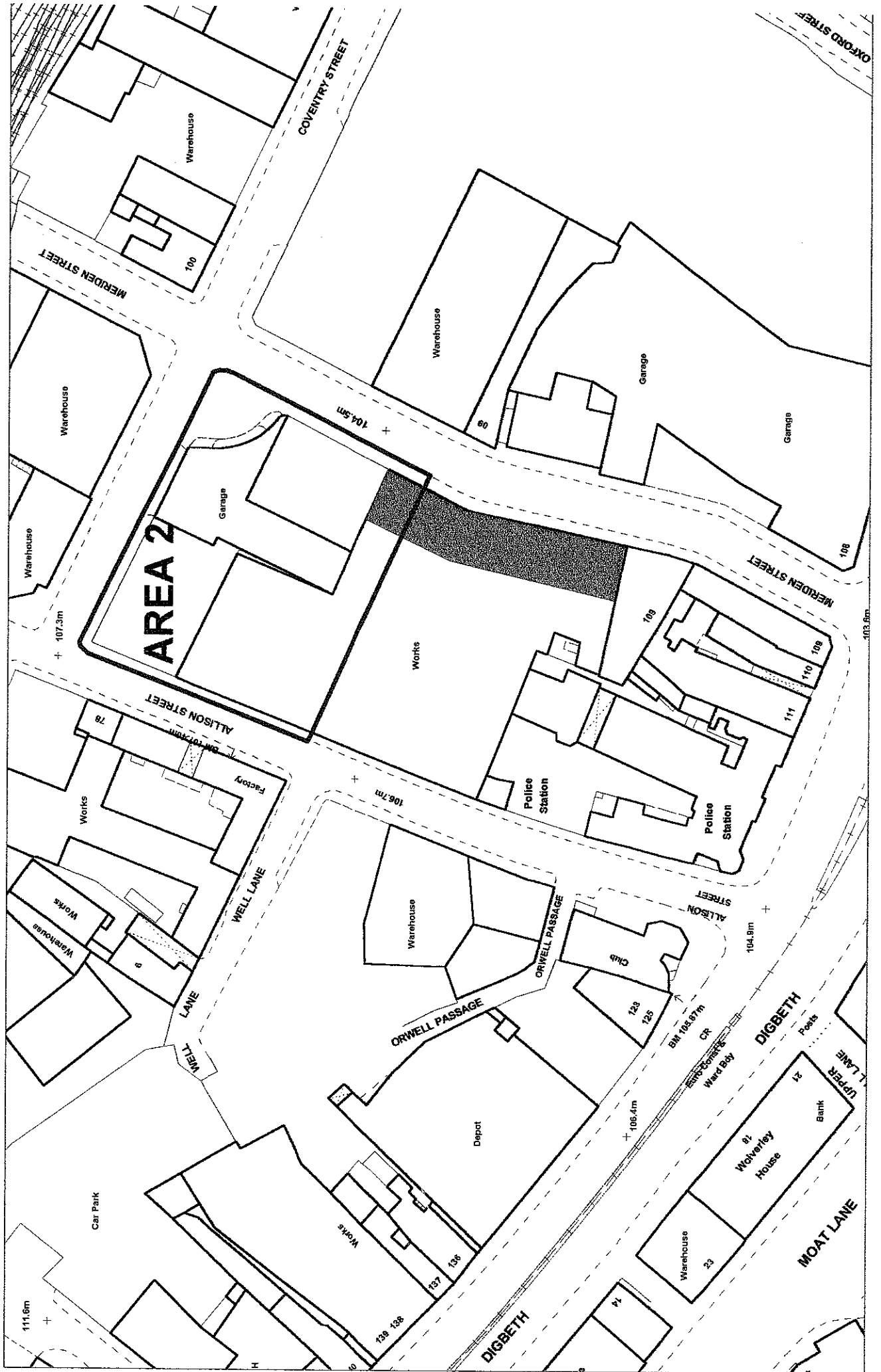


Figure 13

**Area 3:** defined by **Meriden Street, Coventry Street and Oxford Street** (Figure 14)

### **Present Character**

This area is situated on relatively-level ground on the floor of the Rea Valley and is currently used for carparking by Hartwell Garage (Litherland *et al.* 1995, Area 3). A large warehouse, also belonging to Hartwell, fronts on to Meriden Street. A low red brick wall with *c.*2m-high railings runs along the Coventry Street and Oxford Street perimeter.

### **Historical and Archaeological Profile**

This area lay within the fields at the rear of the Digbeth plot series until development following the creation of the 1790-95 grid. Situated in the lower reaches of Digbeth this street block may have been subject to flooding prior to the culverting of the Rea. The place-name Digbeth may refer to the Old English name for a pool beside a causeway on the outskirts of a settlement (Gelling 1984, 13) and, if such a causeway existed, it probably began in this lower part of Digbeth. Only the southern half of this street block - outside Area 3 - which fronted onto the Digbeth High Street was developed in the medieval period (Litherland *et al.* 1995). The curving southern boundary to Number 60 Meriden Street (immediately to the south of Area 3) appears to represent the former back-fence line to the Digbeth plot-series and therefore the line of the medieval Hersums Ditch, with its attendant possibilities of waterlogged deposits, environmental material and artefact assemblages.

By 1683 the Digbeth High Street was characterised by a large number of resident ironworkers, probably engaged in blade-making. Westley's map of 1731 shows that the land on the north side of the Digbeth High Street, opposite Lower Mill Lane, is largely built-up. There are some buildings and gardens to the rear, but these back onto open fields and meadows (Area 3). A Trade Directory from 1777 indicates that metal-workers continued to practice in the area, together with ivory comb makers, coopers, and various retailers.

Coventry Street and Oxford Street are depicted on a map dating to 1795 and were inserted into the street-plan in response to the arrival of the Digbeth Branch Canal in 1790 and the Warwick and Birmingham Canal in 1793. Meriden Street also extended just past its junction with Coventry Street at this time. However, the southern half of Meriden Street which connects with the Digbeth High Street was not completed until the period 1849-1855.

By the mid-19th century, building cover was still confined to the Coventry Street and Oxford Street frontages. A Pigott Smith 1:528 map of *c.*1850 shows a series of court-houses within Area 3. Two gas holders, which belonged to a private gas company - possibly the Birmingham and Staffordshire Gas Light Company - are depicted at the southern edge of Area 3. The entrance to the gas holders was from Oxford Street. They had a short lifespan and had disappeared from Area 3 by the time of the First Edition Ordnance Survey map of 1890. The demise of the gas industry as a whole was the result of municipalisation of the gas industry by the Birmingham Corporation

under the direction of Joseph Chamberlain. The gas holders were replaced by the Phoenix Iron Works, a large-scale iron-working factory.

By 1905 a large piece of land which extended back from Coventry Street lay vacant and a map dated to 1927 shows that it had been transformed into a recreation ground. The Coventry Street Cottage Baths, which were opened in 1908 were located immediately to the east of the recreation ground. The Baths represent a significant period in the social history of the whole Study Area. They were established by the Birmingham City Corporation to encourage cleanliness amongst the residents of the surrounding court-housing which had, by this time, deteriorated almost to slum-like conditions. By the 1950s the Baths were occupied by Eris Electric Limited, and in 1984 were demolished, along with court-housing on Oxford Street, to provide carparking for Hartwell Garage. Court-housing on the corner of Meriden Street and Coventry Street had been replaced by a warehouse in the 1950s.

### **Sites and Monuments Record**

*PRN 20433 Oxford Street, Gas Holders*

Two gas holders are shown on the Pigott Smith map of 1850.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 3.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 3.

### **Below-Ground Information**

Area 3 was not included in the Birmingham Design Services Geotechnical Report (1998).

The foundations of court-housing are likely to have affected below-deposits along the street frontages. Equally, the siting of two gas holders at the southern limit of Area 3 in the mid-19th century and the warehouse foundations on the corner of Meriden Street and Coventry Street are likely to have caused some disturbance to earlier features. However, the open yards which were set-back from the street frontages and which corresponded with the 20th-century recreation ground may contain deposits and features which were unaffected by later demolition and the creation of a carpark.

### **Palaeoenvironmental Deposits**

If datable deposits do survive within Area 3, they have the potential to provide information relating to landuse in the early post-medieval period and possibly the medieval period. Flooding of the River Rea in these periods is likely to have left a series of alluvial deposits across the valley floor. In addition, the potential survival of

the medieval Hersums Ditch, with its attendant possibilities of waterlogged deposits, environmental material and artefact assemblages is of great significance.

### **Archaeological Potential**

Archaeological deposits, if they survive, may have the potential to shed much-needed light on the chronology and form of the medieval industrial and commercial development immediately to the south (Area 3 of the 1995 report, Litherland *et al*, 1995). The potential of the street block continues to be high through into the early post-medieval period, and the 19th-century industrial archaeology of the gas holders and contemporary court housing is also of great interest. There are only two surviving examples of early-19th-century Gas Works within Birmingham City Centre – one on Gas Street and the other in **Area 21** of this study - any surviving remains of the Oxford Street gas holders have great potential, along with those in **Area 15** and with the mid-19th-century works in **Area 32**.

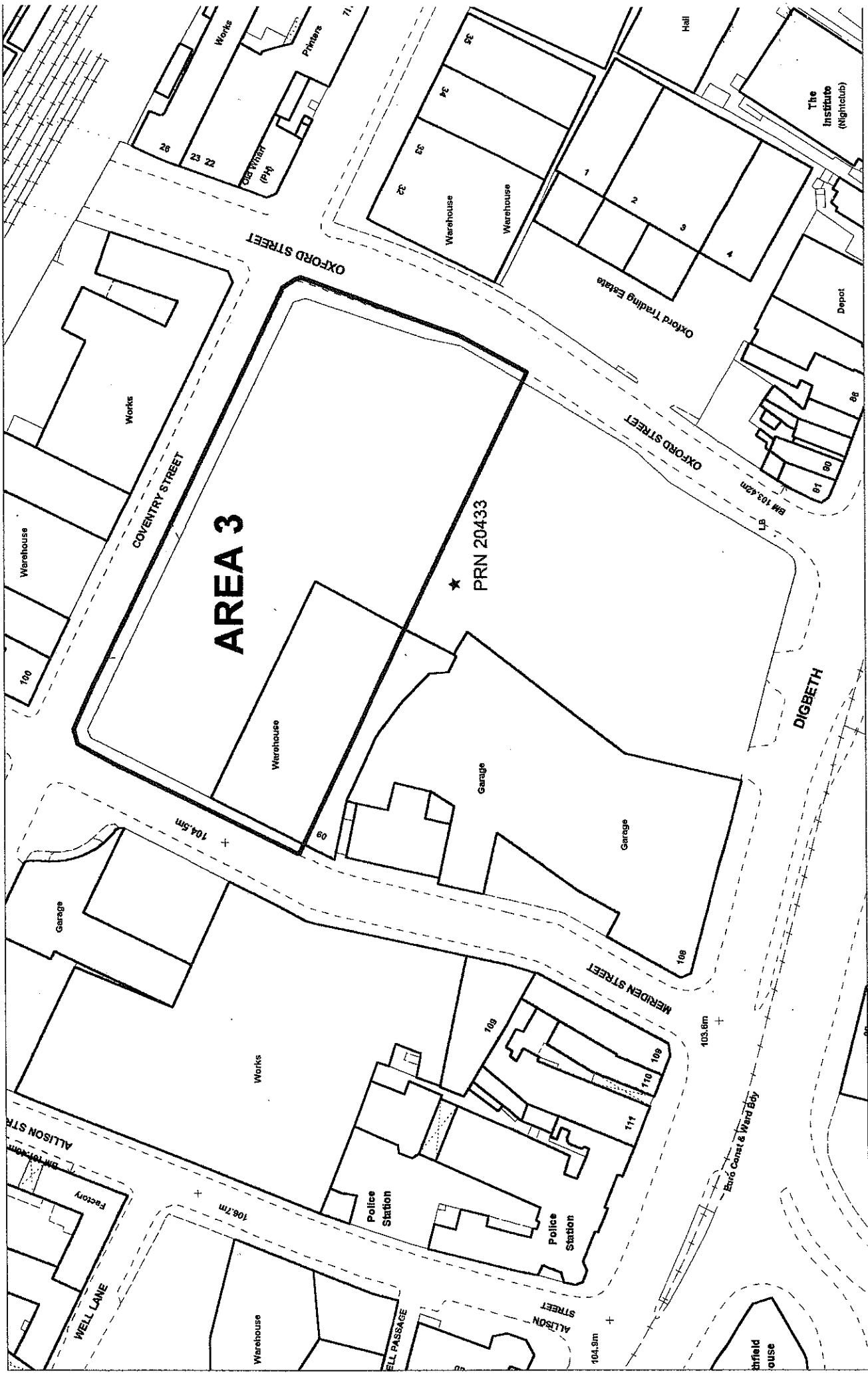


Figure 14

**Area 4:** defined by **Oxford Street, Coventry Street and Milk Street** (Figure 15)

### **Present Character**

This area extends north from Area 4 of the 1995 study (Litherland *et al.* 1995). Within the northwestern corner of the area, a modern workshop, currently occupied by QED, Quality Exhaust Distributors, extends back from Coventry Street. A series of industrial units, including one occupied by Arkinstall Galvanising Limited, is located between QED and a 19th-century building, constructed from blue engineering brick. This building is abutted by Arkinstall Galvanising Limited. A locally listed chimney stack is located within the Arkinstall works (see **Locally Listed Buildings** below). A fenced-off piece of land at the corner of Coventry Street and Milk Street is currently used for parking vehicles by Archway Garage which is located on Milk Street. The garage itself is a 20th-century building.

### **Historical and Archaeological Profile**

This area was located within the fields at the rear of the Digbeth medieval plot series until development following the creation of the 1790-95 grid, and was but lightly developed by the mid-19th century. The southern boundary of Area 4 probably represents the archaeologically significant line of the Digbeth plot-series rear boundary, Hersums Ditch. There may also be other watercourses in this area of archaeological (and engineering) significance. The course of the River Rea across Digbeth shown in the 18th-century cartographic sequence was complex, the river approaching the street from the south, then turning east along the street before passing under the Deritend Bridge. However, the line of the Rea as it approached Digbeth from the south was continued straight across the street by the Birmingham-Aston parish boundary. The latter, in general, followed the river, so there is a very strong probability that the line of the parish boundary crossing Digbeth is also the line of a former river channel, perhaps even the original (natural) one. This line, if projected, crosses Area 4 about 30m west of Milk Street, approximately on the boundary between Number 38 Coventry Street and the rear of the adjacent premises fronting Milk Street.

The stretch of Milk Street which ran from present-day Barn Street to Moore's Row is shown on Bradford's map of 1750/51 as Rope Walk. Its southernmost stretch was not laid-out until 1881 when it was cut through Meeting House Yard. Coventry Street and Oxford Street are depicted on a map dating to 1795 and were inserted into the street-plan in response to the arrival of the Digbeth Branch Canal in 1790 and the Warwick and Birmingham Canal in 1793.

The First Edition Ordnance Survey map of 1890 shows that a Wesleyan Methodist Welsh Chapel was located amongst the court-housing and Brush Works at the northwestern corner of Area 4. The centre of the area is taken-up by the Birmingham Battery and Metal Works and a metal works and court-housing in the northeastern corner. The contraction of the Birmingham Battery and Metal Works in the 1920s provided space for a Sunday School and Mission Hall at the southern limit of Area 4. By 1940, the sites of the Wesleyan Chapel, Mission Hall and surrounding court-housing have disappeared - replaced in the 1950s by industrial complexes.

### **Sites and Monuments Record**

There are no SMR entries for Area 4.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 4.

### **Locally Listed Buildings**

*Coventry Street, Mill and Truncated Stack at Arkinstall Galvanising. Grade B*

Built c.1840, the tall narrow mill is constructed with engineering bricks and has a turnerised slate roof. The circular, tapered, chimney stack is located at the northeast corner of the main building. Built with a square base, the chimney was originally 60ft high, but is now only 20ft high.

### **Below-Ground Information**

Area 4 was not included in the Birmingham Design Services Geotechnical Report (1998).

With the exception of a piece of land at the junction of Coventry Street and Milk Street, the majority of Area 4 is built-over and it is difficult to assess below-ground conditions. The Battery and Metal Works may have caused extensive disturbance to any below-ground archaeological deposits and serious ground contamination. However, uncontaminated deposits may survive within the former courtyards in the northeastern and northwestern corners of Area 4.

### **Palaeoenvironmental Deposits**

The potential of any environmental deposits within Area 4 is dependent upon the degree and extent of any ground contamination which may have been caused by the earlier Battery and Metal Works. However, assuming that contamination is minimal, datable deposits and features have the potential to provide information relating to the area's earlier landuse and urban development. If the early river channel, which had disappeared before (perhaps well before) the first cartographic representations of the watercourses in the early-18th century, does cross Area 4, it is of major archaeological significance as a potential reservoir of artefactual and environmental material, and depositional information relating to possible medieval or early modern reclamation processes.

### **Archaeological Potential**

Archaeological deposits in this area have a high potential to answer important questions concerning the commercial, industrial, and domestic development of Digbeth from the medieval period up to, and including, the 19th century. There may also be important evidence concerning the expansion and contraction of the limits of medieval and early post-medieval Digbeth.



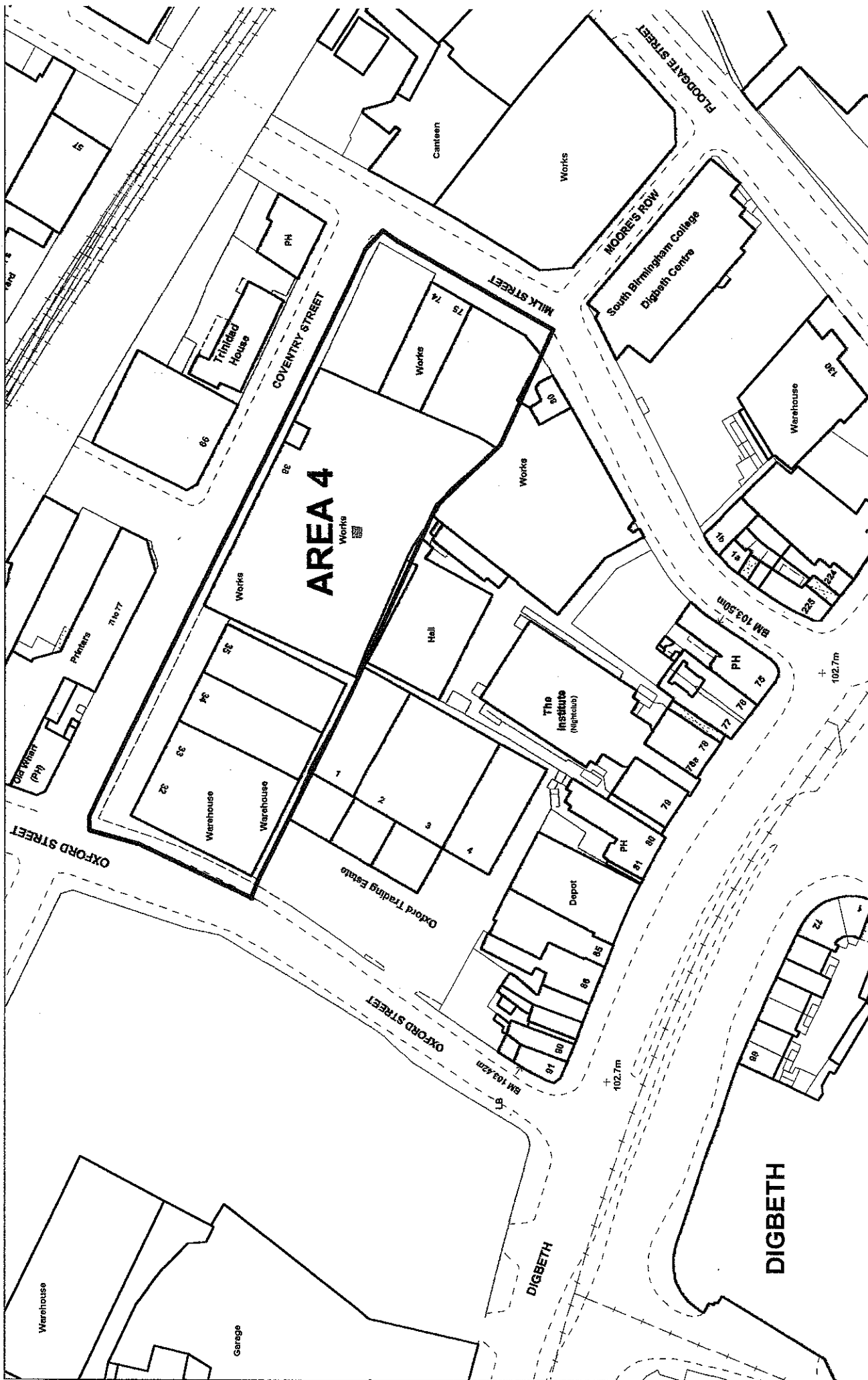


Figure 15

**Area 5:** defined by **Milk Street, Little Ann Street, Floodgate Street and Moore's Row, including Rea Terrace** (Figure 16)

### **Present Character**

This area is located immediately to the north of the street-block which represented Area 5 of the 1995 study (Litherland *et al.* 1995). The southern end of the present Area 5 is occupied by Works Number 3 of Wild Engineering which extends from Milk Street, along Moore's Row, to Floodgate Street. A plaque on its Floodgate Street elevation dates the building to 1940. An enclosed carpark separates this building from another Wild Engineering Works structure - a plaque here dates it to 1938. The railway viaduct crosses Area 5 on a southeast-northwest alignment and a company called Gilbertson is based within the viaduct. Their works extends the full width of the street-block. A third 20th-century building belonging to Wild Engineering fronts on to Floodgate Street, immediately before the Horans Tavern public house which is located on the corner of Floodgate Street and Little Ann Street.

A Wild Engineering Dispatch Office is set back from the line of Little Ann Street to provide a loading area for lorries delivering to the works. An adjacent, but separate, series of single-storey 20th-century industrial units is surrounded on two sides by a tarmaced carpark. Rea Terrace provides access to the back of Wild Engineering and of Hewston Waste Transfer Station which is located on Milk Street immediately north of the railway viaduct.

### **Historical and Archaeological Profile**

The present-day Milk Street is thought to follow an old course of the River Rea. This part of Digbeth, hard on the western bank of the Rea, must have been particularly susceptible to flooding, and was probably developed in piecemeal fashion. The High Street, immediately to the southwest of Area 5, was built up above the flood level into a causeway which crossed an island formed by the two channels of the river observed by John Leland in the 16th century (Toulmin Smith 1964, 96).

Area 5 is framed by a pattern of lanes that was in place by the mid-18th century (see **Street-Plan Analysis of the Study Area** above) and partially built up by 1778. Within this block, late-18th-century housing with gardens behind was confined to the south end of Area 5, approximately the area south of the railway viaduct. The south side of Moore's Row represents the rear boundary to medieval plots along Digbeth. Milk Street originally joined Floodgate Street via Moore's Row. On the Bradford Map of 1750/51 Floodgate Street was called Water Street, and Milk Street was called Rope Walk, possibly after a manufactory situated there. In 1881 Milk Street was extended southwards to join Digbeth High Street by demolishing houses in what was called Lower Meeting House Yard on the Pigott Smith map of c.1850. This name may refer to a Presbyterian Meeting House believed to have been established by Samuel Willis in the later-17th century and may provide a date for one phase of development in this area.

All but the northeastern corner of Area 5 was built up between 1800 and 1811, probably by the same building pattern as that surveyed by the Ordnance Survey in 1887, whose details first become evident here in 1828. This was slightly unusual: behind the continuously-built up frontages back-to-back court housing was present, though less dense than in comparable areas, but the rear boundaries of the plots were lined with long rows of back-to-backs visible cartographically as a long chain of housing extending north-south through the middle of the block. A Corn Mill, Brass Foundry, Galvanising Works, Clock Manufactory and public house were also present in the street-block at this time. By 1905 an alley which led into one of the courts of housing off Milk Street had become formalised as Rea Terrace.

One of the main impacts on the historical development of Area 5 was the decision of the Great Western Railway to widen the existing viaduct. A hint of the dislocation of existing property boundaries is given on an Ordnance Survey map of 1927, and by 1940 two of the Wild Engineering buildings which formed the large metal-stamping works had been established on Floodgate Street. Residential-housing on either side of Rea Terrace and in the northwestern corner of Area 5 survived up to the 1970s.

#### **Sites and Monuments Record**

There are no SMR entries for Area 5.

#### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 5.

#### **Locally Listed Buildings**

There are no locally listed buildings within Area 5.

#### **Below-Ground Information**

The northern half of Area 5 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

With the exception of discrete areas of carparking, the majority of Area 5 is currently built-over. The industrial works owned by Wild Engineering are substantial buildings and their foundations and associated services are likely to have affected below-ground deposits. In addition, Horans Tavern is likely to have cellars within its building footprint and cellars from the earlier court-housing may line the street frontages. However, given the probable history of medieval and early-post-medieval land reclamation by raising the ground level, survival of archaeological deposits may be high within the open areas of this street-block.

#### **Palaeoenvironmental Deposits**

Given that Milk Street is thought to follow an old course of the River Rea which had become silted-up by the early-18th century, this area has a high environmental

potential for the investigation of the former channel. It is also highly likely that the area will contain a series of alluvial deposits, perhaps sealed by later layers belonging to the land reclamation exercises which involved the raising of the ground above the flood level.

### **Archaeological Potential**

Below-ground deposits within Area 5 have the potential to test the hypothesis that reclamation of land here occurred later than development of the Digbeth High Street frontage. There is a high potential for environmental investigation.

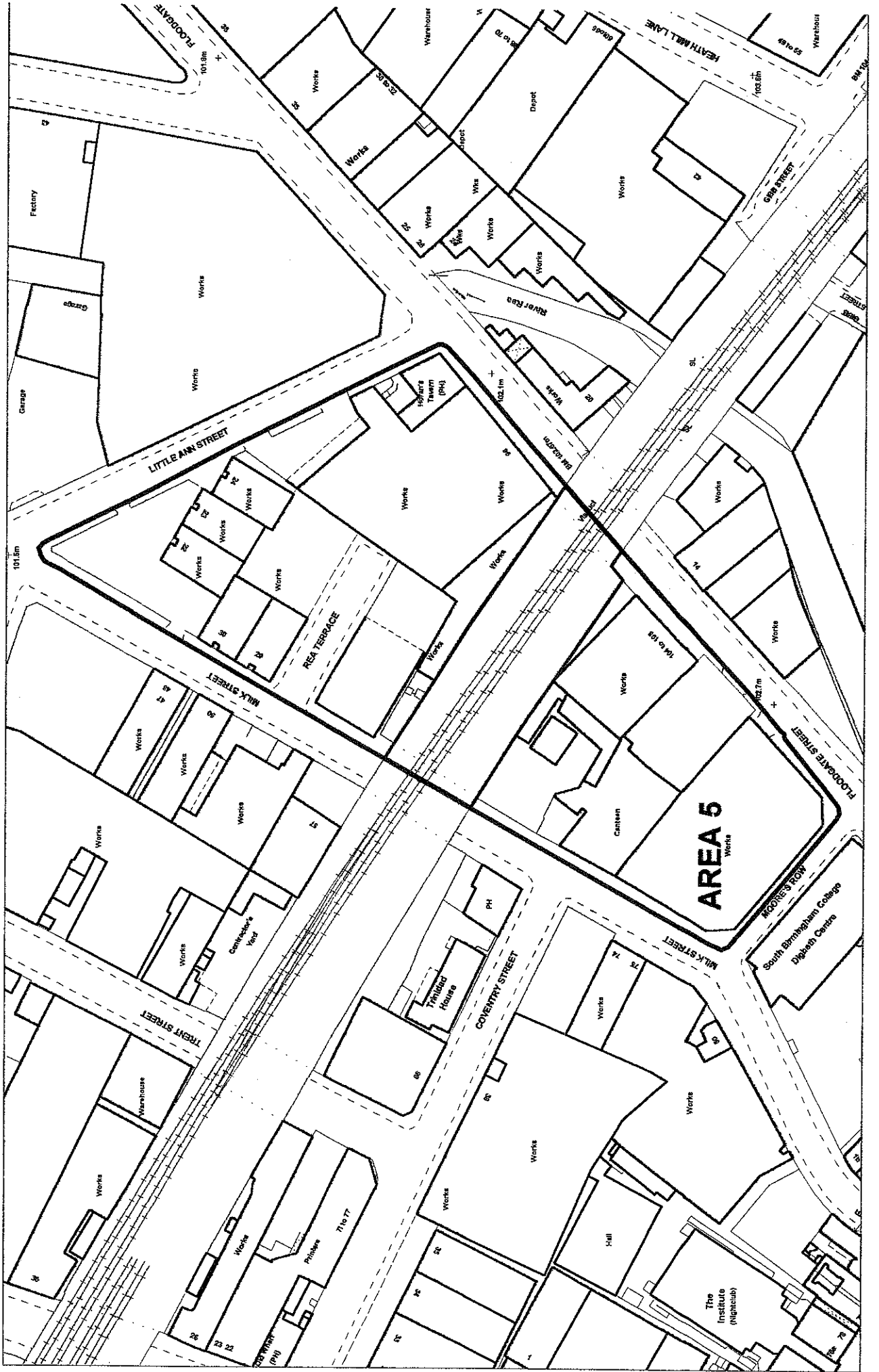


Figure 16

**Area 6/7:** defined by **Floodgate Street, Fazeley Street, Heath Mill Lane, Gibb Street and the Great Western Railway Viaduct** (Figure 17)

### **Present Character**

This area is located to the north of two blocks which were numbered as Areas 6 and 7 in an earlier study (Litherland *et al.* 1995). The southern boundary of Area 6/7 is defined by the line of the railway viaduct. Ashton Engineering occupies the southwestern corner of this street block and incorporates the course of the River Rea within its complex. The alignment of the Rea is respected by a series of small workshops immediately to the north of Ashton Engineering. The Rea is tarmaced over at this point. A series of 20th-century buildings belonging to Wild Engineering and Smart Screw Limited fronts onto Floodgate Street. A locally listed 19th-century building is located at the northern end of Floodgate Street (see **Locally Listed Buildings** below), adjacent to a 20th-century unit which is currently advertised as 'To Let'. An open-area carpark, located on the corner of Floodgate Street and Fazeley Street, continues to Heath Mill Lane.

Two 20th-century buildings belonging to Smith and Lloyd, and to Longbridge Iron and Steel, front on to Heath Mill Lane. A narrow alley provides an entrance to a yard at the back of the Longbridge works. This shares a boundary with the eastern half of a 19th-century building, the western half of which is locally listed. The remainder of Heath Mill Lane is characterised by 20th-century industrial buildings, including Arco, B&K Fabrications and Rojac Engineering.

### **Historical and Archaeological Profile**

The historical and archaeological profile of this area is closely related to the low-lying area on the west bank of the Rea (see **Area 5** above).

Earlier historical research has indicated that Deritend may have originated as a separate market to divert some of the trade from Birmingham and it has been suggested that the market may have been located in the irregular - but appreciably wider - part of Deritend High Street immediately to west of its junction with Heath Mill Lane (Holt 1995). The regular pattern of property boundaries immediately to the south of Area 6/7 which extends back from Heath Mill Lane itself gives the impression of small rectangular enclosures extending towards the River Rea. Parallels with other market towns suggest that these enclosures may have been used for penning livestock for the nearby market - the provision of grazing and watering of livestock was essential to keep the livestock alive and fresh.

Heath Mill Lane (also called Mill Lane and Coopers Mill Lane on various early maps) is first mentioned in 1589 in a deed locating the Old Crown, a 15th-century timber-framed building located to the southeast of this street block. However, a jetty which continued round the Heath Mill Lane elevation of the Old Crown by means of a dragon beam, suggests that this side of the building was open to view from the late-15th century onwards, so indicating that Heath Mill Lane was already established.

The name Heath Mill Lane originates from the corn mill for the medieval manor of Birmingham which was located on the banks of the Rea, immediately to the north of Area 6/7 (see Areas 17 and 21 below for a discussion of the mill and millpond).

The flat contours of this area disguise major topographical change, represented by the infilling of the original or main course of the Rea in the 1850s, together with the infilling of the great triangular millpond of 1800-1808 to the north, separated from the Rea by an embankment. The original course of the Rea is still apparent in the internal geography of the street block, represented by the property boundary separating the premises fronting Floodgate Street from those fronting Heath Mill Lane. Even this account is a simplification: the Rea itself appears to have been widened at some unknown date prior to the 19th century to form a linear millpond or head race immediately upstream of Heath Mill. Floodgate Street itself falls into two sections: that on the west side of the present course of the Rea (the former side-race or bypass leat taken off the river at the eponymous floodgate) being the earlier (Water Street in 1751); that to the east of the present Rea channel representing the extension across the former triangular pond of the period 1855-84.

The earliest occupation in the Area 6/7 street block is that which had developed between the early section of Floodgate Street and the bank of the main Rea channel between the 1750s and 1778. A second block of housing appeared in Area 6/7 between 1810 and 1828 on the opposite bank, fronting Heath Mill Lane, also, it seems, consisting of houses with gardens extending down to the river.

The viaduct of the Birmingham and Oxford Junction Railway, which forms the southern boundary of Area 6/7, was completed and opened in 1852. Gibb Street appears to have been laid out c.1838/48 and may be connected with construction of the viaduct. Area 6/7 already contains a significant percentage of industrial buildings by the time of the compilation of the First Edition Ordnance Survey map. A Brass Foundry, two nail works, a tube works, smithy, timber yard and malthouse are all shown amongst lines of back-to-back court housing. By 1905 a Bedstead Works had appeared in the southeastern corner of the area, but no other industrial encroachment on the residential housing occurred until the late 1940s – early 1950s when the change in character was total. The only residential element was limited to the Fazeley Street and northern corner of Floodgate Street frontages - these back-to-backs survived up to the 1990s when they were finally demolished.

#### **Sites and Monuments Record**

There are no SMR entries for Area 6/7.

#### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 6/7.



### **Locally Listed Buildings**

*Floodgate Street, Nos 48-52, Premises of Juckes (Birmingham) Limited. Grade C*

This two-storey red brick building was constructed c.1860. It has a shallow pitched roof. The first floor windows are not original to the building. There is a three-storey range to the rear.

### **Below-Ground Information**

Area 6/7 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

While there is a drop of about 1m between Heath Mill Lane and Gibb Street, the ground level does not appear to have been terraced or levelled recently, and this slope may reflect a natural dip towards the River Rea. The majority of Area 6/7 is built over with industrial units and the course of the River Rea is only visible in terms of property boundaries. However, the tarmaced area of its current course has not been developed and archaeological deposits may survive at a very great depth beneath the present ground surface - the brick-lined culvert is at least 5m deep in this area. The original millpond at the northern end of Area 6/7 was drained and backfilled in the 19th century. It is possible that waterlogged deposits may survive in this area which corresponds with an open carpark.

### **Palaeoenvironmental Deposits**

This area has a high environmental potential for the investigation of the former course of the River Rea, prior to its redirection and culverting, and of the former mill pond. It is highly likely that the area will contain a series of waterlogged alluvial deposits, perhaps sealed by later layers belonging to the land reclamation exercises which involved the raising of the ground above the flood level.

### **Archaeological Potential**

Surviving archaeological deposits within this street block may help us understand the relationship between the fields to the rear of the high street frontage and the possible origins and development of Deritend as a market place from the medieval period onwards. Archaeological deposits dating from the 14th century onwards were found during archaeological trial trenching and a subsequent watching brief of groundworks in the back-plot of the Old Crown, located immediately to the southeast of this area. The presence of a nearby pottery production centre was also demonstrated. It is possible that archaeological excavation adjacent to the River Rea may reveal information concerning the history of land reclamation on the east side of the river, which might complement results from Digbeth on the west bank. The remains of early, 17th and 18th-century industrial activity may also be encountered close to the former River Rea. Waterlogged deposits may be preserved along the line of the River Rea and also within the former mill pond. There is also potential for studying medieval landuse and the later industrial development of the area in the 18th and 19th centuries. The impact of the railway upon this environment is also of interest.



Figure 17

**Area 8:** defined by **Lower Trinity Street, Adderley Street and the Great Western Railway Viaduct** (Figure 18)

### **Present Character**

The southern boundary of this triangular piece of land is defined by the railway viaduct. A series of 20th-century work units is built within the viaduct arches. The area occupied by Digbeth Coach Craft appears to be used as an open yard. A modern building belonging to Hayes & Finch Candlemakers and Church Furnishers has a plaque dating the establishment of the firm to 1882. A small carpark separates these premises from those of Steel Spinnings Limited and J.A.M. & A.D.M. Engineering. The backplots appear to have been kept as open areas, with the exception of some light warehousing in places. A 20th-century building occupied by Shardal Castings abuts the railway viaduct. The Adderley Street frontage is occupied by a recently-refurbished warehouse.

### **Historical and Archaeological Profile**

Area 8 remained undeveloped open fields to the rear of the built-up area of Deritend until the second and third decades of the 19th century. By 1828 Lower Trinity Street and the south end of Adderley Street were laid out, and housing had begun to be built. The boundaries shown in this area on Beilby's map of 1828 suggest that Lower Trinity Street was inserted diagonally across a rectangular plot of land whose south side lay on the back boundary to the Deritend plots (on the line of the railway viaduct) and whose north side is represented by the (parallel) line of Bromley Street. The Lower Trinity Street and Adderley Street frontages were lined with court and back-to-back housing in the late-19th century and the First Edition Ordnance Survey map of 1890 shows long open yards which extend back from the properties towards the viaduct. Some housing had disappeared from the southern corner of Area 8 by 1927, but larger plots were lying vacant by 1940, and by 1955 the area had assumed an altogether more industrial character.

### **Sites and Monuments Record**

There are no SMR entries for Area 8.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 8.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 8.

### **Below-Ground Information**

Area 8 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

Deposits along the street frontages are likely to have been affected by 19th-century cellaring. The railway viaduct is also likely to have caused some disturbance. However, below-ground deposits may survive within the former yards which extended back from the street frontages and within the viaduct arches which appear to mainly be open ground at present.

#### **Palaeoenvironmental Deposits**

Any datable deposits within Area 8 have the potential to provide information relating to landuse in the early post-medieval period and possibly the medieval period.

#### **Archaeological Potential**

Deposits and features extending back from the junction of Lower Trinity Street with Heath Mill Lane may have potential to shed light on the kind of activities taking place in the immediate vicinity of Deritend's medieval market-place, including pottery and metal production, and animal penning. Within the southeastern half of Area 8 there is potential for tracing the expansion of Deritend in the post-medieval period, together with the changing character of the urban fringe in the 18th and 19th centuries - particularly the relationship between industrial and residential development and the impact of the railway upon the general character of the area.

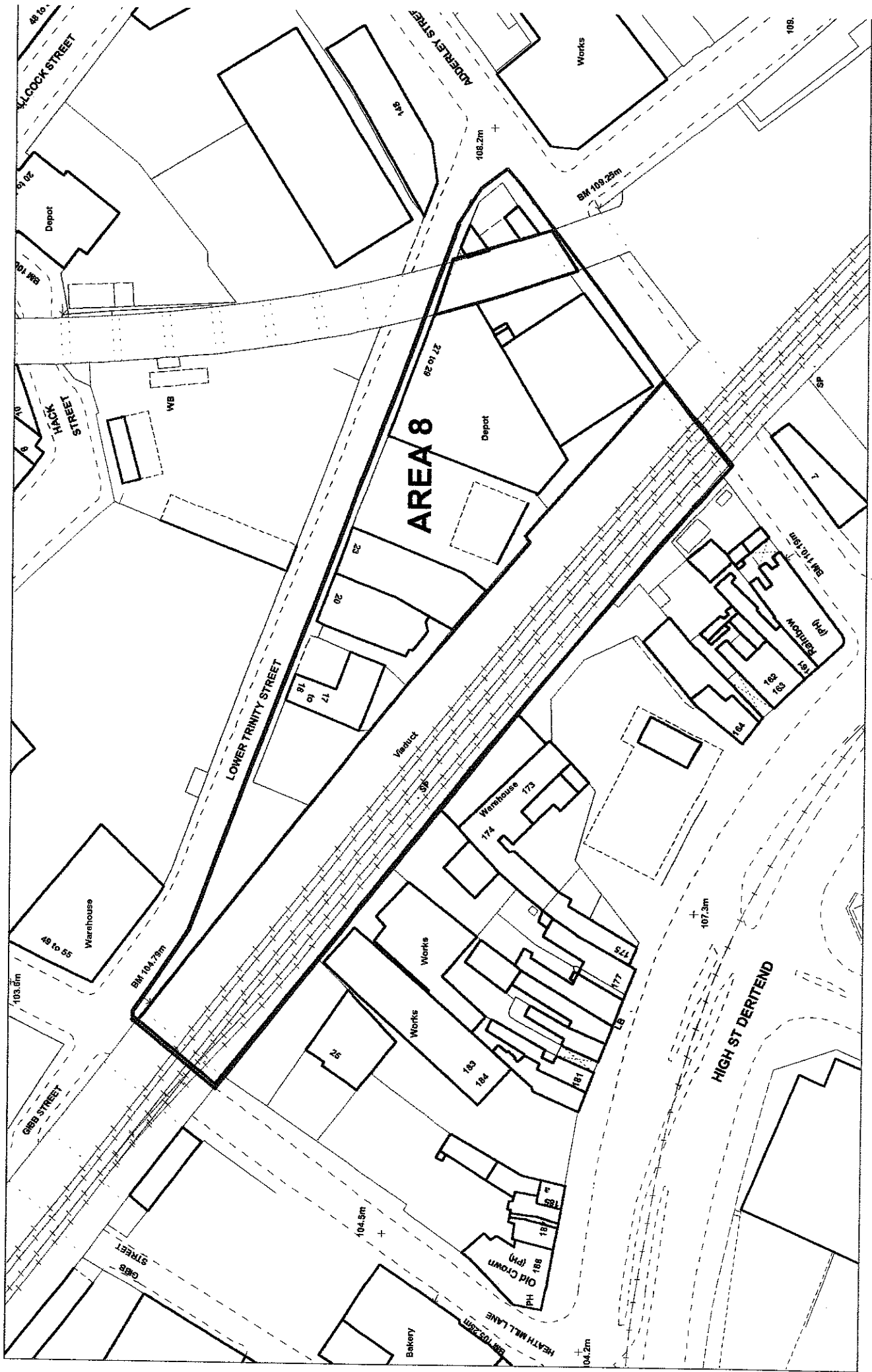


Figure 18

**Area 9:** defined by **Adderley Street, Upper Trinity Street, Coventry Road and the Great Western Railway Viaduct** (Figure 19)

### **Present Character**

The whole of Area 9 is raised up to the level of the railway viaduct and former station area. A painted sign on the engineering-brick elevation at the junction of Upper Trinity Street with Coventry Road reads 'Bordesley Cattle Station'. The ground level of Upper Trinity Street increases significantly from Adderley Street to Coventry Road.

### **Historical and Archaeological Profile**

The first known reference to 'Bordesley' is in 1226, although the origins of this settlement may have been considerably earlier (Morris-Jones 1978, 27). The boundary between Deritend and Bordesley is defined on Fowler's 1833 Survey of Aston Parish and the later-19th century Tithe Map as being related to the topography of the river valley.

Early evidence for the location of Bordesley is equivocal but, for the purposes of this study, Bordesley is identified with the distinctive short plot-pattern on either side of the western end of the Bordesley High Street, identified by Baker in an earlier study (Litherland *et al.* 1995). It should be noted that whether or not this actually represents the true location of medieval Bordesley remains unclear. Two of the earliest topographic references to Bordesley are probably, firstly, William Hutton's description of the limit of building being 130 yards from the junction of the Warwick and Coventry Roads in 1783, which equates with the second, the limits of Bordesley depicted on the Tomlinson Map of 1760. This map shows partial development of the short plot pattern within two narrow fields situated either side of the main road.

However, it cannot be assumed that the Tomlinson Map captures in stasis a process of linear development along the main road occurring in the 18th century. It is also possible to argue the reverse, that the narrow field boundaries on the Tomlinson Map represent fossilisation of an earlier, perhaps medieval, plot-pattern because of the contraction rather than an expansion of settlement. This interpretation has a certain resonance today when one regards the urban decay along the north side of High Street, Bordesley, which is in part a product of its peripheral location. However, perhaps only archaeological evidence may be able to resolve this issue.

Area 9 represents open land at the rear of the Deritend medieval plots. Development commenced with the laying out of Upper Trinity Street in the period 1810-1828; in the late-1840s Area 9 was still unoccupied, and it is probable that the railway station represents the primary occupation in this block. When the railway line to Snow Hill was constructed in the mid-19th century, it followed the line of one of the field boundaries which had been depicted on the Tomlinson Map nearly 100 years before.

A second branch of the railway viaduct originally continued up to Curzon Street Station. It was built *c.* 1840 in blue-brick, but had already fallen out of use by the time of the First Edition Ordnance Survey map of 1890. This map shows a goods shed

within the northern half of Area 9, along with smaller structures, including some of a residential character along the Coventry Road frontage. These had disappeared by 1927. On the 1952 Ordnance Survey map Area 9 is labelled as a cattle station which has associated cattle pens fronting onto Upper Trinity Street.

#### **Sites and Monuments Record**

There are no SMR entries for Area 9.

#### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 9.

#### **Locally Listed Buildings**

There are no locally listed buildings within Area 9.

#### **Below-Ground Information**

Area 9 was included in Area D of the Birmingham Design Services Geotechnical Report (1998).

An archaeological evaluation on the site of a garage at 131-148 High Street, Bordesley - which is located immediately to the southwest of Area 9 - revealed evidence of probable 17th-century industrial activity and recovered a large quantity of iron slag and a crucible or saggur fragment. A large pit with stepped sides, and containing 17th-century pottery, was provisionally interpreted as a marl-pit, perhaps for the quarrying of clay for brick or tile or pottery. A pottery production centre is known to have existed in Deritend. Remains of the 19th-century court-buildings were also exposed in the area not extensively levelled or disturbed by the modern garage. Remains of the late-18th century Aston Gaol were also found. Some 17th-century remains were found close to the railway viaduct, and elsewhere along its length, redeposited clay - which may be associated with the viaduct's construction - was recorded. This may indicate that archaeological deposits survive underneath the railway line, which is banked here, and that therefore they may have been protected and buried by the bank (Hereford and Worcester County Archaeological Service 1995a and 1995b).

It should be noted that some ground-contamination from the use of Bordesley Station for cattle may have occurred in the vicinity of the cattle pens which fronted onto Upper Trinity Street.

#### **Palaeoenvironmental Deposits**

Datable deposits and features within Area 9, especially those within the backplots, have the potential to provide valuable environmental information relating to early-medieval landuse within Bordesley.

**Archaeological Potential**

The below-ground archaeological deposits and features of Area 9 have the potential to further elucidate the fringe development of Birmingham and Bordesley, and may help to resolve the outstanding questions concerning the chronology and form of this settlement. The results of an earlier archaeological evaluation and excavation have shown that 17th-century deposits do survive within this area, even along the line of the railway viaduct.





Figure 19

**Area 10:** defined by **Allison Street, Bordesley Street, Meriden Street and Coventry Street** (Figure 20)

### **Present Character**

A large, three-storey, late-19th-century building extends along the majority of Bordesley Street. It has a series of three pitched roofs - a circular window is inserted into each of the gable ends. A white-painted area at first floor level may originally have displayed a company's name. The building is currently occupied by Wilson Discount Limited. The Spotted Dog public house is located on the corner of Bordesley Street and Meriden Street. An enclosed yard is located to the rear of the pub, and is abutted by a late-19th-century building whose three-storey elevation has been painted white. A two-storey 20th-century building is adjacent to the viaduct. This has a number of businesses built into its fabric. A two-storey, 20th-century building, occupied by Mutante Limited, is separated from a 20th-century Works by a small access at the side of the property. The Works building has four loading bays with roller metal-sheeting blinds on the Coventry Street frontage. The remainder of this frontage is occupied by two 20th-century buildings.

The majority of Allison Street is cobbled, and open yards at the back of the Coventry Street frontage extend up to the railway viaduct whose arches are being used as loading bays. The statutorily listed urinal is built into the viaduct arch at this point (see **Statutorily Listed Buildings** below). A two-storey warehouse with several loading bays extends up to the junction with Bordesley Street.

### **Historical and Archaeological Profile**

Late-18th century mapping shows that the northern half of Area 10 was sub-divided into small plots of cultivated land, whilst the southern half was an open field. The boundary which separated these two fields was later used as the line for the Great Western Railway viaduct which is shown on the First Edition Ordnance Survey map of 1890. The development of Area 10 was part of the major planning episode of the 1790s: the area being one of the two-acre street blocks at the heart of the new grid plan. By 1828 the Bordesley Street frontage here was continuously built up, with sporadic take-up of plots behind fronting Allison Street and Meriden Street; the character of the building block plans shown on maps of 1828 and the late-1840s suggests residential development of the frontages with possible workshops behind. The court housing of speculatively-built back-to-backs appears to be a phenomenon of the second half of the 19th century.

The Spotted Dog public house on the Bordesley Street/Meriden Street corner appears to be of late 18th-century date, possibly c.1790-1810. If this is indeed the case, it would appear to be a first generation building, constructed perhaps within a decade of the development.

The First Edition Ordnance Survey map of 1890 shows that the area is residential in character, with open courts located behind the street frontages and the Spotted Dog Public House on the northeastern corner of the street-block. There is a marked change of use in the northern half of Area 10 by 1905, with a large industrial works being

depicted. Even more change has taken place by 1927 following the completion of Moor Street Station and the widening of the existing viaduct. The railway company had statutory powers of purchase, and housing within the centre of Area 10 was cleared in advance of the viaduct widening. Housing on the Coventry Street frontage survived into the 1960s, whilst the northern half was used as a bakery and mineral water works.

### **Sites and Monuments Record**

*PRN 02171 Gentlemen's urinal, Allison Street*

See **Statutorily Listed Buildings** below.

### **Statutorily Listed Buildings**

*Allison Street, Cast Iron Urinal. Grade II*

Built c.1880-90, this cast iron urinal is located within the arch of the road bridge. It has eight bays of panels which are organised into two tiers, Adamish below and floral above. Small decorative arches extend over the entrance bays at either end. The design is very similar to the urinals located in Areas 12 and 21.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 10.

### **Below-Ground Information**

Area 10 was not included in the Birmingham Design Services Geotechnical Report (1998).

Although much of this area is covered by buildings, there is a number of open yards along Allison Street and also along the line of the railway viaduct, between its arches. Below-ground deposits will have been affected by foundations and services, but may survive intact within former 19th-century yards

### **Palaeoenvironmental Deposits**

Datable deposits and features within Area 10 have the potential to provide valuable environmental information relating to its medieval landuse and to its early, 18th-century, industrial origins.

### **Archaeological Potential**

This area was one of the first to be developed following the creation of the canal network. The identification of the Spotted Dog Public House as a first-generation building of the 18th-century by Baker (see **Street-Plan Analysis of the Study Area** above) and the continuity of Area 10's property boundaries and building cover suggests that this is a prime site for the below-ground survival of archaeological deposits and features relating to its early, 18th-century, industrial origins. In addition,

the standing buildings, especially the Spotted Dog Public House which appears to be c.1790-1810 in date have much to contribute to the understanding of the character of the Study Area as a whole. The Spotted Dog may be the sole architectural survivor of this major episode of late-18th-century town planning, and deserves further investigation and recording, and possibly protection, on this basis.

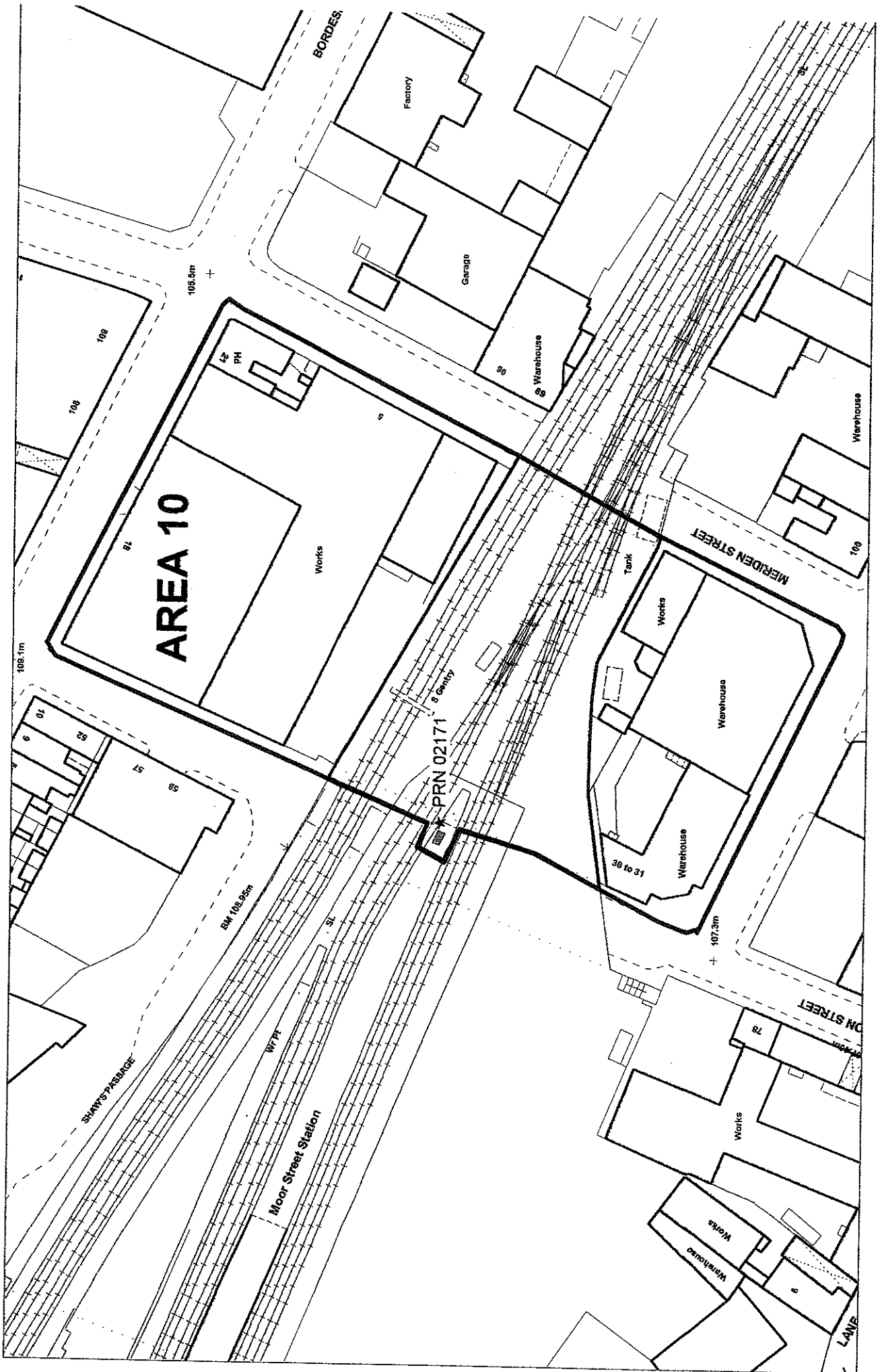


Figure 20

**Area 11: defined by Meriden Street, Bordesley Street, Oxford Street and Coventry Street (Figure 21)**

**Present Character**

A carpark - with a diesel pump - is located on the corner of Bordesley Street and Meriden Street. The locally listed Ladbroke House (see **Locally Listed Buildings** below) is sandwiched between this and a second carpark on the corner of Bordesley Street and Oxford Street. This carpark includes an electrical substation and extends back towards the railway viaduct. Further parking is available between the viaduct arches. A second locally listed building extends from the viaduct up to the Coventry Street frontage (see **Locally Listed Buildings** below). Twentieth-century buildings, a vehicle spares yard and cafe characterise the remainder of the Coventry Street frontage. The spares yard extends back to the railway viaduct on Meriden Street. Three modern buildings and a garage are located between the viaduct and the carpark at the northwestern corner of the street-block.

**Historical and Archaeological Profile**

Area 11 remained as open fields up to the late-18th century. Mapping of that date shows a trackway extending southeast from the lane which was to later become formalised as Bordesley Street towards Milk Street, and an earlier course of the River Rea. This area lay in the core part of the 1790-95 grid south of Bordesley Street, beyond the area of pre-19th-century industrial housing along Digbeth. A map dating to 1795 shows that this part of Meriden Street, Bordesley Street and Oxford Street had already been laid-out in response to the new canal-centred development immediately to the northeast. By 1828 this was the most densely-developed street-block on the south side of Bordesley Street, the latter's frontage continuously built up and extensive ranges behind the frontage. Ackerman's Panoramic View of 1847 also shows two tall industrial chimneys in the southeastern corner. Back-to-back housing and a malthouse were recorded by the First Edition Ordnance Survey map in 1890. A public house, inn and malthouse extended back from the Bordesley Street frontage, whilst a metal-working 'Viaduct Works' was located at the centre of the area. A new railway viaduct cut across the area on a southeast-northwest alignment.

The Coventry Street and side-street frontages took longer to develop, with single buildings in wide plots in the late 1840s. By 1890 these frontages too were continuously developed, with a fellmonger's works in the centre of the block and industrial premises on the southeastern corner. The railway viaduct was widened as part of the development of a new terminus station at Moor Street in the early-20th century and this caused some dislocation of existing property boundaries. It also presented the opportunity for fresh building, as seen in the construction of the Arts and Crafts style complex at Number 58, Oxford Street (see **Locally Listed Buildings** below).

As with the surrounding areas, the encroachment of industry is practically complete by the 1940s, the only surviving remnants of its former residential character being located on the Meriden Street frontage. The public house on the corner of Bordesley Street and Oxford Street also survived up to this time.

## **Sites and Monuments Record**

There are no SMR entries for Area 11.

## **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 11.

## **Locally Listed Buildings**

*Bordesley Street, Ladbroke House. Grade B*

This building was built c.1930. It is a three-storey red brick building with a buff terracotta office front. It was purchased by Birmingham City Council in 1992 and was subsequently refurbished.

Ladbroke House formerly shared a western boundary with a transport cafe at Number 27, Bordesley Street, which was also locally listed, but which was demolished in the 1990s following a structural survey which revealed it to be unstable.

*Oxford Street, Number 58, Signcroft Works. Grade A*

This three-storey red brick works was built in 1911 by Buckland Farmer for J. Walker and Son, manufacturers of ship's harpoon logs. The building has a flat roof behind a stone-capped parapet. There is a splayed corner and return elevation to Coventry Street. A waggon entrance with panelled wooden gates in the Arts and Crafts style is located on Oxford Street. The same company, Walker and Son, had occupied the site from 1838 and were to become one of Britain's leading firms in the manufacture of nautical instruments. Walker and Son Limited remained at Oxford Street until 1986 when they moved to smaller premises in Bissell Street. The premises were then occupied by an advertising company and then by Hartwell Audi who submitted a planning application for their demolition in 1994.

A detailed history and description of the building and its owners is held in the locally listed buildings files, in the Department of Planning and Architecture, Birmingham City Council (Foster 1994).

## **Below-Ground Information**

The northern half of Area 11 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

A significant percentage of this street-block is currently used for carparking or as open yard space and may contain undisturbed below-ground deposits. Cellaring from the 19th-century court-houses and public houses may be anticipated along the street frontages, but deposits within former yards and alleys may not have been affected.

An underground fuel tank associated with the fuel pump in the Meriden Street/Bordesley Street carpark will have caused some disturbance, as will service trenches associated with the electrical sub-station on Oxford Street. In addition, deposits within the former plot of Number 27, Bordesley Street may have been

disturbed during levelling and landscaping which followed demolition of the building. However, if the ground was not scoured-out, below-ground deposits may be protected by a layer of demolition debris.

Some ground contamination may have been caused by the 19th-century metal works.

### **Palaeoenvironmental Deposits**

Although no waterlogged deposits are anticipated, datable deposits and features within Area 11 have the potential to provide valuable environmental information relating to its medieval landuse and to its early, 18th-century, industrial origins.

### **Archaeological Potential**

The potential of Area 11 lies as much with its above-ground remains as with its below-ground remains. Factories built in the Arts and Crafts style before 1914 are particularly rare due to William Morris' strong opposition to industrial mass-production. The survival of Number 58, Oxford Street is of major importance to the historical character of Area 11, and to the Study Area as a whole. This is further enhanced by the reputation of its original owner, Thomas Walker, who was a high-profile personality in Birmingham's late-19th and early-20th-century political life.

With regard to the below-ground remains, the numerous open areas within this street-block have great potential to further elucidate our understanding of the Study Area's medieval usage, its early-post-medieval origins and may also help to shed some light on the social conditions endured by its occupants.



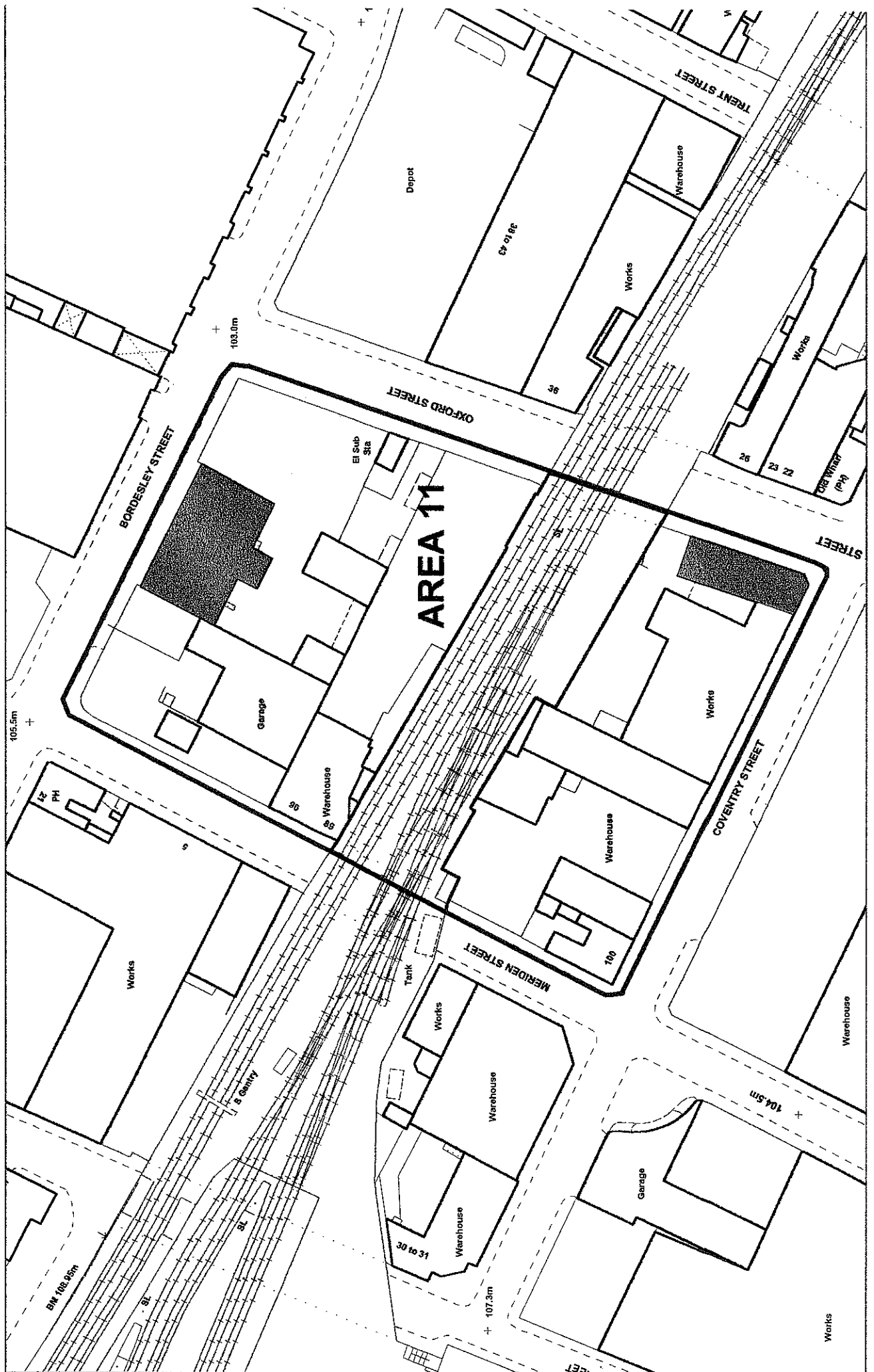


Figure 21

**Area 12:** defined by **Oxford Street, Bordesley Street, Trent Street and Coventry Street** (Figure 22)

### **Present Character**

The whole of the Bordesley Street frontage is currently used for the parking of lorries which are associated with a 20th-century depot immediately behind. Further 20th-century buildings extend along Trent Street up to, and beyond, the railway viaduct. A two-storey wholesale warehouse fronts on to Coventry Street, whilst The Old Wharf Public House, a locally listed building (see **Locally Listed Buildings** below), is located on the corner with Oxford Street.

A three-storey building which is constructed from alternate courses of red and blue brick extends back from Oxford Street. It is currently occupied by The Sign Factory. A single-storey building separates this from the railway viaduct. The locally listed urinal (see **Locally Listed Buildings** below) is built into one of the viaduct arches. There are extensive open areas between the arches and a carpet showroom is set back from the street frontage within one of these areas. Twentieth-century warehouses and offices line the Oxford Street frontage up to its junction with Bordesley Street.

### **Historical and Archaeological Profile**

This area, again, falls within the area of the 1790-95 grid being previously undeveloped agricultural land on the edge of the floodplain. Oxford Street, Bordesley Street and Coventry Street were laid out by 1795 and by the mid-19th century this street-block was characterised by residential court-housing. The pattern of early development here was slightly unusual for the area in that it involved an early adaptation of the original design of the street-grid. A street in the position of Trent Street is shown on Pye's map of 1795, though, uniquely among the streets of the grid, it was not named. The maps of 1828 show that by then, this street no longer existed except as a truncated entry onto Bordesley Street; instead, its line had been built over by long ranges of buildings extending back from Oxford Street. Between c.1849 and 1851 these were cleared or truncated and the street re-established in its original intended position. This action may be seen as part of the process of general intensification of development in the valley bottom in the early-1850s, but it suggests that the original design concept of the grid had been retained, perhaps by the ground landlords, throughout the first half of the century.

The arrival of the railways in the late-19th century affected the character of the surrounding street blocks, and Area 12 also began to assume a more industrial character. The Old Wharf public house, at the corner of Oxford Street and Coventry Street, continued to serve the needs of the remaining local residents.

Widening of the railway viaduct in the early-20th century absorbed a wide swathe of land across the middle of the area and tipped the balance between residential and industrial premises. Although the Coventry Street frontage and part of the Bordesley Street frontage maintained their residential character up to the 1950s, the remainder of the area was occupied by industrial works and warehouses. The continued respect for

late-18th century property boundaries which extend back from Oxford Street is remarkable in this context.

### **Sites and Monuments Record**

There are no SMR entries for Area 12.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 12.

### **Locally Listed Buildings**

*Coventry Street/Oxford Street, Old Wharf Public House. Grade B*

This three-storey brick-built public house was constructed c.1860. The entrance is located directly on the corner of Coventry Street and Oxford Street.

*Oxford Street, Cast Iron Urinal. Grade B*

This cast iron urinal was built c.1883/85 within one of the arches of the railway viaduct. The walls of this arch have glazed brickwork. The urinal's three panels have floral and geometric decoration which is very similar to decoration on the Great Barr Street urinal (see **Area 21** below).

### **Below-Ground Information**

The northern half of Area 12 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

Below-ground deposits along the Oxford Street, Fazeley Street and Coventry Street frontages are likely to have been affected by 19th-century cellaring. Trent Street was a later insertion and deposits may be better preserved here. Present-day property boundaries which extend back from Oxford Street follow the line of earlier 18th-century divisions and this continuity may suggest that, despite a history of building along the street frontage, below-ground preservation will be good here.

### **Palaeoenvironmental Deposits**

Datable deposits and features within Area 12 have the potential to provide valuable environmental information relating to its medieval landuse and to its early-post-medieval development.

### **Archaeological Potential**

The remarkable continuity of property boundaries within this street-block from the 18th-century onwards (see **Historical and Archaeological Profile** above) suggests that Area 12 has a high potential for preservation of below-ground deposits which could further our understanding of its medieval landuse and of its early-post-medieval origins. The area also contains two locally listed structures which, together with

similar structures across the Study Area, could shed light on the social conditions of the late-18th century up to the present day. The cast iron urinal on Oxford Street has group value with those located in Areas 10 and 21, both of which are statutorily listed Grade II structures.

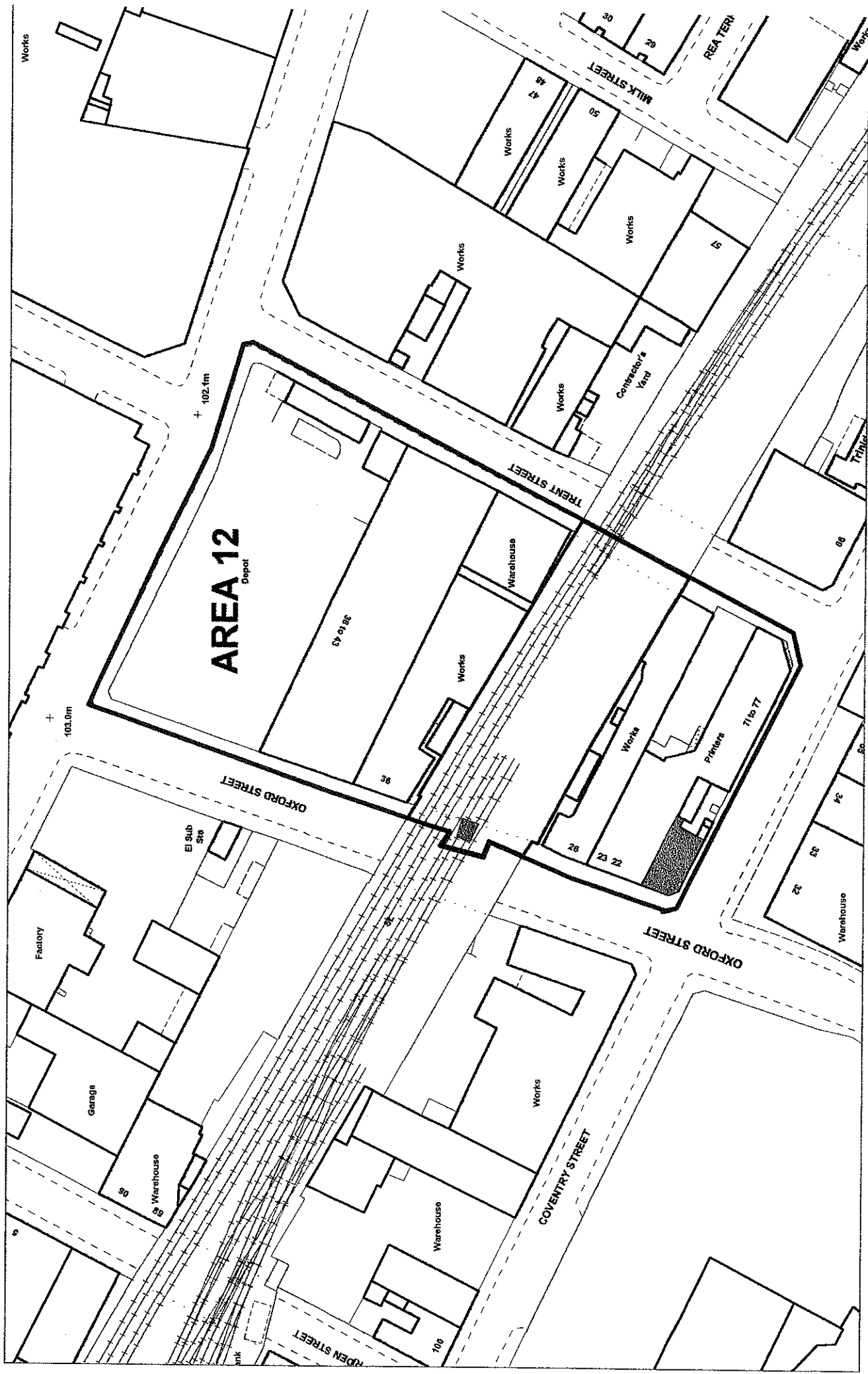


Figure 22

**Area 13:** defined by **Trent Street, Bordesley Street, Milk Street and Coventry Street** (Figure 23)

### **Present Character**

A modern building which is occupied by J.D.S. Fabrications Limited is located on the corner of Bordesley Street and Trent Street. A large carpark occupies space at the corner of Bordesley Street and Milk Street. A series of modern manufacturing units and associated yards extends along Milk Street up to the railway viaduct. Open space along the line of the viaduct is used for carparking. The locally listed Billy's Public House (see **Locally Listed Buildings** below) is located at the junction of Milk Street with Coventry Street. Two 20th-century buildings front on to Coventry Street and the Trent Street frontage is also characterised by modern buildings. A waste disposal company occupies open yard space to the rear of these buildings.

### **Historical and Archaeological Profile**

Milk Street is thought to follow an earlier course of the River Rea, and the stretch which ran from present-day Barn Street to Moore's Row is shown on Bradford's map of 1750/51 as Rope Walk (see also **Areas 4 and 5** above). Although bounded on its east side by Milk Street, the cartography suggests that no development took place here before the creation of the 1790-95 grid. It was still virtually unoccupied in the late-1820s with only two buildings on the Milk Street frontage and open ground around them. By the late-1840s the Bordesley Street frontage was continuously built up. The insertion or re-establishment of Trent Street c.1850 is described in **Area 12** above. By 1890 the area was completely built up by frontage terraced housing with back-to-backs in the courts behind, and industrial premises fronting Coventry Street to the south. The First Edition Ordnance Survey map of 1890 shows that the occupants were served by a public house on Trent Street and an inn (the present-day Billy's Public House; see **Locally Listed Buildings** below) on Coventry Street. The southern part of Area 13 appears to have lost its residential character sooner than land to the north. Although the public house on the corner of Coventry Street and Milk Street has survived, by the late-1950s the only residential element was limited to the northeastern corner of the area.

### **Sites and Monuments Record**

There are no SMR entries for Area 13.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 13.

### **Locally Listed Buildings**

*Coventry Street/Milk Street, Billy's Public House. Grade B*

This two-storey public house was built in the Arts and Crafts style in 1922. It is constructed from brick, with stone dressings, and has a Westmoreland slate roof. The building is located immediately to the south of the railway viaduct.

### **Below-Ground Information**

The northern half of Area 13 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

With the exception of the Bordesley Street and Milk Street frontages, this area was not developed until the late-19th century. Below-ground deposits have not, therefore, been subject to a long period of structural development. Cellaring may be anticipated along the street frontages and within the footprints of 19th-century back-to-back housing towards the centre of the street-block. Although the extent of disturbance caused by 20th-century buildings is not known, below-ground deposits may survive within the current car parks and open areas, and within former open yards.

### **Palaeoenvironmental Deposits**

Datable deposits and features within Area 13 may provide potentially informative environmental data relating to its medieval landuse and to its early-post-medieval and later-post-medieval industrial development.

### **Archaeological Potential**

Surviving below-ground archaeological deposits within Area 13 have the potential to provide information on the use of this area in the medieval period and to help trace its development throughout the post-medieval period. Further study of the above-ground remains, represented by Billy's Public House, have great potential to further elucidate our understanding of the Study Area's social and economic profile.

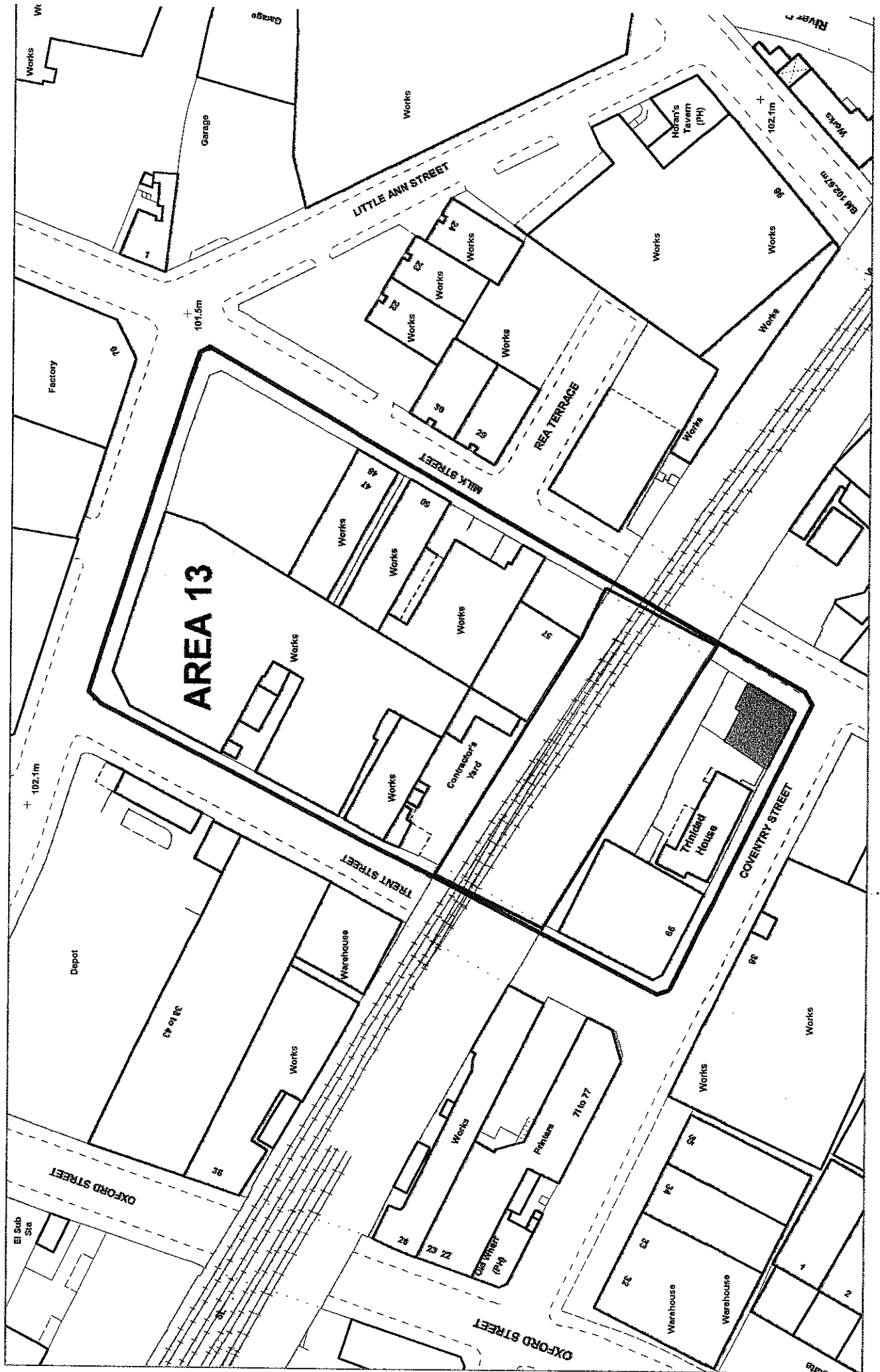


Figure 23



**Area 14:** defined by **New Canal Street, Fazeley Street, Pickford Street and Bordesley Street** (Figure 24)

### **Present Character**

A small undeveloped piece of land and a carpark belonging to 'Snax' are located on the corner of Fazeley Street and New Canal Street. Modern factory and warehouse units line both sides of Benacre Drive. The road rises up as it crosses the Digbeth Branch Canal, and dips again towards its junction with Pickford Street. A 19th-century building fronts on to Fazeley Street and extends back towards the two surviving canal arms which once formed the Bordesley Street Wharf. Although rather faded, the name 'Thornton Weighing Machinery' is still visible on the Fazeley Street elevation. The building is currently occupied by Leakins Manufacturing Corporation.

A modern factory, Rexam Corrugated, and associated yard extend back from Pickford Street towards the canal. A four-storey building constructed from alternate courses of red and blue brick extends up to, and fronts on to, Bordesley Street. The whole of Pickford Street has a cobbled surface. The locally listed Rose and Company building and Stanley Wood building (see **Locally Listed Buildings** below) extend along the Bordesley Street frontage. A carpark belonging to this company is located on the corner of Bordesley Street and New Canal Street, and it shares a boundary with a car spares and breakers yard. Another carpark extends from the street frontage back to the truncated canal arm. A cafe, 'Snax', and City Bailiffs Office lead up to the carpark on the corner with Fazeley Street.

### **Historical and Archaeological Profile**

Area 14 was made-up from three fields, separated by tree-lined boundaries, which were depicted on 18th-century maps. These fields were enclosed to form one plot of land which was rapidly developed following the creation of the Digbeth Branch Canal in 1790, the Birmingham to Warwick canal in 1793, and the subsequent insertion of Fazeley Street and - what was then called - Canal Street into the street-plan.

Kempson's Survey of 1794 shows the relationship between the newly constructed canals and the projected line of Fazeley Street which was to run roughly parallel with the Warwick and Birmingham Canal. Although none of the land to the south of their junction had yet been leased for development, Kempson does show one steam-powered mill in Area 14, and a second one to the north in Area 19. The mill in Area 14 is built in the centre of the Fazeley Street frontage alongside the canal (on the site of the later Rolling Mill) and is identified by Beilby in 1828 as Phipson's Mill. The ease of delivering and off-loading the vast quantities of coal needed to fuel the mill and which could be carried along the canal would have been a major consideration in deciding its location.

By 1828 much of the ground on the west side of the canal had been built over, with two secondary streets named (significantly) Cotton Street and Engine Street running off the Fazeley and Canal Street frontages and meeting in the middle of the block by the canal. This pattern of development is still evident on the First Edition Ordnance Survey map of 1890. Cotton Street and Engine Street are still visible as entries but

not as named thoroughfares. The character of the properties west of the canal was largely industrial: Phipson's Mill had been redeveloped and enlarged as the Fazeley Street Rolling Mills, with the Provincial Hide, Skin, and Fat Markets, and timber and slate wharfs nearby. Housing was restricted to the frontage of New Canal Street. To the east of the canals the land within the block remained as gardens until turned into coal yards in the 1830s.

Ackerman's 1847 Panoramic View shows a line of court-housing fronting onto the present-day New Canal Street. Behind these was a two-armed extension of the Digbeth Branch Canal. A cluster of industrial works was located on the western arm. A few structures are shown on the Bordesley Street frontage, but the only feature on present-day Pickford Street – then called Milk Street - is a high brick wall. The First Edition Ordnance Survey map of 1890 shows that a third canal basin had been constructed to form the Bordesley Street Wharf.

By 1923 the third prong of the wharf was partially masked by the site of a Typhoo tea depot. A weekly shipment of 3,000 chests of tea from Sri Lanka (then Ceylon) was packaged at the warehouse for High Street sale. A bomb dropped during one of the 1941 World War II raids destroyed the whole complex (Upton 1993).

#### **Sites and Monuments Record**

There are no SMR entries for Area 14.

#### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 14.

#### **Locally Listed Buildings**

*Bordesley Street, Stanley Wood Limited Works. Grade C*

Built c.1955, this four-storey office building is constructed from red and blue brick, with stone dressings. The ground floor has five loading bays with concertina metal gates.

*Bordesley Street, No. 90, S. Rose Company Limited Warehouse (formerly T.T.T.).*

*Grade C*

Dated to 1929, this extensive three-storey blue-brick warehouse has reconstituted stone dressings. The ground floor has four loading bays with roller shutters.

#### **Below-Ground Information**

Area 14 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

This area has been heavily-developed from the late-18th century onwards and below-ground deposits may have been extensively affected. Open spaces which are currently used as car parks were once occupied by court-houses or industrial works - a former skin and hide market may have caused some ground contamination. However, upcast

from the Digbeth Branch Canal may have been redistributed across the site to raise the ground level prior to original development. If this was the case, earlier archaeological deposits may have been largely protected from later construction.

Below-ground deposits within the southeastern corner of Area 14 will have been extensively disturbed by a bomb which was dropped on the former Typhoo tea-packing works and warehouse. Deposits here would comprise layers of 20th-century 'land-fill'.

Ground contamination may have occurred within the immediate area of the former skin and hide market.

### **Palaeoenvironmental Deposits**

Datable deposits and features within Area 14 may provide potentially informative environmental data relating to its medieval landuse and to its early-post-medieval and later-post-medieval industrial development. The exact nature of the former skin and hide market has not yet been established, but deposits within this area may potentially contain well-preserved evidence. Waterlogged deposits associated with the canal may also be anticipated.

### **Archaeological Potential**

The exact extent of the damage inflicted by the World War II bomb is not clear. However, a comparison of the pre and post-war property boundaries suggests that the damage was limited to the southeastern half of Area 14. There is potential for survival of below-ground archaeological deposits and features in the remainder of this area.

Although the majority of Area 14 has been heavily developed from the late-18th century onwards, any surviving archaeological deposits and features could significantly enhance our understanding of the evolution of the Study Area from being open, uncultivated land in the medieval period to the centre of industrial production in the post-medieval period.

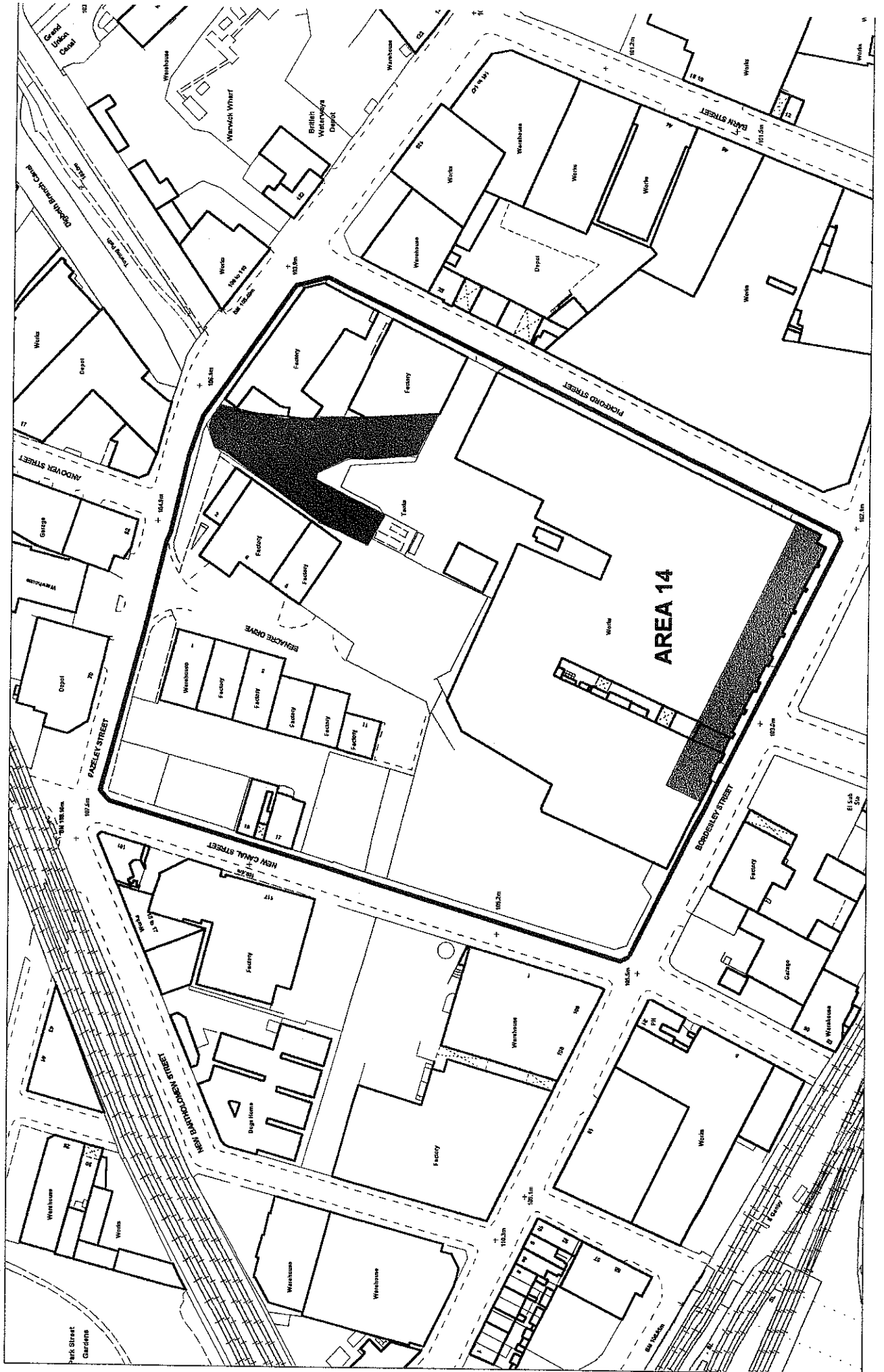


Figure 24

**Area 15:** defined by **Pickford Street, Fazeley Street, Barn Street and Bordesley Street** (Figure 25)

### **Present Character**

The whole of this street-block is characterised by 20th-century warehouses and manufactories, including a power press works which is located on Bordesley Street. A large open yard is located behind one of the buildings on Pickford Street.

### **Historical and Archaeological Profile**

Three of the field boundaries which are shown on 18th-century maps were later respected and followed by the present-day Pickford Street (previously called Milk Street), Fazeley Street and Barn Street. Kempson's Survey of 1794 shows the projected line of Fazeley Street which was to run roughly parallel with the Warwick and Birmingham Canal. The Survey also shows that land on either side of Fazeley Street was still open pasture and had not been leased for development. Bordesley Street was laid out by 1795 and formed the southern boundary of Area 15.

Area 15, lies within the 1790-95 grid plan but, as presently defined, came into existence only in 1834-8 with the insertion of Barn Street (extending Milk Street) through an area of gardens which had previously run down to the bypass-lead of the Rea. There had been sporadic development on Barn Street (then called Milk Street) by the late-1840s, but as elsewhere in the valley bottom, building took off in the 1850s. Ackerman (1847) shows two gas holders of the Birmingham Gas Light and Coke Company amongst the court-houses (see **Sites and Monuments Record** below). Tallis's map of 1851 shows an east-west cul-de-sac extending into the centre of the block, and discontinuous development of all its frontages. By 1887 this was complete and the backlands had been infilled by back-to-back court housing, a metal works on Pickford Street, and St Gabriel's church with an associated Sunday School on Barn Street. The boundary pattern by this date was most peculiar, St Gabriel's orientated northwest to southeast, parallel to a property boundary that ran diagonally through the street block. A group of properties fronting Bordesley Street to the south also had a (different) angled alignment. No explanation can currently be given for this pattern, which is fossilised in some of the remaining property boundaries.

Two small houses on Barn Street are documented as housing a dispensary which was associated with the River Street Mission (see **Area 17** below). However, the exact location of these cottages is not yet known. Another building at the southeastern corner of Area 15 may have been used as a Mission Hall. However, annotation on the 1940 Ordnance Survey map is not clear, and may equally refer to a building at the southwestern corner of Area 16.

In contrast to the majority of the surrounding areas, the property boundaries and character of Area 15 remained unchanged up to the late-1940s. By this time, it appears that conditions within the court-housing had deteriorated to such an extent that they were demolished. The cleared land was used for industrial works and warehouses from the 1950s onwards.

### **Sites and Monuments Record**

*PRN 03295 Bordesley Street, medieval leather shoe*

A medieval leather shoe was recovered from Number 72/80 Bordesley Street in 1955.

*PRN 20436 Barn Street, Gas Works*

The Piggot Smith map of c.1850 shows two gas holders, set back from the Barn Street frontage. See also **Historical and Archaeological Profile** above.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 15.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 15.

### **Below-Ground Information**

Area 15 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

With the exception of an open yard at the northern end of Pickford Street, Area 15 is covered by modern buildings. Foundations and services associated with these structures will have affected below-ground archaeological deposits. However, the extent of this disturbance is difficult to predict.

The two gas holders, along with the pipes which supplied them, which were located on Barn Street in the 19th century will also have caused some disturbance to earlier deposits, but are themselves likely to have survived beneath later yard surfaces.

### **Palaeoenvironmental Deposits**

Datable deposits and features within Area 15 may provide potentially informative environmental data relating to its medieval landuse and to its early-post-medieval and later-post-medieval industrial development. The survival of a medieval shoe in deposits on the northern side of Bordesley Street suggests a high potential for the survival of other organic artefacts and remains.

### **Archaeological Potential**

Any surviving below-ground deposits within Area 15 have the potential to provide information on its medieval and post-medieval use. The survival of a medieval shoe within Area 15 demonstrates the potential for organic survival and for the presence of medieval material in areas which were not part of the medieval built-up town. There are only two surviving examples of early-19th-century Gas Works within Birmingham City Centre – one on Gas Street and the other in **Area 21** of this study. Any surviving remains of the Barn Street gas holders have great potential, along with those in **Area 3** and with the mid-19th-century works in **Area 32**.

The survival of above-ground evidence up to the 1940s also suggests a potential for survival of various documentary archives associated with, for example, the Medical Mission, which could enhance our understanding of the social conditions and values of the 19th and 20th century residents of this street-block and of the Study Area as a whole.

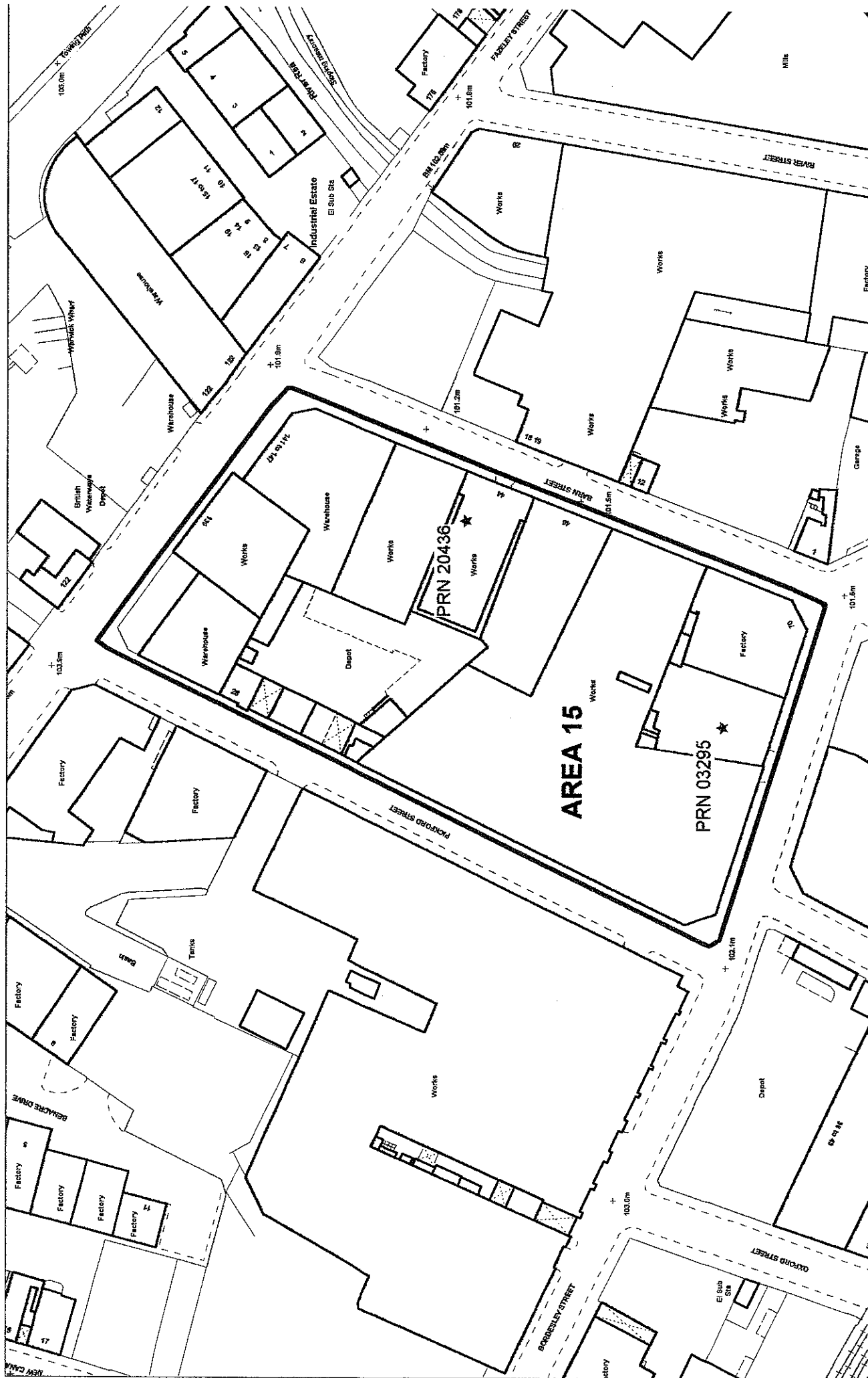


Figure 25



**Area 16:** defined by **Barn Street, Fazeley Street, River Street, Floodgate Street and Little Ann Street** (Figure 26)

### **Present Character**

A carpark is located in the northwestern corner of the area. It extends along Fazeley Street up to the River Rea which bisects Area 16. The Rea is deeply culverted at this point. A 19th-century building sits on the eastern bank of the Rea and fronts onto Fazeley Street. The River Street elevation has been altered to incorporate modern window frames. A modern, two-storey, building occupied by Francis B. Wilmott Group extends the full width of the street-block to Barn Street. It shares a boundary with a 19th-century building which is currently occupied by River Stone Clothing and Brocock Limited. The southern end of Area 16 is covered by a modern, single-storey, Wild Engineering building which fronts onto River Street, Floodgate Street and Little Ann Street. A small open yard containing waste disposal skips is located at the northwestern end of Little Ann Street. It shares a boundary with a Cafe on Barn Street. A large parking and loading area extends into the centre of the street-block from Barn Street. The remainder of the frontage is characterised by a 19th-century, three storey, building and a 20th-century, two-storey, building.

### **Historical and Archaeological Profile**

The present-day line of the Rea represents a bypass leat which looped around Heath Mill from the floodgates in the early-post-medieval period. This is shown on Bradford's map of 1750/51. After a series of extensive floods in the mid-late-18th century, the flow of the River Rea was diverted from its earlier course (see **Area 6/7** above) to the bypass leat. This was later culverted and deepened to prevent further flooding of the valley base. It is interesting to note that in Kempson's survey of 1794, the earlier Rea course is already being referred to as the 'Back Brooke'.

Occupation on the northwestern side of the bypass leat began early - before 1808 - along Little Ann Street. A number of plots with curving boundaries ran down to the leat from the street frontage. Occupation of the northern part of the area began after the insertion of Barn Street in 1834-8. Both Barn Street and Little Ann Street follow property boundaries and tracks which are shown on 18th-century maps.

Ackerman's View of 1847 shows the built-up frontages of Fazeley Street and the present-day Little Ann Street with open land extending towards the western bank of the 'new' River Rea. Land on the eastern bank is also vacant. By c.1890 a row of back-to-backs line the Barn Street frontage, with court housing at the rear. Across from the Rea bypass leat was the triangular millpond, built in the early-19th century and filled-in during the 1850s. River Street represents the first development of the infilled pond, at some time prior to the 1880s, by which time its west frontage was solidly built up by large industrial premises, as it is today.

One of the industries on the eastern bank of the Rea, a Tube Mills manufactory, relocated to the suburbs in 1901 and the freehold was acquired by the Medical Mission (see **Area 17** below). Buildings which fronted onto the western side of River Street were converted into meeting halls, kitchens and store rooms. The yard areas to

the rear were used as children's play areas. A photograph of the building is included in the Birmingham Magazine of Arts and Industries, Volume 3 (1902). Two of the back-to-backs on Barn Street are documented as housing a dispensary which was associated with the River Street Mission. However, the exact location of the dispensary is not yet known. A building at the southeastern corner of Area 15 may also have been used as a Mission Hall. However, annotation on the 1940 Ordnance Survey map is not clear, and may equally refer to a building at the southwestern corner of Area 16.

### **Sites and Monuments Record**

There are no SMR entries for Area 16.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 16.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 16.

### **Below-Ground Information**

Area 16 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

Although the majority of Area 16 is built on, there is a number of open areas which may contain undisturbed archaeological below-ground deposits and features. Although survival within the footprints of modern buildings could not be assessed, cellaring from the 19th-century housing may be anticipated along the street frontages. However, survival is likely to be better within the former open court areas. In addition, it is likely that deposits relating to the former floodgates and bypass leat for Heath Mill will survive at a great depth and may not have been affected by later industrial development.

The location of former metal working units in the eastern half of Area 16 may have caused some ground contamination.

### **Palaeoenvironmental Deposits**

The potential of any environmental deposits within Area 16 is dependent upon the degree and extent of any ground contamination which may have been caused by the earlier metal working units. However, assuming that contamination is minimal, datable deposits and features have the potential to provide information relating to the area's earlier landuse and urban development. In addition, waterlogged deposits relating to the former mill leat and floodgates are likely to have survived at a great depth in this area. The River Rea is culverted to a depth of almost 5m and now flows underneath the modern buildings.

**Archaeological Potential**

Surviving archaeological deposits and features within Area 16 have the potential to enhance our understanding of medieval and early-post-medieval use of the River Rea and its associated mill leat, and to clarify its historical role and importance within the Study Area as a whole. Below-ground remains may also add detail to existing knowledge of the transition of the area's character from being residential to industrial in the later-post-medieval period. Further examination of documents within the Wild Engineering archive, such as the 19th-century property deeds, also has the potential to advance our understanding of this area.

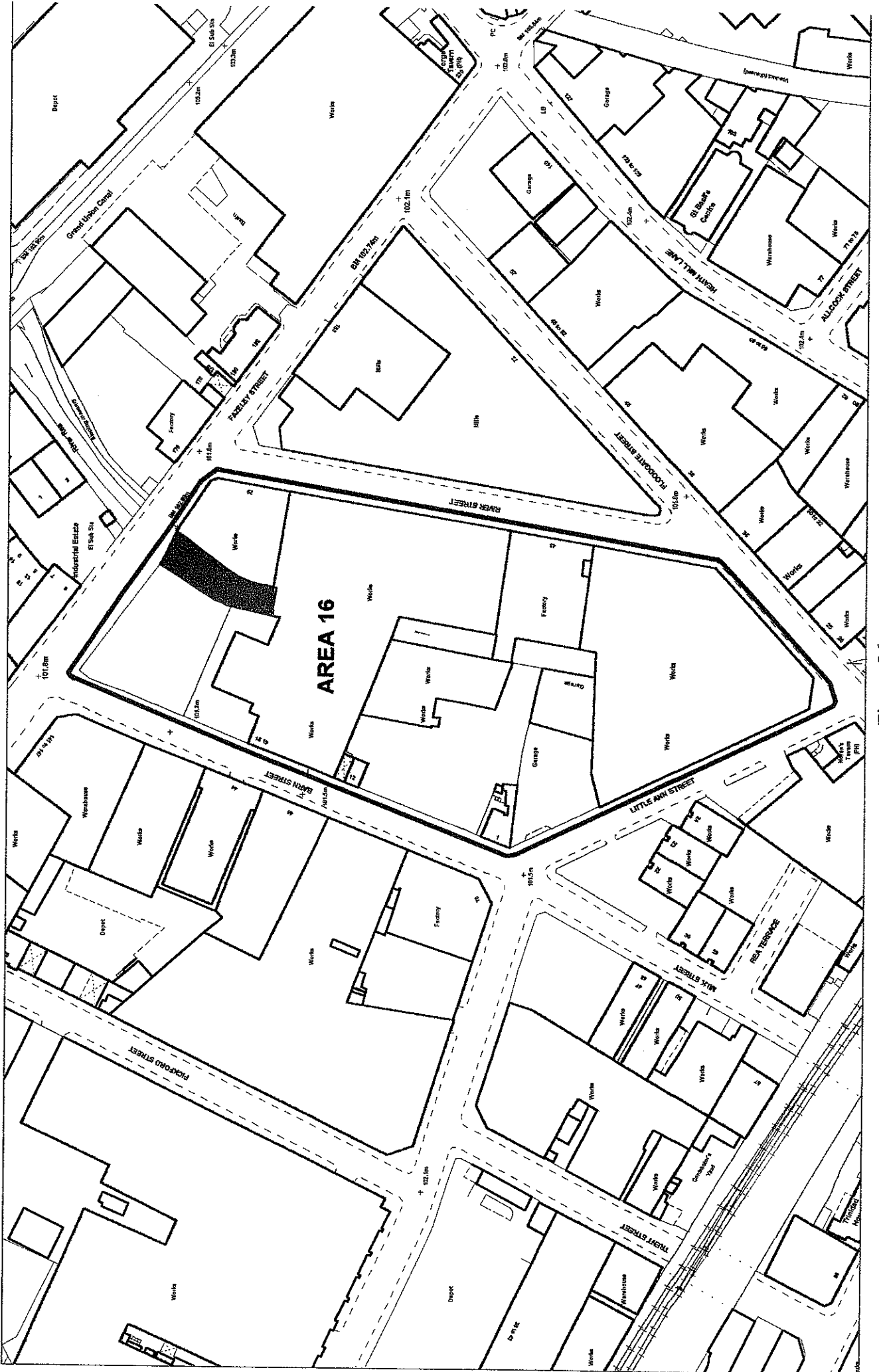


Figure 26

**Area 17:** defined by **River Street, Fazeley Street and Floodgate Street** (Figure 27)

### **Present Character**

A small carpark is located on the corner of Fazeley Street and River Street. A 19th-century building is sandwiched between this and a modern manufactory owned by the Aston Screw and Rivet Company. A former chapel and Sunday School (see **Locally Listed Buildings** below) occupy the northeastern corner of Area 17. The chapel is now used for storing machinery. A former access between the buildings is now blocked with a red brick wall. Two modern works belonging to Wild Engineering extend the length of Floodgate Street, up to the former Medical Mission School (see **Locally Listed Buildings** below) and across to River Street.

### **Historical and Archaeological Profile**

Area 17 is contained entirely within the reclaimed 19th-century millpond (see also **Area 21** below), and was not built on until the late-19th century. River Street and Floodgate Street were both laid out and built up between the 1850s and late 1880s.

Early 19th-century modification of Heath Mill - later known as Coopers Mill - for a number of industrial purposes required an increase in the power available from the existing mill pool (see **Area 6/7** above). A new, triangular, mill pond was created within 'Lake Meadow' and is mapped as early as 1808. It was short-lived and had been completely drained by the mid-1840s (Demidowicz 1991).

An indication of the general decline in public health and the increasingly insanitary conditions which the residents of Area 17 and the surrounding street-blocks had to face is given in a City Commissioners' report of 1845. This describes how, in the absence of an adequate sewerage system, the mill courses were used to carry human effluent away from the town. However, when the mill was not at work the side races carried little water and, over time, became blocked with sewage. A local report describes how the pool and river were 'rendered very offensive by the number of dead dogs and putrid mud which they contain'. (Information within the above two paragraphs has been taken from a comprehensively-referenced study of the mill by George Demidowicz, dated 1991. A copy of this study is held within the project archive).

Once the millpond had been drained and infilled, the land lay vacant. The Birmingham Weekly Post in 1889 described how the wasteland had been used as a raceground for the Birmingham Wakes and local holidays, where the greatest attraction was 'the greasy pole and the races'. A number of very enigmatic stories relating to the Wakes are also set-out within the newspaper's column and shed light on the social history of the area.

On a more mundane note, property deeds within the Wild Engineering archive detail how land over the millpond was sold off in lots. The subsequent street-block had a mixed character, with back-to-back and court housing and the Birmingham Medical Mission fronting onto River Street, an Iron Foundry, chapel and Sunday School fronting onto Fazeley Street, and the Rollers Arms Public House sandwiched between

more back-to-backs on Floodgate Street. The Wellington Works, at the centre of this area, could be accessed from either River Street or Floodgate Street.

The construction of a Medical Mission, two chapels and a Sunday School in this block represents an interesting and significant cluster of buildings. The Medical Mission was established to treat some of the poorest citizens of Birmingham who were living in extremely insanitary conditions (see above), and yet no expense was spared on its design and decoration. Funding for its construction, which was carried out in three stages, came from public donations and this may be linked with the rising social consciousness of the Victorian period. Sketches of the building in the Annual Report of the Medical Mission (Green undated) show how it was surrounded by industrial units. Charitable medical missions were not a limited phenomenon, they were usually set up by a committee of doctors, ministers and businessmen in a district which was thought to be in need of help. Their aim was to provide medical, spiritual (here, the link with the chapels is an important one) and social support to the working classes. The missions were supported by the affluent middle classes, and Birmingham families such as Cadbury, Lloyd, Avery and Middlemore, all contributed funds to the River Street Medical Mission. The Medical Mission also offered reading and writing classes for adults and children, music lessons, clothing clubs and a Sunday School. This building was located in the northeastern corner of Area 21 (see **Locally Listed Buildings** *Fazeley Street, Former Sunday School* below).

Additional buildings were acquired on the western side of River Street in 1901 (see **Area 16** above). The River Street Mission also had links with a dispensary in Park Street (see **Area 1** above). This was later transferred to two houses on Barn Street – the exact location of these is not yet known - before becoming part of the River Street building. The decline of the Medical Mission coincided with the 1930s transition of the area's residential element to the housing estates in Birmingham's new suburbia. The Mission continued to operate at the River Street premises throughout World War II, but in 1945 transferred to Kitts Green where it is now attached to the Evangelical Free Church.

Following the movement of the Medical Mission, Area 17 took on a more industrial character, in line with its surrounding street blocks. The Mission building was used initially by advertising agents (1945-1962), then became part of Wellington Mills which produced swords and knives (1964-1980s), before becoming part of the W.J. Wild Manufacturing complex.

#### **Sites and Monuments Record**

There are no SMR entries for Area 17.

#### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 17.

### **Locally Listed Buildings**

#### *Fazeley Street, Former Chapel. Grade B*

This former Unitarian Chapel was built in 1876 for the Birmingham Free Christian Mission. It was built in red brick and has dressings in stone and blue brick. A group of three lancet windows is located above the Floodgate Street entrance. The slate roof has a diagonal pattern. The building retains its original arched timber trusses. Wild Engineering are the current owners of this building which, in the 1990s, was used for storing machinery.

The Unitarian chapel had links with the Birmingham Medical Mission Chapel in River Street, located at the southwestern corner of Area 17 (see *Floodgate Street/River Street, Personnel Department of W.J. Wild Limited* below).

#### *Fazeley Street, Former Sunday School. Grade C*

Dating to c.1865, this former school has a side elevation to Floodgate Street. It is three-storied, is constructed with red and blue brick, and has a rendered slate roof. Wild Engineering are the current owners.

#### *Floodgate Street/River Street, Personnel Department of W.J. Wild Limited. Grade B*

Constructed in 1879, this building occupies a site at the junction of Floodgate Street and River Street. It was built as a chapel and dispensary for the Birmingham Medical Mission. The main building comprises two-storeys of red brick which is part painted. The roof is slate, with cockscomb cresting. Although the main elevation fronts onto River Street, the building could originally be accessed from either River Street or Floodgate Street. These entrances are now covered by painted stucco. The interior retains some of the original decoration, whilst the layout of rooms is unchanged (photographs in the Birmingham Magazine of Arts and Industries, interior plans in Green undated).

There is also a single-storey red brick hall with a pitched slate roof and triple lancet window at each end. The hall was later used for manufacturing and a number of the original windows were blocked-in. The interior retains its original wooden beams and metal struts and the line of moulded brick at the junction of the roof and walls.

A detailed historical and architectural account of the Medical Mission, by Margaret Green, is included in the locally listed buildings file Floodgate Street/River Street, Personnel Department of W.J. Wild Limited, held in the Department of Planning and Architecture, Birmingham City Council.

### **Below-Ground Information**

Area 17 was included in Area B of the Birmingham Design Services Geotechnical Report (1998).

With the exception of a number of discrete yards at the centre of Area 17, the majority of the block has been built upon. Although ground conditions within the buildings could not be assessed, evaluation elsewhere within the city has shown that archaeological deposits can survive as 'islands' between later foundations. Cellaring

from the 19th-century back-to-back housing may be anticipated close to the street frontage, but survival may increase further into the street-block.

Waterlogged deposits relating to the 19th-century mill pool are likely to survive within Area 17. However, insanitary conditions and industrial works may have caused some contamination.

### **Palaeoenvironmental Deposits**

As outlined above, waterlogged deposits from the mill pool are likely to survive within Area 17. The degree and extent of contamination is not, however, known.

### **Archaeological Potential**

It is possible that archaeological deposits and features may survive within the discrete yards at the centre of this area. The street frontages are almost entirely built over and it is unlikely that deposits would have been unaffected by post-medieval construction. However, the importance of this area lies more with its upstanding buildings which have the potential to inform and remind of the social and economic conditions which contributed to the historical development of Area 17.



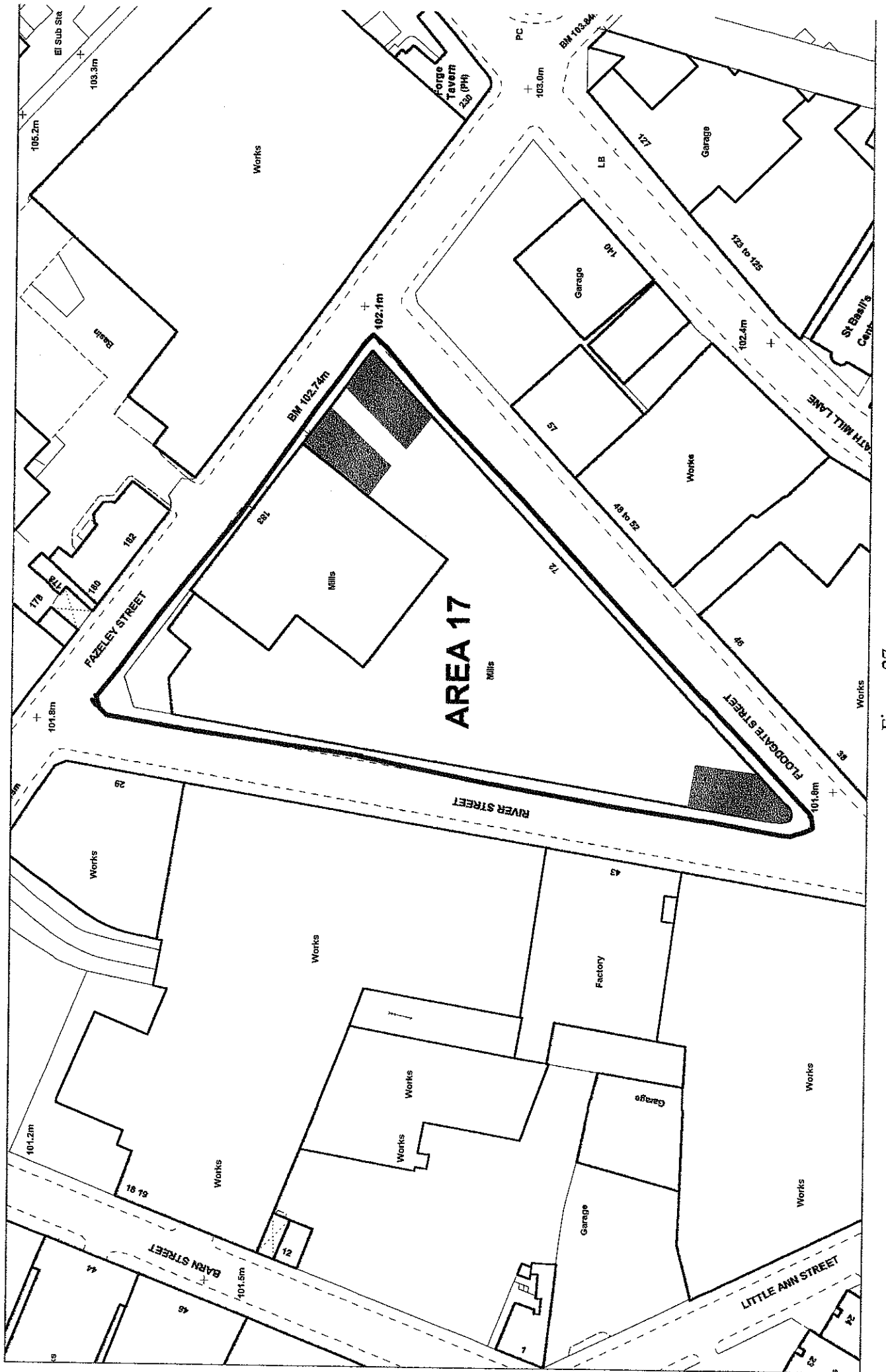


Figure 27

**Area 18:** defined by **New Canal Street, Banbury Street, Andover Street and Fazeley Street** (Figure 28)

### **Present Character**

The locally listed Eagle and Tun Public House (Cauliflower Ear) is located on the corner of New Canal Street and Banbury Street (see **Locally Listed Buildings** below). A modern building which is used for electro-plating shares a boundary with an open yard. This extends along Banbury Street and under the railway viaduct to Andover Street. Part of the yard is used for storing road signs. A possible 19th-century structure is sandwiched between two 20th-century buildings, one of which is used as an MOT centre. A warehouse is set back from the street frontage, behind these buildings. The Fazeley Street frontage is occupied by two modern buildings belonging to McLemon Forklift and William Marston. An open space on the corner of Fazeley Street and New Canal Street is used for carparking. Hudson Transport and Commercials have a storage yard on New Canal Street.

### **Historical and Archaeological Profile**

Until the creation of the canal networks in the late-18th century, Area 18 was represented by open agricultural land. This street-block was located on the northern side of the grand 1790-95 grid plan (see **Street-Plan Analysis of the Study Area** above). Only the southeastern quarter of this grid had been built up by 1808. The western side, represented by Canal Street - now known as New Canal Street - was developed by the late-1840s. Andover Street was also part of the original 18th-century grid, but was diverted after the construction of the railway viaduct so as to pass perpendicularly beneath it.

The mid-19th century Area 18 was characterised largely by court-housing. The Eagle and Tun Public House (see **Locally Listed Buildings** below) was located on the corner of New Canal Street and Banbury Street, and the Royal Oak Inn was located at the corner of Andover Street and Fazeley Street. A metal stamping and piercing works extended back from Andover Street. The area was also transected by a railway viaduct leading from Curzon Street Station to Snow Hill Station. Subsequent widening of the viaduct in the early-20th century led to further dislocation of Area 18's residential character and property boundaries. By 1940 a large part of the street-block appears to be vacant. These plots were filled by industrial works, warehouses and a garage by the 1950s.

### **Sites and Monuments Record**

There are no SMR entries for Area 18.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 18.

### **Locally Listed Buildings**

*New Canal Street, The Eagle and Tun (Cauliflower Ear) Public House. Grade B*

This building was constructed in the late-19th century. It is a two-storied red brick building with terracotta dressing and a slate roof.

### **Below-Ground Information**

The southeastern half of Area 18 was included in Area A of the Birmingham Design Services Geotechnical Report (1998).

Cellaring from the 19th-century court housing and from the two public houses may be anticipated along the street frontages. The central part of Area 18 has, for the main part, been open ground, and survival of below-ground archaeological features and deposits may be better here. The metal works may have caused some ground contamination.

### **Palaeoenvironmental Deposits**

The environmental potential of deposits within Area 18 is dependent upon the extent and degree of any ground contamination from the former metal works. However, assuming that contamination is minimal, any datable deposits within Area 18 have the potential to provide information relating to landuse in the medieval and early-post-medieval periods.

### **Archaeological Potential**

Below-ground deposits and features within this area have the potential to enhance our knowledge of medieval and early-post medieval landuse within the Study Area. The standing building of the Eagle and Tun Public House (Cauliflower Ear) is one of a large number of public houses which characterised the 19th-century Study Area. Only a small percentage of these historic buildings survives - their potential for furthering our understanding of their role in the Study Area's social history is considered to be very high.

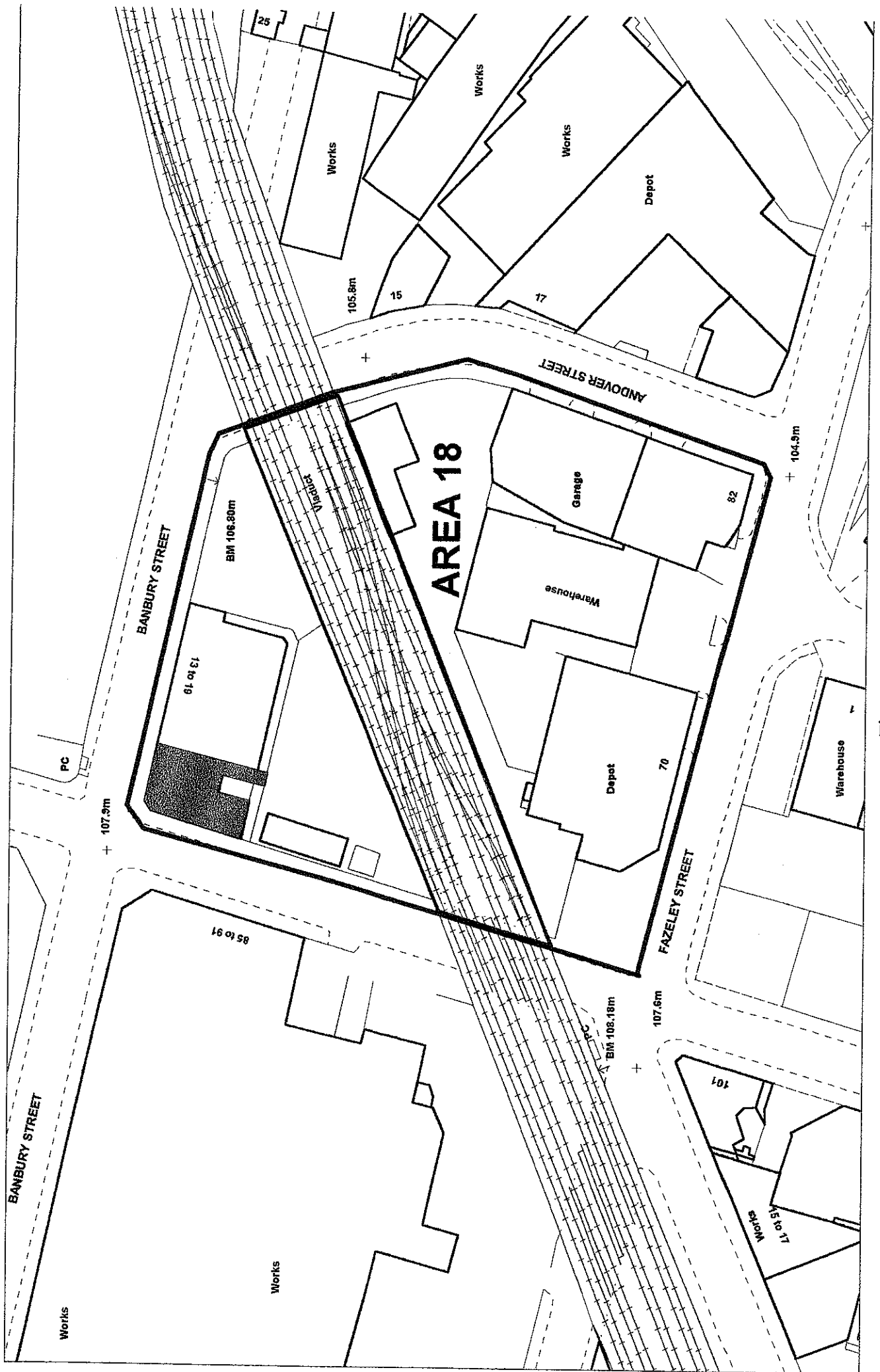


Figure 28

**Area 19:** defined by **Andover Street, Banbury Street, the Digbeth Branch Canal and Fazeley Street** (Figure 29)

### **Present Character**

The northwestern corner of Area 19 is occupied by the continuation of a railway viaduct. A modern building occupied by Modern Air Systems extends along Banbury Street and abuts the 19th-century Proof House complex. A pair of iron gates mark the entrance to a cobbled yard which has a series of buildings around its perimeter. The Digbeth Branch Canal represents the eastern boundary of Area 19 and a number of 20th-century works extends back from Andover Street to its western bank. A 20th-century metal components works and abattoir front on to Fazeley Street. A carpark is located behind the abattoir, on Andover Street. Two modern works units occupied by the McLemon Forklift Centre extend along the street frontage up to Banbury Street.

### **Historical and Archaeological Profile**

This area was developed early on in the life of the 1790-95 grid-plan (see **Street-Plan Analysis of the Study Area** above) and from the outset its character was industrial. Kempson's Survey of 1794 shows the relationship between the newly-constructed Warwick and Birmingham Canal, Digbeth Branch Canal and the projected line of Fazeley Street. Although none of the land around the canals had yet been leased for development, Kempson does show a steam-powered mill in Area 19 which is set back from the canal bank. By 1808 the street-block was heavily built upon and was dominated by the works of the New Steam Mill Company and by the Gun Barrel Proof House which was established in 1813. The character of Area 19 and the property boundaries within it have changed little from this time.

### **Sites and Monuments Record**

*PRN 01157 Gun Barrel Proof House, Banbury Street*

Built in 1813 by John Horton. The Proof House complex is accessed through a large double gate which leads to a courtyard containing an office and gatekeeper's lodge. The original building is two-storied. A detailed description of the building elevations is held in the Sites and Monuments Record.

### **Statutorily Listed Buildings**

*Banbury Street, Gun Barrel Proof House. Grade II*

*File missing. See Sites and Monuments Record above.*

### **Locally Listed Buildings**

There are no locally listed buildings within Area 19.

### **Below-Ground Information**

Area 19 was included in Area A of the Birmingham Design Services Geotechnical Report (1998).

Much of the present-day Area 19 is built upon with very little open space and its history of heavy industry suggests that below-ground deposits may have been substantially affected. However, a continuity of property boundaries along the canal bank suggests a potential for survival of deposits and features here. Discrete yard areas may also contain unaffected deposits.

A 19th-century chemical works may have caused some ground contamination.

### **Palaeoenvironmental Deposits**

The environmental potential of deposits within Area 19 is dependent upon the extent and degree of any ground contamination from the former chemical works. However, assuming that contamination is minimal, any datable deposits within Area 19 have the potential to provide information relating to landuse in the medieval and early-post-medieval periods.

### **Archaeological Potential**

The value and potential of this area lies with the fact that its character has changed little since the mid-19th century. Property boundaries belonging to the beginning of the canal era and to the initial cutting of the canal network are still visible and this suggests a potential for preservation of deposits and features relating to the establishment of the canals and possibly to the area's pre-urban character.

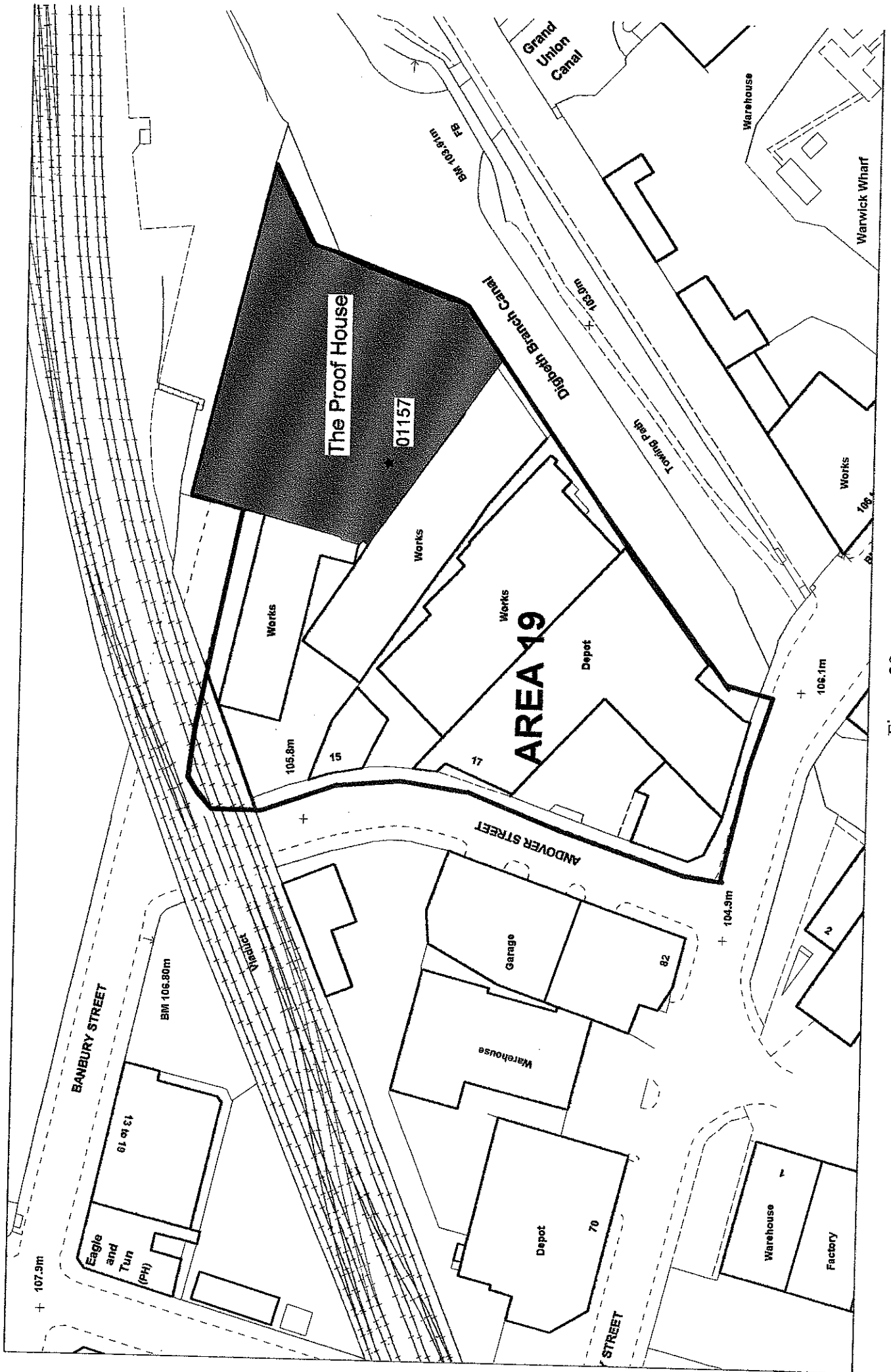


Figure 29

**Area 20:** defined by **the Digbeth Branch Canal, the Warwick and Birmingham (Grand Union) Canal, the River Rea and Fazeley Street, including the Fazeley Street Aqueduct and River Rea** (Figure 30)

### **Present Character**

Area 20 forms one part of the Warwick Bar Conservation Area which was designated in 1987. The Conservation Area forms a coherent canalside quarter which includes a number of Statutorily and Locally Listed buildings.

The Warwick and Birmingham Canal - the present-day Grand Union Canal - forms the eastern boundary of this area, whilst the deeply-culverted River Rea forms the southern boundary. There is a slight rise in the level of Fazeley Street as it passes over the Rea. The Digbeth Branch Canal lies immediately to the west. Two 19th-century warehouses extend back from the canal and form part of the cluster of statutorily listed buildings on Fazeley Street (see **Statutorily Listed Buildings** below). The buildings which front on to Fazeley Street are used as a cafe and boxing club. An entrance to the canal wharf separates them from a second row of houses. These are also statutorily listed but are vacant and advertised as 'To Let' (see **Statutorily Listed Buildings** below). The northwesternmost part of the wharf is occupied by two car spares yards, one of which - P. & P. Autos - extends back to the Warwick and Birmingham Canal.

An engineering-brick wall which encloses the Clifton Steel works runs along the Fazeley Street frontage up to an early-20th century warehouse (see **Locally Listed Buildings** below). A modern industrial estate occupies the southeastern half of Area 20.

### **Historical and Archaeological Profile**

The construction of the present-day Grand Union Canal (formerly known as the Warwick and Birmingham Canal), which extends south to Warwick, was approved by an Act of Parliament in 1793. This canal was to join up with the already-existing Digbeth Branch Canal which had been dug in 1790. Work on the new canal began in September 1793 with the construction of an aqueduct over the River Rea (which itself had been recently diverted from its natural course to its former bypass leat - see also **Areas 6/7 and 16** above and **Area 21** below), and was completed in 1800. The Warwick and Birmingham Canal company leased additional land from the Gooch Estate in 1795 for construction of a wharf and warehouse, next to a site now known as Warwick Bar.

The name Warwick Bar originates from Lock 58 at the junction of the Digbeth Branch Canal and the Warwick and Birmingham Canal. This lock controlled the flow of water between the canals - the Digbeth Branch Canal was one metre higher than the Warwick and Birmingham Canal at this point - and also served as a bar on canal traffic which had to pay a toll to pass from one canal to the other. The toll house was located on the northern side of the Warwick and Birmingham Canal.



Area 20 was located in the northeastern corner of the 1790-95 grid-plan (see **Street-Plan Analysis of the Study Area** above), extending from the Digbeth Branch Canal down to the former River Rea bypass leat, north of Fazeley Street. Kempson's Survey of 1794 shows how the northwestern corner of Area 20 was originally transected by a road identified as 'Trent Street'. This road, which had disappeared by the time of the First Edition Ordnance Survey map of 1890, represents a continuation of a road now called Pickford Street. Kempson's Survey also shows the relationship between the newly-constructed canals and the projected line of Fazeley Street which was to run roughly parallel with the Warwick and Birmingham Canal. None of the land in Area 20 had yet been leased for canal-associated development.

The series of Rate Books in the Birmingham Reference Library details the changing of the lease of land within the northwestern half of Area 20. From 1812 it was leased to Pickford and Company whose canal transporters ran a regular delivery schedule from Birmingham to London, carrying cast and wrought iron, timber, steam engine parts, pottery and coal (Harris 1996). The lease reverted back to the Warwick and Birmingham Canal Company in the 1840s when Pickfords joined forces with the new railway network to and from Curzon Street. The Grand Junction Canal Company was also leasing buildings within the wharf in the 1850s, and in the 1870s the London and North Western Railway also appears in the Rate Books (BRL 397466). Numbers 106-110 Fazeley Street were leased by the London and North Western Railway Company, a confectioner and screw manufacturers, but by 1886 the major occupant was Fellows, Morton and Clayton Limited. The range of buildings on this part of the site included a warehouse, sheds, houses and stables.

The southeastern half of Area 20 was still largely unoccupied in 1828, save for some premises on the 'new' River Rea which were later used as an edge tool works. The Rate Books for the 1830s list a mill, warehouses and shops for this area. By 1889 the edge tool works had expanded and was adjoined to the west by another tool manufacturer, the Minerva Works.

The 1890 First Edition Ordnance Survey map shows - contrary to Molyneux's study in the F.M.C. Warehouse Locally Listed Buildings file - two canal basins at the centre of Area 20, which represents Warwick Wharf. The earlier, and smaller, of the two was constructed c.1795 and was initially used for the transportation of iron bedsteads (Faulkner 1985). The later, L-shaped, basin was built between 1825 and 1850.

Area 20 underwent little change from the mid-19th century up to relatively recently. The Fellows, Morton and Clayton Limited warehouse was constructed in the 1930s, but truncation of the two canal basins and the replacement of the Minerva Works with a modern industrial estate occurred post-1970s.

Profiles of specific buildings and features are given in **Statutorily and Locally Listed Buildings** below.

### **Sites and Monuments Record**

*PRN 02440 Fazeley Street, Canalside Warehouse,*

See **Statutorily Listed Buildings Birmingham Navigation Warehouses, Stop Lock and Dock** below.

*PRN 02441 Fazeley Street, 19th-century Works*

See **Statutorily Listed Buildings Fazeley Street, Numbers 106-110** below.

*PRN 02442 Fazeley Street, 19th-century Works*

See **Statutorily Listed Buildings Fazeley Street, Number 122** below.

*PRN 05880 Warwick and Birmingham Junction Canal*

See also **Historical and Archaeological Profile** above.

*PRN 05881 Grand Union Canal*

See **Historical and Archaeological Profile** above.

### **Statutorily Listed Buildings**

*Fazeley Street, Numbers 106-110 Ringway Engineering Service CC. Grade II*

These buildings were constructed c.1840-50 as a row of three houses on land which had been leased from the Gooch Estate by Samuel Fellows in 1796. The buildings may have subsequently been amalgamated and extended to the rear as a Works, or may have originally been built as such. The buildings front on to Fazeley Street, presenting a two-storey elevation, built in engineering brick, with a gable end slate roof and flat eaves. The buildings originally backed on to one of the Warwick Bar canal arms. A grooved ashlar pillar forms part of the gate infrastructure which was shared with Number 122, Fazeley Street (see below). A detailed description of the buildings is held in the Sites and Monuments Record.

*Fazeley Street, Number 122. Grade II*

This former house was built in 1840. The two-storey, red brick building fronts on to Fazeley Street, continuing the elevation of Numbers 106-110. Number 122 has a gable end slate roof with deep filled eaves. There are four bays which are grouped in twos to the left and right of the central doorway. A grooved ashlar gate pillar is built into the left hand corner. An entrance which is shared with Number 110 gives access to a common wharf on the canal arm of Warwick Bar. The building was seriously damaged by fire in 1993.

*Fazeley Street, Birmingham Navigation Warehouses, Stop Lock and Dock. Grade II*

This structure was built parallel to the canal basin c.1840 and served as a warehouse. It is constructed from red bricks and has a cat-slide roof of modern asbestos sheeting which extends over the canal basin, supported by eight cast-iron columns. The segmental, arched openings to the warehouse are now mainly blocked. The warehouse was occupied by Travel Gas (Midlands) Limited in the 1980s and 1990s.

### **Locally Listed Buildings**

*Fazeley Street, Former Warehouse of Fellows, Morton and Clayton Limited. Grade C*  
Currently under the ownership of Clifton Steel Limited, steel stockholders and processors, this extensive red brick warehouse dates to the 1930s (BRL 4054). The roof is constructed from corrugated asbestos sheeting. The northeastern elevation, which faces the Warwick and Birmingham (Grand Union) Canal is curved, reflecting the line of a former canal basin which is shown on the First Edition Ordnance Survey map of 1890, and on subsequent editions up to, and including, 1970. Three entrances with hoists (now removed) were located on this elevation, for loading the canal boats. The Fazeley Street elevation is a blind gable, decorated only by the Fellows, Morton and Clayton Limited logo. An account of this building's history can be found in Faulkner's 1975 publication. Photographs within this publication also show the extent of bomb damage inflicted on the site during World War II. There is also an archive held by Fellows, Morton and Clayton Limited - this has not been evaluated.

### *Fazeley Street, Aqueduct over the River Rea. Grade B*

The aqueduct was built in 1793 for the Warwick and Birmingham Canal, now known as the Grand Union Canal, and was modified c.1920. It is constructed from red and blue brick and its three segmental arches carry the canal over the present-day River Rea. Brick parapets with stone copings are located on the southwestern side, concrete has been used on the northeastern side.

### *River Rea Channel. Grade C*

The channel dates to c.1868 when the course of the River Rea was deepened and culverted to prevent flooding of this low-lying area. The channel is constructed from blue engineering bricks.

### **Below-Ground Information**

Area 20 was included in Area A of the Birmingham Design Services Geotechnical Report (1998).

The culverting of the River Rea and the construction of the Warwick and Birmingham Canal, and of the two basins in Area 20, are likely to have erased any earlier below-ground deposits. However, the upcast from their construction may have been redistributed over the surrounding land prior to their lease and subsequent development. The present ground level of the area currently used by Clifton Steel is certainly higher than that of Fazeley Street itself. It is possible, therefore, that the culverting of the Rea and cutting of the canals has resulted in the protection of any below-ground archaeological deposits and features within the remainder of the area.

Map evidence suggests the Minerva Works, within the southeastern half of Area 20, was an extensive complex which practically filled the plot of land between the Warwick and Birmingham Canal and Fazeley Street. However, a number of discrete yard areas are shown on the late-19th century maps and it has been shown in other parts of Birmingham that accurate trial-trenching of these yards can yield information regarding the pre-18th-century industrial use of the land.

The extent of damage caused by World War II bombs which were dropped on the area is not known.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits within Area 20 have the potential to provide valuable environmental data on pre-18th-century industrial and post-medieval landuse. The area around the River Rea which was a former mill bypass-lead has particular potential for the survival of medieval and possibly pre-medieval, floodplain alluvial layers. Deposits along the length of the Warwick and Birmingham (Grand Union) Canal also have potential.

### **Archaeological Potential**

Below-ground deposits and features relating to the area's historical development may survive within Area 20. These may include the foundations of the former toll house which was located on the northern side of the canal. However, the potential of Area 20 lies with its above-ground remains which relate to the creation of the canals and their subsequent usage. The structures which stand within Area 20 today, and the canal itself, are very tangible reminders of the area's past. They are a valuable resource, more so because of the limited survival of similarly-dated and styled buildings within the Study Area, and they have the potential to add greatly to existing knowledge of the area. The quality of documentation relating to Area 20 also has great potential - an archive held by Fellows, Morton and Clayton Limited was not evaluated by this study but, combined with the Rate Books and Kelly's Directories and later Ordnance Survey maps, offers a wealth of information from the early-19th century onwards.

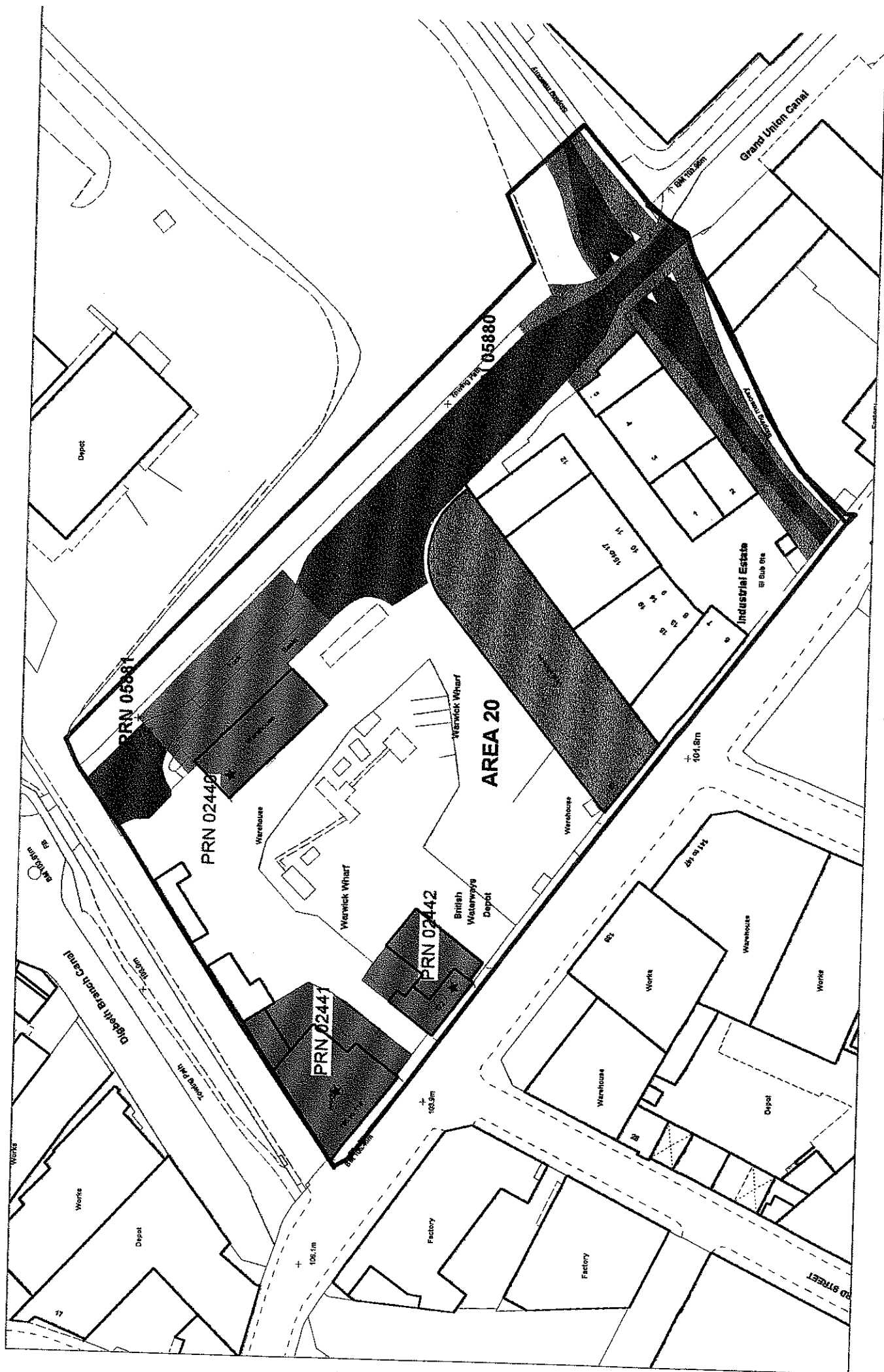


Figure 30

Area 21: defined by the River Rea, the Warwick and Birmingham (Grand Union) Canal, Great Barr Street and Fazeley Street, including the Great Barr Street Road Bridge (Figure 31)

### **Present Character**

Area 21 forms one part of the Warwick Bar Conservation Area. The deeply-culverted River Rea forms the northern boundary, whilst the Warwick and Birmingham Canal - the present-day Grand Union Canal - forms the eastern boundary. A 19th-century brick wall belonging to Number 176 Fazeley Street (Hicks Metals and Alloys Limited) follows the curve of the Rea away from the street frontage. Modern rendering on the Fazeley Street elevation of this building may mask an earlier build. A view through a gated entrance shows that the yard to the east of Hicks Metals contains a number of 19th-century walls and structures, including the locally listed former icehouse, The Bond (see **Locally Listed Buildings** below). The northwestern part of the yard is slightly raised. Later rendering on a further two buildings on Fazeley Street which are occupied by Hicks Metals and J. & J. Steels may also mask earlier 19th-century features. An entrance to The Bond complex separates these buildings from one dating to the 20th century. A large works owned by Arthur Webb Engineering Limited extends along Fazeley Street up to the Forge Tavern Public House which sits on the corner with Great Barr Street. An open yard associated with the Forge Tavern shares a boundary with a disused railway viaduct. The statutorily listed road bridge (see **Statutorily Listed Buildings** below) carries Great Barr Street over the canal at this point.

### **Historical and Archaeological Profile**

Except where otherwise stated, information within the following account of Heath Mill has been taken from a comprehensively-referenced study of the mill by George Demidowicz, dated 1991. A copy of this study is held within the project archive. A detailed account of the early history of Heath Mill is also given in the Victoria County History (VCH 1964).

Heath Mill was originally located at the southeastern corner of Area 21, at the junction of the present-day Fazeley Street, Heath Mill Lane and Great Barr Street. The former course of the River Rea and the mill's pond was located within **Area 6/7**. A bypass-lead for the mill and its floodgates were located in **Area 16**. A later mill pond was located in **Area 17**. A windmill, which is listed on the Sites and Monuments Record as being located within Area 21, is more likely to have been located in **Area 28** (see **Area 28 Historical and Archaeological Profile** below).

Heath Mill is documented as being the corn mill for the manor of Birmingham in the medieval period. Watermills were first recorded in Birmingham in the 15th century, but the origins of Heath Mill are thought to be earlier (Demidowicz 1991). A series of documents tracks negotiations over corn-milling rights and a period of decay at Heath Mill in the early-mid-16th century. The mill's location, on the border of Birmingham and Aston, made it a prime site for ownership.

In the late-17th century, Heath Mill - still a corn mill - was leased by the Cooper family, and by the early-18th century Heath Mill was being referred to as Cooper's Mill. A series of leases document the complicated transfer from tenant to tenant and also tell of how the level of the millpond (**Area 6/7**) was temporarily raised in the 17th century, causing flooding of the ford at Deritend, to the southwest of the Study Area.

By the late-18th century Cooper's Mill was leased by Joseph Cotterill, a wire maker (Snape's Survey of 1796) who converted part of the mill to use steam power for industrial production. Two mills are listed on the site in the early-19th century: Woolley's mill (Woolley was a sword cutler) and Deritend Forge (BRL Archives 72836). The mill is, at this time, variously referred to as Coopers Mill, Woolleys Mill and then as Deritend Mill. A detailed plan of Woolley's mill, dating to 1820, shows the complexity of the mill buildings (BRL Archives 370340). When the Mill was advertised as for sale in 1819 it was described as being used for 'rolling and slitting iron, rolling sheet iron, steel, copper' and as including an iron and corn mill. The survival of corn milling at this time, within an area so dominated by steam-powered industrial production, is quite surprising. The watermill continued to be used up to c.1841, but was converted into an extensive steam-powered Wire, Tube and Rolling Mill during the 1850s.

In the medieval period, Heath Mill was located within a low-lying area to the northeast of Deritend High Street, away from the focus of occupation. Over time, the course of the River Rea had slowly meandered and shifted its location within this landscape. An earlier course of the Rea is thought to be marked by the present-day Milk Street (see **Areas 5** and **13** above) and it has been suggested that a later mill leat (see **Area 16** above) followed another course of the Rea (Demidowicz 1991). The mill leat and floodgates are shown on Bradford's map of 1750/51 and were designed to channel surplus water from the Rea and away from the mill. The mill buildings appear to have been constructed on a raised piece of land at the centre of the River Rea, with waterwheels on either side.

The construction of the Warwick and Birmingham Canal prompted a significant change to the course of the River Rea and to the mill itself. Kempson's survey of 1794 shows that water from the Rea had been diverted into the former mill leat and that this leat now represented the new course of the River Rea. Kempson already refers to the original course of the River Rea as the 'Back Brooke'. A later plan, dated 1806 (BRL Archives 72836), shows a weir adjacent to the southern limit of the Warwick and Birmingham Canal, within the land boundary of the mill, now annotated as Deritend Mill. Further change was represented by the creation of a new mill pond to the east of the former mill leat, in a field known as 'Lake Meadow'. As described in **Area 17** above, this pond had a short lifespan and was drained and backfilled to allow the completion of the final, 1808-10, extension of Fazeley Street.

The mill continued to provide a focus for increasingly industrial-development in the mid-19th century when an Iron Plate Works occupied the site. By 1890 the First Edition Ordnance Survey map shows that the mill had experienced a significant phase of construction with Wire, Tube and Rolling Mills and the Forge Tavern Public House

filling its property boundary. The present-day Forge Tavern was built in 1908 (BRL 20462).

The remainder of Area 21 was largely undeveloped until the early-19th century. The Birmingham, Gas, Light and Coke Company leased land from the Gooch Estate in 1836 for the construction of a Gas Works within the northwestern corner of Area 21 (BRL Gooch Collection 192). A detailed survey of 1854 shows the buildings within the Gas Works complex (BRL 394279), along with three gas holders, coal sheds, a wash room and buildings fronting onto Fazeley Street. Ackerman's Panoramic View of 1847 also provides a detailed picture of the works complex. Access to the Gas Works was through a small gateway leading from the street frontage. The Retort House ran parallel to the Warwick and Birmingham Canal, the purifiers, condensers and boiler were in the central yard area, whilst the coal stack was located against the southern boundary of the gas works. A small smith's shop was located between the Retort House and the canal. The Gas Works were short-lived and had been closed-down by 1874, following a recommendation by Chamberlain, and the municipalisation of Birmingham's gas companies (Bunce 1885).

Part of the retort house of the Gas Works was converted for use as an Ice House in 1884. The Patent Transparent Ice Company Limited made ice at the works, which also had an associated cold storage facility. The Ice Works supplied, by cart, the major hotels and restaurants in Birmingham, and also delivered, by canal, within a fifty mile radius of Fazeley Street. The ice manufactory attracted subsidiary businesses, and the 1901 Kelly's Directory of Birmingham records the premises of a bacon curer adjacent to that of the Ice Works. The company who owned the Ice House, Tansley & Haines, also marketed themselves as specialist suppliers of cold storage machinery (Industrial Great Britain 1891). The Ice Works appeared to continue in business up to c.1907. The results of a detailed search of the available Directories for Birmingham (Hully, Post Office, Kelly and Bennett) are held in the buildings file for Fazeley Street, Former Canalside Warehouse, held in the Department of Planning and Architecture, Birmingham City Council. This search found no reference to a building application for the Ice Works in the 1880s Register.

Other businesses which were located within the northwestern half of Area 21 in the late-19th century were those of Fellows, Morton and Clayton and of Alfred Henry Engineers. A sausage works was located in the northwestern corner in 1905 and from the early-20th century onwards, the wharf area was almost entirely covered with industrial units and warehouses.

### **Sites and Monuments Record**

*PRN 03248 Fazeley Street, Deritend Heath Windmill/Cooper's Mill*

A windmill is reported to have been included in the site of Heath Mill, later known as Cooper's Mill. However, see **Area 28 Historical and Archaeological Profile** for a discussion of its location.

*PRN 03420 Great Barr Street, Road Bridge*

See **Statutorily Listed Buildings Great Barr Street Road Bridge** below.



*PRN 20097 Heath Mill Lane, Heath Mill*

See **Historical and Archaeological Profile** above.

*PRN 20437 Fazeley Street, Gas Works*

See **Historical and Archaeological Profile** above.

### **Statutorily Listed Buildings**

*Great Barr Street Road Bridge. Grade II*

The road bridge, which dates to c.1840-50, is mainly constructed from cast iron and has a semi-elliptical arch below a moulded string and panelled parapet which is, in turn, under a moulded rail. It was probably made at the Horseley ironworks, and includes blue-brick abutments with ashlar string and cornice. The bridge is located to the north of Bordesley Junction, over the Warwick and Birmingham Canal, and was refurbished in 1989.

*Great Barr Street, Cast Iron Urinal. Grade II*

The urinal was built on the corner of Great Barr Street and Liverpool Street, opposite the Forge Tavern, c.1883. It is built against the blue brick abutments of the Great Western Railway viaduct. Made of cast iron, the urinal has three screen panels with floral and geometric designs and cockscomb cresting. The upper panel is louvered for ventilation. Pierced iron brackets support a glass roof screen. Internally, there are three stall porcelain urinals with iron division posts. A similar urinal is located on Oxford Street (see **Area 12** above). Adjacent to the urinal is a supply pipe for a former gas lamp, dated c.1880. The brackets for this supply pipe are shaped as frogs.

### **Locally Listed Buildings**

*Fazeley Street, Rear of Number 176, Former Gas Retort House. Grade B*

Part of the gas retort house was converted into an ice manufactory in the later-19th century. It survives today at a right-angle to The Bond.

*Fazeley Street, Numbers 180 and 182, Former Canalside Warehouse. Grade B*

This former canalside warehouse is constructed from alternate courses of red and blue brick and fronts onto Fazeley Street. The building has pilastered corners and a slate roof. Built in 1884 for Fellows, Morton and Clayton, it was partly built over an earlier gas works (see **Historical and Archaeological Profile** above). The buildings are currently used as offices for The Bond (see below).

*Fazeley Street, The Bond. Grade A*

The Bond was opened in 1989 for leisure use, following a sensitive restoration of the building, canal wharf and basin. The Fazeley Street frontage incorporates the original Toll House.

### **Below-Ground Information**

Area 21 was included in Area A of the Birmingham Design Services Geotechnical Report (1998).

Kempson's map of 1794 shows how the former mill leat of Heath Mill passed under the Warwick and Birmingham Canal, and illustrates the depth at which below-ground deposits may survive in the southeastern half of Area 21. The upcast from the cutting of the Warwick and Birmingham Canal may have been redistributed across Area 21 and may have sealed and protected below-ground deposits and features from later industrial development. However, some disturbance from the Forge Tavern Public House cellars and the foundations of later-post-medieval industrial works should be anticipated.

Survival of below-ground deposits may be better in the northwestern half of Area 21. This part of the Fazeley Street frontage was not completely developed in the late-19th century, and the area to the rear was used as a wharf and yard in the 19th and early-20th century. The raised area of the yard belonging to Hicks Metals corresponds with the former location of the 19th-century gas holders - suggesting that they may be preserved below the yard surface. A well which is marked on the First Edition Ordnance Survey map of 1890, directly in line with River Street, appears to utilise the eastern bank of the former mill leat which later became the main course of the River Rea.

A detailed survey of the Gas Works on Fazeley Street, dated 1854, will provide valuable information on the location of the gas holders and Retort House and should provide some indication of their impact on any earlier deposits.

### **Palaeoenvironmental Deposits**

Area 21 has a very high potential for providing environmental data from deposits and features of the medieval and early-post-medieval periods. Particular areas of interest would be the location of the former Heath Mill in the southeastern corner of the area and the eastern bank of the former mill leat which extends along the northwestern boundary of the site. The well described above is likely to date to the 19th century - its presence suggests the potential for preservation of waterlogged deposits within this area.

### **Archaeological Potential**

Below-ground and above-ground archaeological remains within Area 21 are considered to have a very high potential for enhancing knowledge of the early medieval period through to the later post-medieval period. Heath Mill, as the corn mill for the medieval manor of Birmingham, played an important part in the development of the immediate area, and may have seen some of the earliest activity within the Study Area as a whole. Deposits relating to the former course of the River Rea and its mill leat are potentially well-preserved beneath later canal-related deposits and may have been unaffected by later development. In addition, the standing buildings of Area 21 and the canal itself are tangible reminders of an important and unique episode in the Study Area's historical development and have much to offer. There is significant survival of the early-19th-century Gas Works within Area 21. The above-ground remains are represented by the former retort house which is located to the rear of Number 176 and on the western side of The Bond. In addition, the

partially-rendered Number 178 is thought to have formed one part of the original Gas Works complex. The remains of the gas holders may also survive below-ground within the area of raised yard which is set back slightly from the street frontage. . The Fazeley Street Gas Works represents one of only two surviving examples of early-19th-century Gas Works within Birmingham City Centre – the other being located on Gas Street. Any surviving remains have great potential, along with the early-19th century gas holders in **Areas 3 and 15**, and with the mid-19th-century works in **Area 32**.

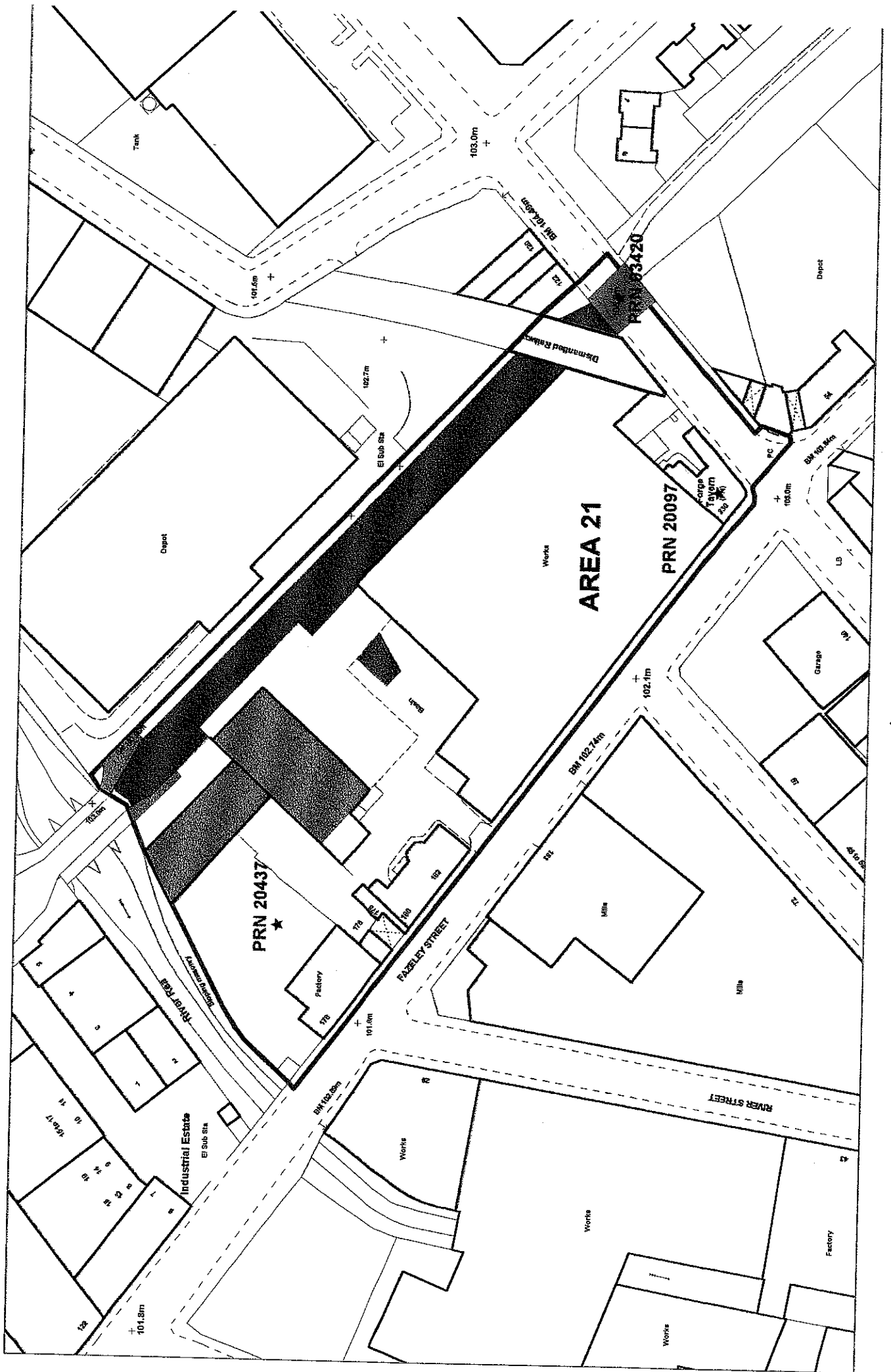


Figure 31

## **Area 22: the Digbeth Branch Canal (Figure 32)**

### **Present Character**

Area 22 comprises a length of the Digbeth Branch Canal which extends northeast from Fazeley Street up to Belmont Row. After its junction with the Warwick and Birmingham Canal (see **Area 20** above), the Digbeth Branch Canal passes underneath a railway viaduct (see **Statutorily Listed Buildings** below) and through a tunnel, both within Curzon Street Station. The canal has a number of side basins to the south and north of Curzon Street.

### **Historical and Archaeological Profile**

An account of the Digbeth Branch Canal is also given with each of the following areas: **Areas 14, 19, 20** and **23**

The Digbeth Branch Canal was created in 1790 as part of the Birmingham and Fazeley Canal. It later had a junction with the Warwick and Birmingham Canal. It had a number of wharves along its length, all serving the needs of industrial production and commerce. The majority of Area 22 lay within the later Curzon Street Station and a bridge carried the London and Birmingham, and the Grand Union, railway lines over the Digbeth Branch Canal into Curzon Street. A mid-19th-century engine house and a pumping station were located on the western bank of the canal within Curzon Street Wharf. To the north of Curzon Street, at the six Ashted Locks, the canal was surrounded by a mixture of light industry and back-to-back housing. The subsequent decline of Curzon Street Station did not appear to affect the canal unduly.

### **Sites and Monuments Record**

*PRN 0247 Section of Railway Bridge*

See **Statutorily Listed Buildings** below.

### **Statutorily Listed Buildings**

*Curzon Street, Railway Viaduct. Grade II*

Built c.1838 by the engineer J. Locke, this bridge carried the London and Birmingham and the Grand Union Railway lines over the Digbeth Branch Canal into Curzon Street. A detailed description of the bridge is held in the SMR.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 22.

### **Below-Ground Information**

The southwestern end of Area 22 was included in Area A of the Birmingham Design Services Geotechnical Report (1998).

An archaeological evaluation by trial-trenching to the east of Area 22 established the survival of below-ground deposits dating to the 18th century (Gifford 1997 and 1998). Site observation also suggests that although the cutting of the canal will have affected below-ground deposits along its length, the upcast may have been redistributed on either side, so protecting any earlier deposits here.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits within Area 22 have the potential to provide valuable environmental data on pre-18th-century industrial and post-medieval landuse.

### **Archaeological Potential**

Although there is potential for the survival of below-ground deposits in Area 22 – some of which may relate to the former pumping station - the value of this area lies with the canal itself. The canal is not only a tangible reminder of the Study Area's 18th-century industrial origins but it is also a valuable resource which could be developed to promote and further the current understanding of the area's historical development.

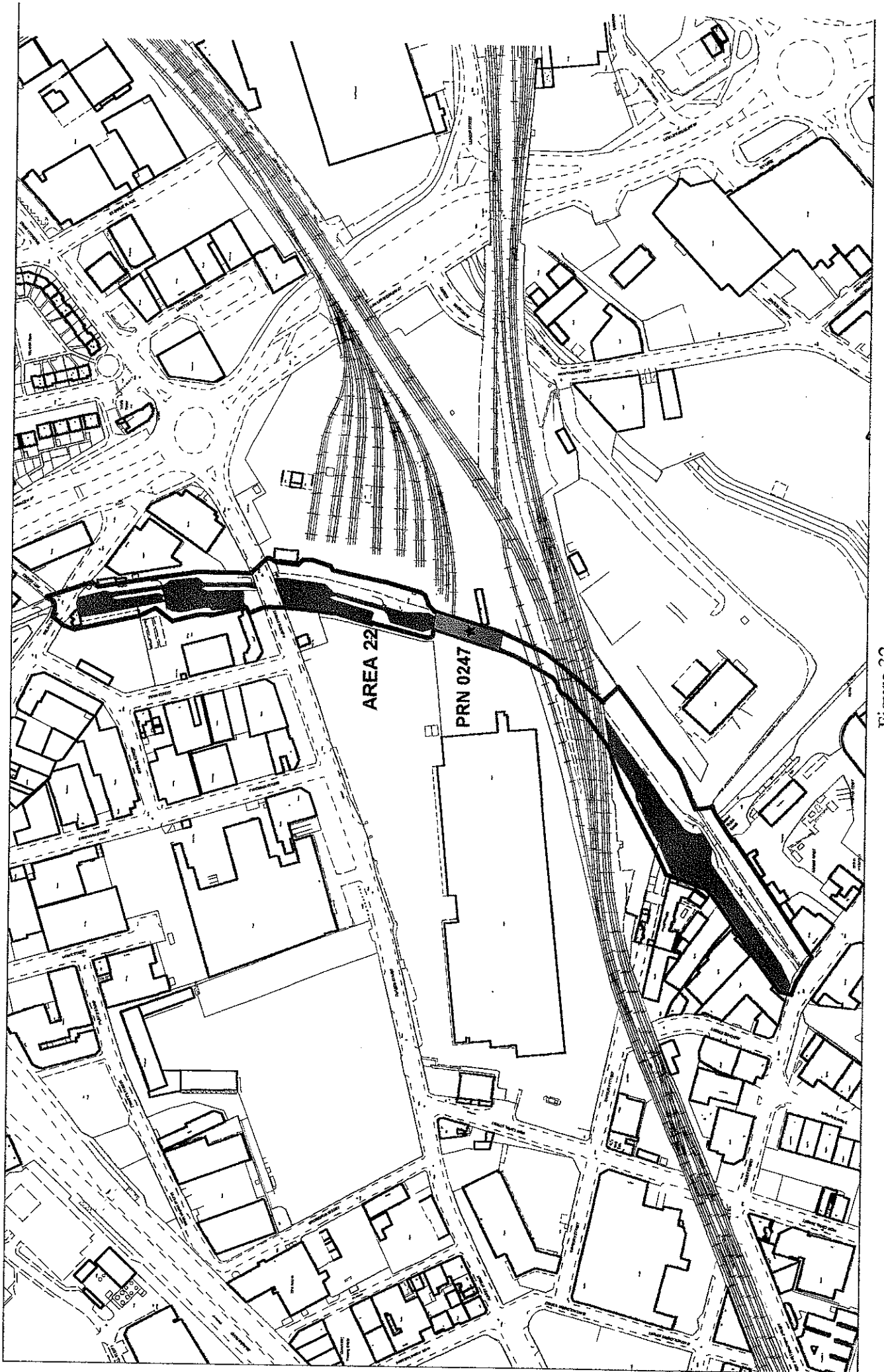


Figure 32

**Area 23:** defined by **Jennens Road, Lawley Street Middleway, Pitt Street and Belmont Row** (Figure 33)

### **Present Character**

Land to the west of the Digbeth Branch Canal, which bisects Area 23, lies within the Warwick Bar Conservation Area. A vacant piece of land is located at the corner of Jennens Road and Lawley Street Middleway and a mixture of 19th and 20th-century buildings extends back from Lawley Street Middleway to the northern bank of the canal. One part of the 19th-century brick boundary wall of the Belmont Glass Works survives.

A 20th-century depot and yard, belonging to Robert Carter Motor Factors, extends back from the Pitt Street frontage. The Digbeth Branch Canal enters Area 23 at the corner of Pitt Street and Belmont Row, and continues northwest to Jennens Road. A disused canal basin occupies the southwestern corner of the area. A low brick wall extends along the boundary with Belmont Row whose level rises significantly from Pitt Street up to Jennens Row. A modern Waste Transfer Station is located half way up Belmont Row and extends back to the canal. The ground level within Area 23 appears to have been greatly built up from this point onwards to compensate for the natural slope of the hill.

An ornate and imposing late-19th-century, three-storey, building sits at the top of Belmont Row and is occupied by CWS Engineering Group (see **Locally Listed Buildings** below). A plaque above the entrance, which looks out onto the corner of Belmont Row and Cardigan Street, reads '1899 Offices'. Two other entrances on Belmont Row are marked 'Work People' and 'Goods Entrance'. Small painted hands lower down the elevation point toward these respective entrances. Open ground to the rear of a yard entrance gives access to a small building – the ground level within this area is much higher than that of the Belmont Row Street frontage.

An open piece of land containing shrubs extends along Jennens Road. A number of 19th-century buildings to the rear of the Belmont Row Warehouse can be seen from here, as can a 20th-century addition to the Jennens Road frontage. The join with a 19th-century boundary wall which extends along Jennens Road is clearly visible. A subway leads under Jennens Road and Lawley Street Middleway.

### **Historical and Archaeological Profile**

The creation of the Digbeth Branch Canal was quickly followed by industrial development along its length. The Belmont Row Glassworks was founded c.1812 on the southern bank of the canal, set back from Jennens Road. An early-19th century map by Piggot Smith shows the location of two glassworking cones and surrounding works buildings. The works was subsequently absorbed by the Belmont Glassworks which had been established by Thomas and John Harris, plain and cut-glass manufacturers in 1815 within the northeastern corner of Area 23. Ackerman's Panoramic View of 1847 shows the Belmont Glass Works and its cluster of glassworking cones and clearly illustrates how this later Works extended across the canal. The 1:500 edition of the 1888 Ordnance Survey map only depicts two cones.



A Pumping Station, built c.1812, was located on the northern side of the canal immediately to the south of the Belmont Glass Works (see **Locally Listed Buildings** below). The '100 ton' pump is recorded as having worked continuously from 1812 up to 1928, when Morton visited the site on behalf of Henry Ford (Morton 1935), and beyond. Morton records how the engine represented the great advance which had been made in engineering in the 19th century and favourably compares this engine with the earlier version of 1796 at Bowyer Street (see **Area 32** below). Like the Bowyer Street engine, this one was also purchased by Henry Ford and was dismantled and shipped out to be reassembled in his museum in the United States of America (Morton 1935).

The remainder of the 1888 street-block was characterised by a couple of malhouses, a copper and brass refinery, smelting works, two corn and flour mills and smithies, intermixed with back-to-back housing. A Wesleyan Chapel and class room were located in the northwestern corner. This chapel was replaced in 1899 by a 'warehouse' which sits on the corner of Belmont Row and Jennens Road today.

With the exception of the modern depot on Pitt Street and the waste transfer station on Belmont Row, the street-block appear to have undergone little change since the early-20th century.

#### **Sites and Monuments Record**

*PRN 20500 Lawley Street, Belmont Glass Works*

The Glass Works was established c.1815 by Thomas and John Harris, plain and cut-glass manufacturers. The works are shown on the 1888 1:500 edition of the Ordnance Survey map.

*PRN 20503 Ashted Row, Belmont Row Glass Works*

The Glass Works was established in 1812, but was subsequently absorbed by the Belmont Glass Works in 1815.

#### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 23.

#### **Locally Listed Buildings**

*Ashted Row, Site of former Pumping Station. Grade C.*

See **Historical and Archaeological Profile** above.

*Belmont Row, C.W.S. Engineering Premises. Grade A*

This structure was built in 1899 as a rubber works for Eccles Rubber and Cycle Company. By 1918 it was owned by the Co-Operative Wholesale Society, an underclothing manufacturer. See also **Present Character** above.

### **Below-Ground Information**

Area 23 was not included in the Birmingham Design Services Geotechnical Report (1998).

There is a rise of almost six metres from Pitt Street to Jennens Row. The ground level within Area 23 appears to have been substantially built up to compensate for this slope, creating a terrace which is at a much higher level than ground in the southern half of the site. In addition, although the vacant piece of land in the northeastern corner has been levelled out, there are no signs of scouring, indicating that below-ground deposits may survive intact on the site of the former Glass Works.

The foundations of the Glass Works could be located from the available 19th-century detailed mapping.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits within Area 23 have the potential to provide valuable environmental data on pre-18th-century industrial and post-medieval landuse. Deposits along the canal have particular value, as do the deposits and features which potentially survive within both the former Glass Works. These have great potential for providing specific data on early-18th-century industrial processes.

### **Archaeological Potential**

Other than the Belmont Row works and fragments of the Aston flint glass works, only two examples of Birmingham's Glass Works, both of which are located on Broad Street, survive above-ground. The upstanding remains of the Belmont Glass Works brick boundary wall is of great archaeological significance, suggesting a potential for the below-ground survival of the bases of the glass cones, their access corridors, and the foundations of subsidiary buildings within the Glass Works complex. The present-day layout of buildings in Area 23 suggests that deposits and features are likely to survive on both sides of the canal. These have the potential to enhance our understanding not only of the processes involved in glass making itself, but also our understanding of the role of glass making within Birmingham's economic and social urban framework. Below-ground remains of the former Ashted pumping station may also survive. The value of Area 23's above-ground remains should also be emphasised. The exterior of the locally listed late-19th century building at the top of Belmont Row is extremely well-preserved, even down to the detail of painted directions to the work and goods entrances. Although the interior was not examined, this building appears to have very great potential.

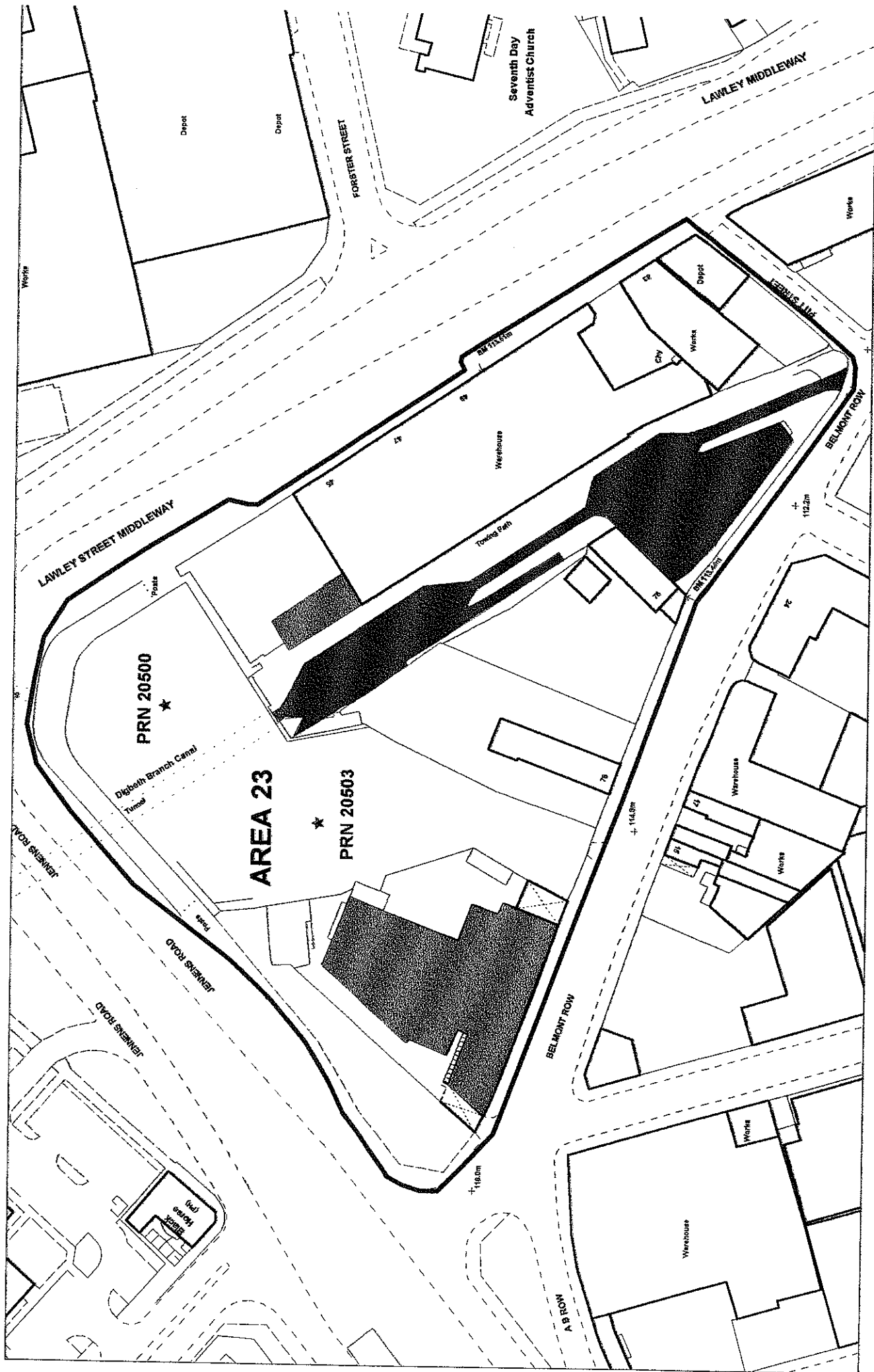


Figure 33

**Area 24:** defined by **Great Barr Street, Little Barr Street, Palmer Street and Glover Street** (Figure 34)

### **Present Character**

A modern, two-storey, works occupies the northeastern half of Area 24 and extends the full width of the street-block from Great Barr Street to Palmer Street. A number of entrances extend back from Palmer Street. A series of five loading bays belonging to a second modern works (Canning) extends along the remainder of Palmer Street. The works has a staff entrance on Glover Street, but has a blind elevation on Great Barr Street. A former loading bay is now bricked up. A small alley, also blocked, separates Canning from the second works within the northeastern half of the area. A strip of land between Great Barr Street and Canning is used for carparking.

### **Historical and Archaeological Profile**

This area covers the southern half of a discrete early-19th-century development episode that took place some time prior to 1828, following the extension northeast of Heath Mill Lane (see **Street-Plan Analysis of the Study Area** above). A pattern of small rectangular properties was laid out between the parallel and contemporaneous Great Barr Street and Palmer Street frontages. The street frontages had been built on by the late-1840s and by the late-1880s many of the yards and backlands had become occupied by back-to-back housing, particularly along the back boundaries of the plots.

The First Edition Ordnance Survey Map of 1890 shows a series of back-to-back and court houses across the majority of the block. A tin plate works and brass tubing works are also shown. No change occurred in the layout of Area 24 until the late-1930s when, with the exception of some court-housing on the corner of Great Barr Street and Glover Street, the majority of the street-block is empty. By the mid-1950s Area 24 is characterised by industrial units.

### **Sites and Monuments Record**

There are no SMR entries for Area 24.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 24.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 24.

### **Below-Ground Information**

Area 24 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

The majority of the street-block is built over and ground conditions within the buildings could not be assessed. An open space along the frontage of Great Barr Street is used for carpaking by Canning, whilst a number of yards and loading areas extend back from Palmer Street.

Some ground contamination may have been caused by the 19th-century metal works.

### **Palaeoenvironmental Deposits**

The value of any deposits within Area 24 is dependent upon the extent and degree of any ground contamination from 19th-century metalworking. However, assuming that contamination is minimal, any surviving datable deposits within Area 24 have the potential to provide valuable environmental data on pre-18th-century industrial and early-post-medieval landuse.

### **Archaeological Potential**

The value of Area 24 lies with its potential for further study of early-post-medieval residential and industrial elements. These are integral to an understanding of the whole Study Area's early-18th century industrial origins and subsequent historical development.

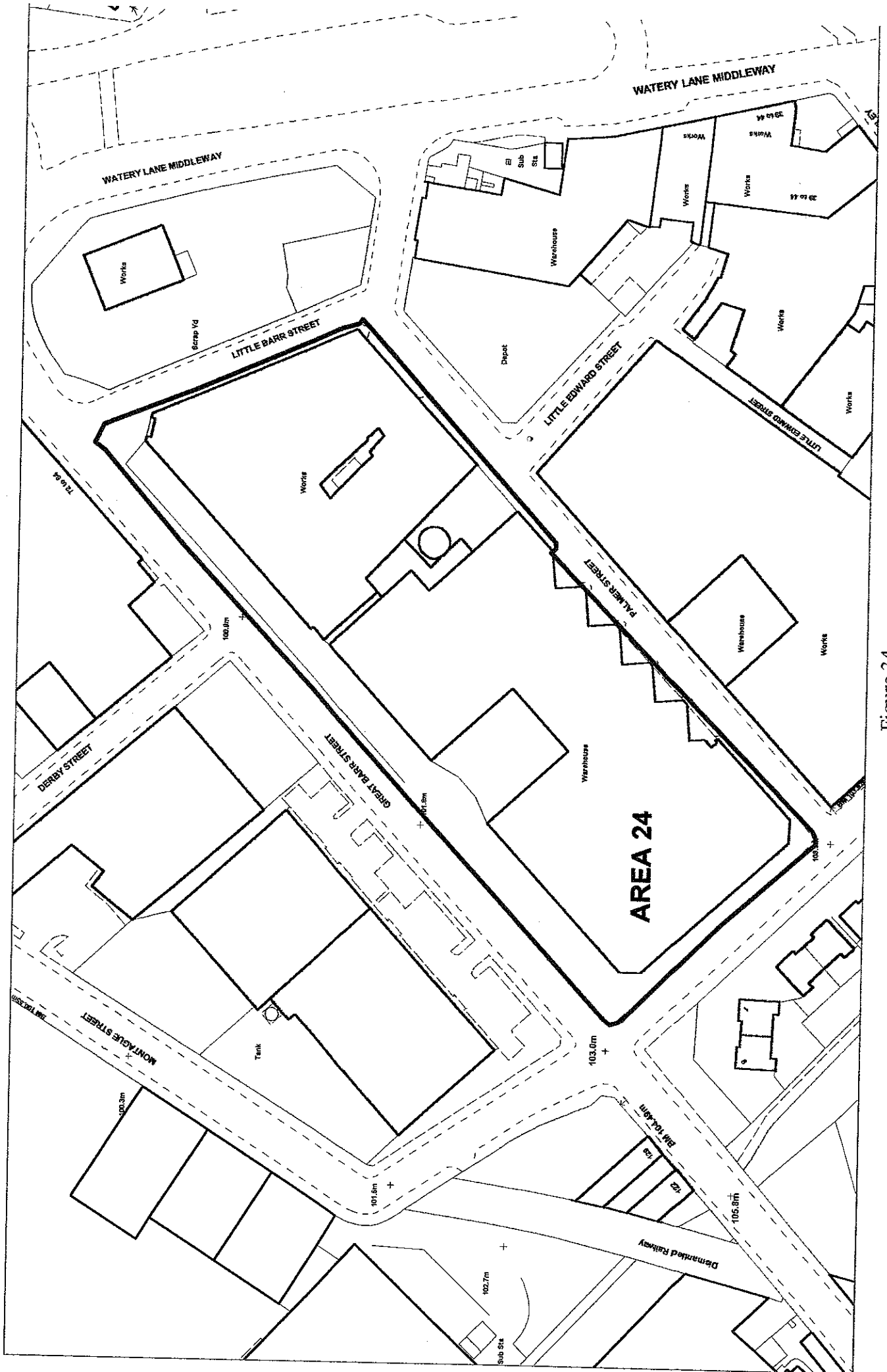


Figure 34

**Area 25:** defined by **Palmer Street, Little Barr Street, Watery Lane Middleway, Westley Street and Glover Street, including Little Edward Street**  
(Figure 35)

### **Present Character**

An open yard, warehouse and electrical sub-station are located at the corner of Palmer Street with Watery Lane Middleway. A series of small works belonging to Haden Brothers (Cycle and Motor Components Pressings and Welding) extends along the frontage to Westley Street. Buildings within the yards appear to be 19th-century in date. A car repairs firm has a yard off Westley Street. Although the yard was enclosed and could not be accessed, there did appear to be 19th-century buildings towards the back of the yard.

A two-storey, 20th-century building, belonging to Canning, is located at the corner of Westley Street and Glover Street. An access to a back yard is located on Glover Street. A possible late-19th-century, three-storey, building with a series of three pitched roofs extends along Glover Street and at one point bends slightly and changes its alignment. The remainder of the Glover Street frontage is occupied by a red brick, three-storey, 19th-century building. A painted strip along the Glover Street elevation displays a much-faded company name. The original entrance has been blocked-up and reduced to a single modern doorway. This building also extends along Palmer Street, up to Little Edward Street, which provides an access to the units at the northeastern end of Area 25.

### **Historical and Archaeological Profile**

This area, to the south of Palmer Street, may have been laid out for development at the same time as Great Barr Street (see **Area 24** above), but in contrast to Area 24 was still mainly small, unoccupied closes in 1828. By the First Edition Ordnance Survey map of 1890, this street-block was fully developed. An iron works, malthouse and a complex pattern of boundaries filled with court housing were located off Palmer Street. An Evangelical (Nonconformist) Chapel, court-housing and an iron works filled the northeastern half of the area. The interior of the street-block was serviced by two secondary lanes which were named together as Little Edward Street. Fronting Westley Street and backing onto the iron works was a *c.* 1 acre development of back-to-back housing that, at least from the plan evidence alone, was unusual in character. Victoria Place and Alexander Place consisted of terrace rows laid-out down alleyways, each with a front garden; the central row in the group was back-to-back houses. This part of Area 25 has the appearance of an early 'model' housing development.

By 1927 the iron works had further encroached upon the street-block and the chapel had disappeared. The expansion of industry continued into the mid-1950s when most of Victoria Place and Alexander Place had been swallowed-up - the process was complete by 1970.

### **Sites and Monuments Record**

There are no SMR entries for Area 25.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 25.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 25.

### **Below-Ground Information**

Area 25 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

Cellaring from 19th-century court-housing may be anticipated along the street frontages and the foundations of contemporary industrial works will also have caused some disturbance to below-ground deposits. Although the majority of Area 25 is built-on, there are a number of open yards which extend off the street frontages - below-ground deposits and features within these yards may have been unaffected by subsequent development.

Ground contamination may have been caused by the 19th-century metal works.

### **Palaeoenvironmental Deposits**

The potential of any deposits within Area 25 will be dependent upon the extent and degree of any ground contamination from 19th-century metalworking. However, assuming that contamination is minimal, any surviving datable deposits will have the potential to provide environmental data on pre-18th-century industrial and early-post-medieval landuse.

### **Archaeological Potential**

Area 25 has potential in terms of below-ground and above-ground remains. Below-ground deposits and features may potentially survive within the open yards and alleys which characterised the 19th-century street-block. These archaeological remains may provide information on medieval and early-post-medieval landuse and industrial processes. The above-ground remains comprise the 19th-century structures which appear to survive within the numerous yards at the centre of this street-block and the 19th-century works on the corner of Glover Street and Palmer Street. These buildings have group value with others across the Study Area and have much to offer in terms of furthering our understanding of the early-18th-century industrial landscape of this part of Birmingham. Further documentary research would potentially clarify the purpose of the 19th-century 'model' housing development which occupied the southwestern corner of Area 25.



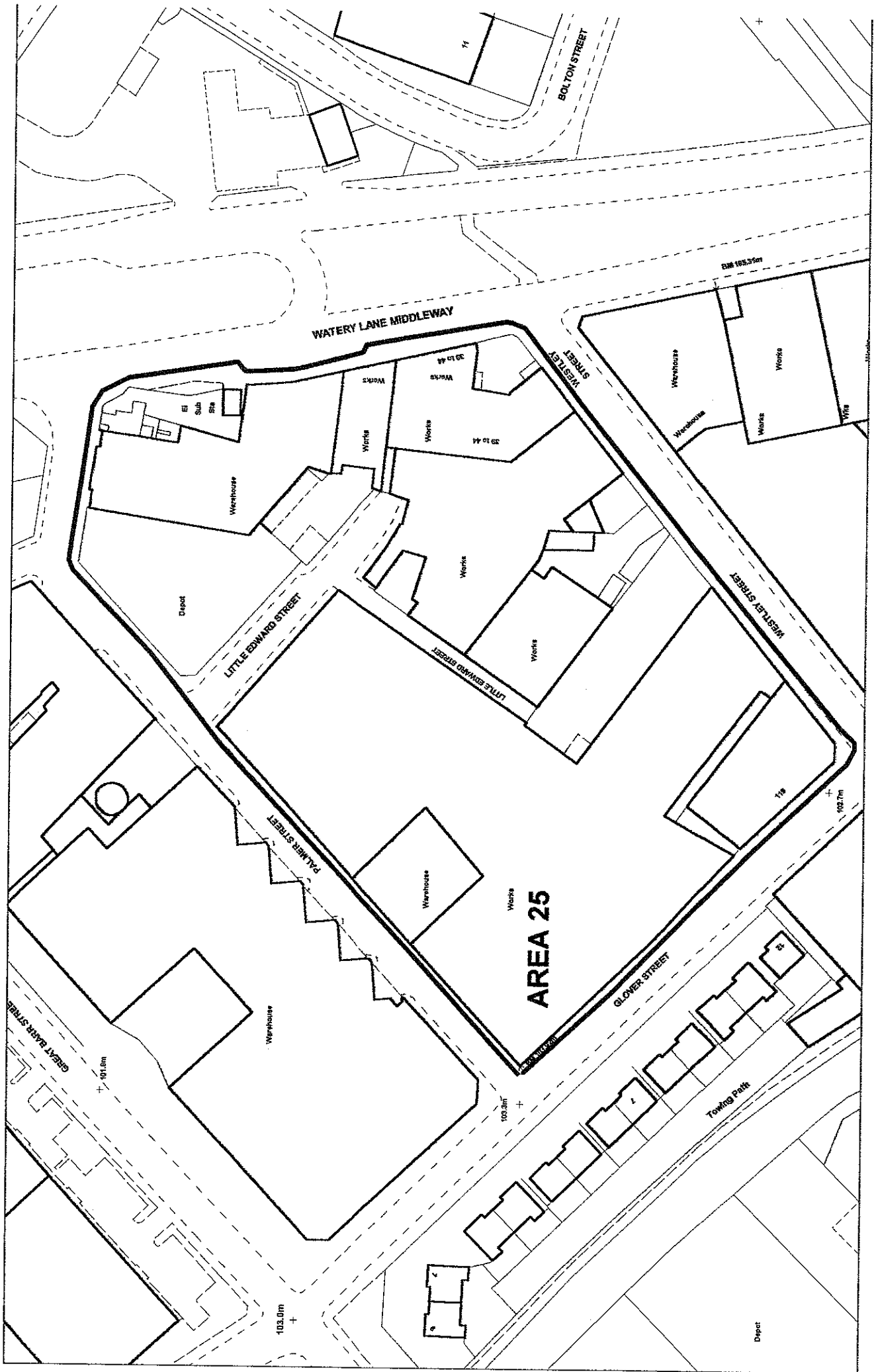


Figure 35

**Area 26:** defined by **Great Barr Street, Glover Street and the Warwick and Birmingham (Grand Union) Canal** (Figure 36)

### **Present Character**

The Warwick and Birmingham (Grand Union) Canal forms the western and southern boundaries of this area. The Great Barr Street frontage is characterised by an open space and driveways which lead on to residential housing and garages. This row of semi-detached houses continues along Glover Street which rises up substantially to cross over the canal at the southern end of Area 26. The houses have a lawned front garden and a back garden which extends to the canal. A modern warehouse unit owned by Giro Food CC extends along the remainder of the Glover Street frontage and across the full width of the street-block to the canal. An open loading bay is located directly opposite Westley Street.

### **Historical and Archaeological Profile**

Area 26 comprised agricultural fields up to the mid-19th century. Glover Street was inserted into the street-plan in 1849-55, and by 1889 the northern end of the street frontage had been developed by back-to-back and court housing. A steel works, vinegar brewery, bedstead works and nail foundry fronted onto the southern half of Glover Street, but did not extend back to the canal. A canal basin was located in the southwestern corner of Area 26.

The nail foundry had been absorbed into the Britannia Tube Works by 1890 and had extended back to the canal bank, incorporating part of the canal basin into its footprint. By 1940 the vinegar brewery was surrounded by the Tube Works which had extended over the majority of the southeastern half of Area 27. The canal basin had been drained and filled-in by 1970.

### **Sites and Monuments Record**

There are no SMR entries for Area 26.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 26.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 26.

### **Below-Ground Information**

Area 26 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

Foundations of 19th-century and 20th-century housing will have had an impact on below-ground deposits. However, there is a significant percentage of open land

within the northwestern half of Area 26, both along the street frontages and towards the canal. The canalside has never been built on, and it is highly likely that any deposits and features here will survive intact.

Disturbance is likely to be greater within the southeastern half of Area 26, which was subject to industrial development. These buildings were not accessible and ground conditions could not be assessed. However, upcast from when the adjacent canal and basin were cut may have been redistributed across the area, so sealing any earlier deposits and features. The canal basin itself, which was located within the southwestern corner of Area 26, was only recently drained and filled-in and may survive relatively intact beneath the present-day Giro Foods complex.

### **Palaeoenvironmental Deposits**

The relatively high percentage of land within Area 26 which has never been developed means that there is a high potential for undisturbed datable deposits and features surviving - these may provide informative data on pre-medieval, medieval and early-post-medieval landuse. Deposits within the southeastern half of the site have a lower potential, but surviving deposits relating to the canal and canal basin are of particular interest.

### **Archaeological Potential**

Area 26 is unique within the Study Area because it contains a relatively high percentage of land which has never been developed. This land has a very high potential for the survival of undisturbed archaeological deposits and features which may provide an unbroken stratigraphic sequence from the pre-medieval period up to the present day. The canal and canal basin have potential for further enhancing our understanding of the importance of the canal network to the evolution of the Study Area as a whole from agricultural fields to industrial works.

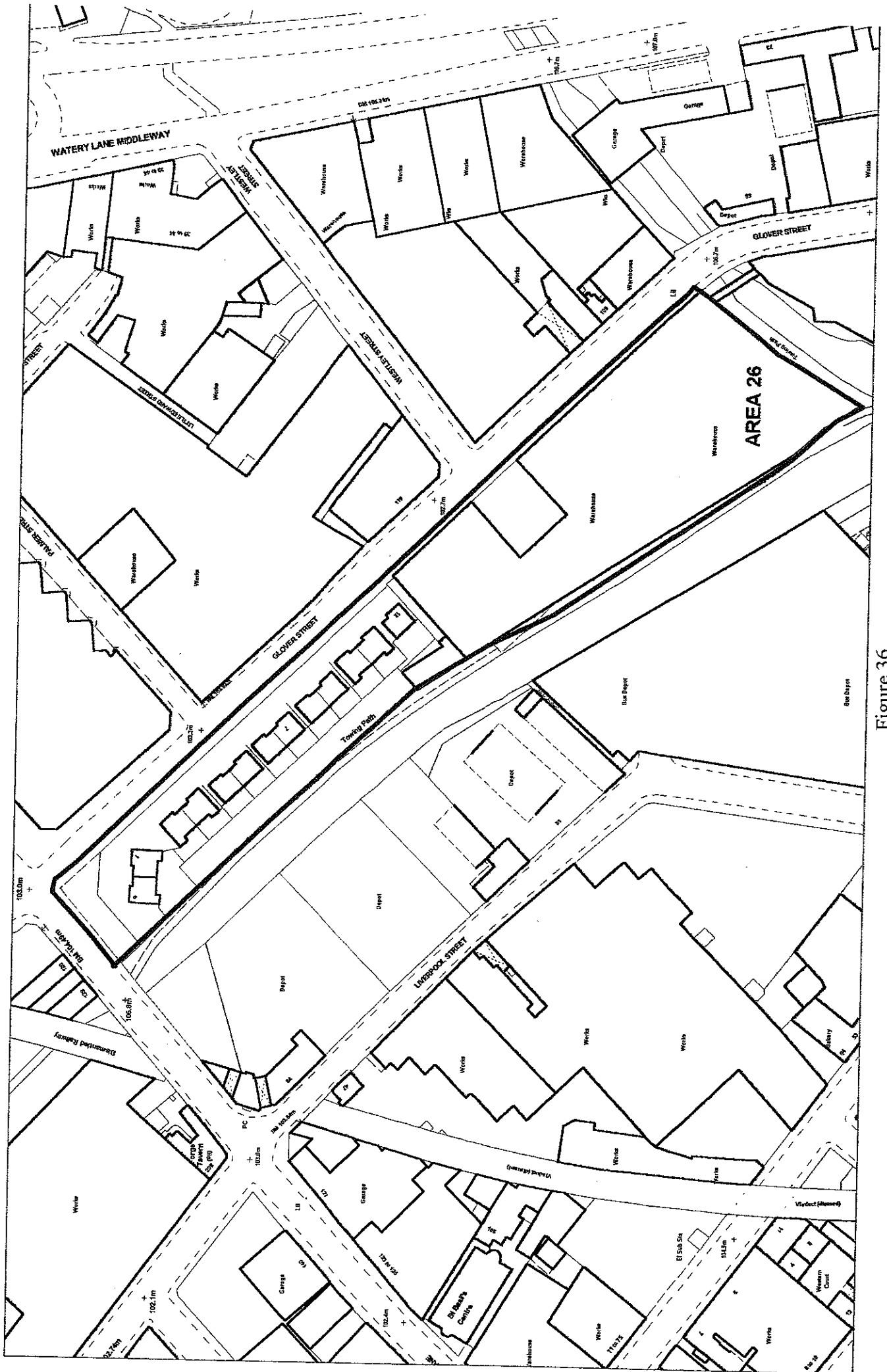


Figure 36

**Area 27:** defined by **Great Barr Street, the Warwick and Birmingham (Grand Union) Canal and Liverpool Street, sharing a southern boundary with Area 29** (Figure 37)

### **Present Character**

The northeastern boundary of Area 27 is represented by the Warwick and Birmingham (Grand Union ) Canal, whilst the southern boundary is defined by a small alley at the side of a Bus Depot in Area 29. An early-19th-century boundary wall which is constructed from alternate courses of red and blue brick and which has, in part, decorative detail along its top, extends along the full length of Liverpool Street. A number of gateways has been inserted into the wall fabric, providing access to a series of storage yards which extends back to the canal. About half way along Liverpool Street, a blocked-in doorway and window are visible within the wall fabric. A cluster of four bay windows, again blocked up, is still visible, closer to the junction with Heath Mill Lane, Great Barr Street and Fazeley Street. A two-storey, early-19th-century, building is located at the street corner and has an entrance onto Liverpool Street. The locally listed urinal (see **Area 21** above) is built against the railway viaduct arch which extends northeast-southwest across the corner of Area 27. An open yard extends along Great Barr Street up to the Warwick and Birmingham Canal.

### **Historical and Archaeological Profile**

Prior to the creation of the canal network, this part of the Study Area comprised undeveloped fields. Kempson, in his survey of 1794, shows that the projected line of Fazeley Street continued into Area 27. This projected line may be the path or lane which appears un-named on Beilby's map of 1828 and which later became formalised as Liverpool Street. Kempson also shows a single building on the present-day Great Barr Street frontage which is a little removed from the junction with Fazeley Street. This early development is characteristic of Area 27 which, by 1828, had two industrial premises, a brass foundry and Deritend Tannery, extending back from the street frontage to adjoin the canal. By 1889 these had been supplanted by a massive tube works which occupied the majority of Area 27. A disused railway viaduct extended across the northwestern corner of the street-block.

By 1905 part of the tube works had become a cycle works. This was short-lived and had disappeared by 1940 - a warehouse replaced the tube works.

### **Sites and Monuments Record**

There are no SMR entries for Area 27.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 27.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 27.

### **Below-Ground Information**

Area 27 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

The site of the 18th-century structure shown on Kempson's Survey of 1794 has remained undeveloped up to the present day. Below-ground deposits are highly likely to survive intact here. Elsewhere within Area 27 deposits are more likely to have been affected by foundations of the early-19th century industrial premises and later-20th century warehouse. The present-day yards could not be accessed, but further inspection may pinpoint specific areas of potential survival of below-ground deposits.

### **Palaeoenvironmental Deposits**

The proximity of this area to an earlier course of the River Rea (see **Areas 6/7** and **21** above) suggests a potential for alluvial deposits which may have built up along the banks of the Rea throughout the medieval and early-post-medieval period. These deposits may also be waterlogged. Datable deposits from the remainder of Area 27 also have the potential for providing valuable and informative data on the relatively-early development of this part of the Study Area. The area of the 18th-century tannery, which may contain the remains of skin pits, is of particular interest.

### **Archaeological Potential**

The relatively early date at which this area was developed and its proximity to the former River Rea (see **Area 6/7** above), Heath Mill (see **Area 21** above) and windmill (see **Area 28** below) suggests that it has a very high potential for enhancing our understanding of the earliest activity within the Study Area. Below-ground deposits are thought to be very well-preserved along the Great Barr Street frontage. The lack of development following the demise of a building mapped by Kempson in 1794 suggests that this area has the potential to present an unbroken stratigraphic sequence from the pre-medieval period up to the present day. The possibility of survival of waterlogged alluvial deposits relating to an earlier course of the River Rea has great significance within the context of an overall palaeoenvironmental study. The potential survival of portable, organic, artefacts which were produced by the early-18th century tannery should also be considered. Although the survival of such artefacts is rare, excavation at the Bull Ring, Birmingham City Centre showed that such artefacts could survive, and could be found in great quantities. Skin pits which would have been dug and used by the tanners may also survive.

The above-ground remains, comprising the 19th-century boundary wall, former tube works and railway viaduct have group value with similar structures across the Study Area. Further investigation of these structures could yield a mass of information relating to the Study's Area historical development.

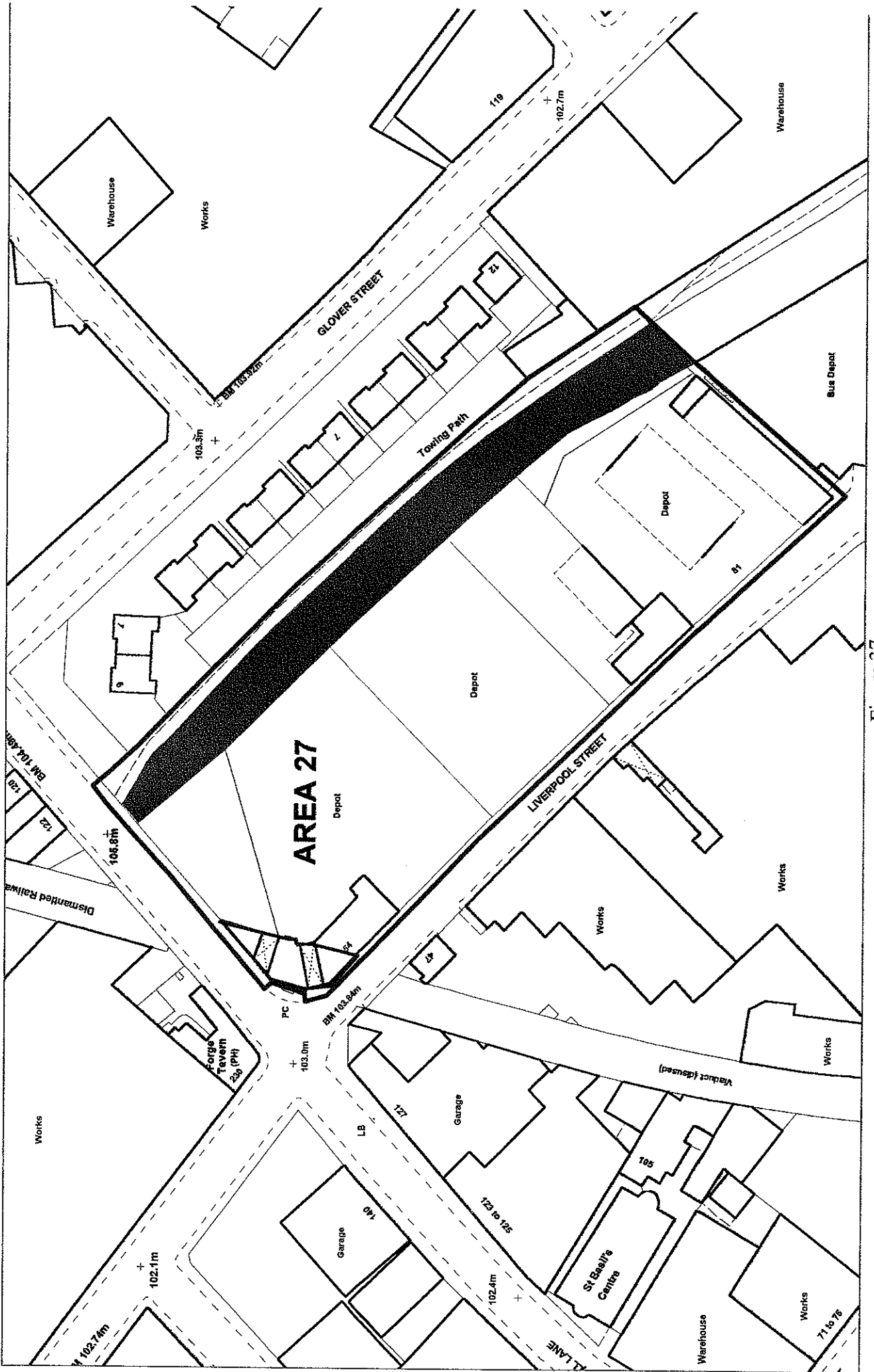


Figure 37

**Area 28:** defined by **Heath Mill Lane, Liverpool Street and Allcock Street**  
(Figure 38)

### **Present Character**

A disused railway viaduct enters Area 28 at its northeastern corner and extends across the street-block on a northeast-southwest alignment. Large open yards, and a small number of modern works occupy the spaces between the viaduct arches. A small 20th-century building also has a large yard to the rear of the property. A 19th-century building, whose windows have been blocked-up, extends along the Liverpool Street frontage. This building forms one of a number which has been incorporated into a modern industrial complex. Scarring of earlier 19th-century buildings is visible within the street frontage elevation. This complex of buildings extends the full width of the street block to Allcock Street. A large carpark for Robson Precision Limited fills the eastern corner of Area 28 and two additional carparks are located within the southern tip, on either side of a 20th-century building.

On Allcock Street, a 20th-century factory owned by Louis Drapkin Limited shares a boundary with a single-storey modern building owned by Regency Engineering. A 19th-century boundary wall extends back from this modern elevation. A number of other buildings which may be early-19th century in date, and which are in a state of disrepair, is visible through an enclosed yard. A modern warehouse is sandwiched between these buildings and a 19th-century works which is set back from the frontage. Scarring of earlier buildings is visible in one of the elevations. A modern garage adjoins the railway viaduct. One of the viaduct arches is bricked-in, whilst the others appear to be used for storage. A carpark leads on to a two-storey, 20th-century, factory and office block owned by Brown & Cook Limited (Upholsterers, Warehousemen and Carpet Factors). This building extends around the corner and on to Heath Mill Lane. A small alley separates it from St. Basil's Centre (see **Statutorily Listed Buildings** below). Two 20th-century warehouses, owned by Central Pallet Company and Smith & Lloyd, extend up to the corner with Liverpool Street.

### **Historical and Archaeological Profile**

A windmill is documented as being worked in conjunction with the water mills at Heath Mill in the 18th-century. A study by Bill Seaby in 1979 suggested that the windmill might be located with the water mills on the corner of Heath Mill Lane and Fazeley Street (**Area 21**) and this is repeated in the Sites and Monuments Record. It has also been suggested that the windmill might be located on the Heath Mill Lane frontage, within the northwestern corner of **Area 31** (McKenna 1985). The windmill is shown on Buck's 1731 East Prospect of Birmingham and on later Prospects dating to 1753 and 1779. The style of build shown is a smock mill which comprises a tower built of wood, usually octagonal in shape and painted white - they are said to resemble countrymen's smocks. Thomas Dixon's View of 1826 depicts the windmill with common sails.

Tomlinson's map of Bordesley, dated 1760, shows a field annotated as 'Windmill Piece' adjacent to the course of the River Rea and opposite Heath Mill. Three structures are depicted, one of which stands slightly to one side, away from the street



frontage. McKenna suggests that Westley's Prospect of 1732 may have been drawn from the windmill site, and gives a national grid reference for a suggested location of the windmill (McKenna 1985). By taking a number of known points from Westley's Prospect, such as St. Philip's Church, St. Martin's Church and Heath Mill itself, and transferring the angle of vision on to a modern Ordnance Survey map, it is possible to suggest an alternative location for the windmill, at the northeastern corner of Area 28. This location is within Tomlinson's Windmill Piece and corresponds to structures depicted by Tomlinson in 1760, Kempson in 1794 and Beilby in 1828. In topographic terms, this location would have proved favourable for catching the prevailing wind through the Rea Valley. The mill appears to have been demolished by 1834 (McKenna 1985), and in 1847 Ackerman depicts a chemical works extending back from the Heath Mill Lane frontage.

The remainder of Area 28 assumed its present form as a result of the construction of Liverpool Street in the early-19th century, and Allcock Street in the mid-19th century (see **Area 27** above). A large square plot of ground further down Liverpool Street was used as a burial ground in the late-1840s and is depicted on Ackerman's 1847 Panoramic View. By 1889 the whole of the northeastern quarter of the area had been built up with industrial premises, including the original chemical works. The southern tip was occupied by court housing, as was the northwestern corner. A metal works fronted on to Allcock Street and a Missionary Chapel extended back from Heath Mill Lane.

The burial ground was partially built over by 1905, a process which was complete by 1927. The present-day St. Basil's Centre (see **Statutorily Listed Buildings** below) had also replaced the earlier missionary chapel by this date. A metal-stamping works occupied the former chemical works on the Liverpool Street frontage in 1940.

### **Sites and Monuments Record**

*PRN 03518 Floodgate Street, St. Basil's Centre*

See **Statutorily Listed Buildings** below.

### **Statutorily Listed Buildings**

*Heath Mill Lane, St. Basil's Centre. Grade II*

This building was constructed by Arthur S. Dixon as the church of St. John and St. Basil in 1910. It is a small-scale Romanesque red brick building with a pantile roof. Internally, the screen and pulpit are still *in situ*. A detailed description of the building is given in the Sites and Monuments Record. The buildings to the rear of St. Basil's Centre are also included within the Listed Building Area.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 28.

### **Below-Ground Information**

Area 28 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

The proximity of Area 28 to an earlier course of the River Rea (see **Area 6/7** above) suggests the potential for alluvial and floodplain deposits along the eastern bank of the Rea which is represented by present-day Heath Mill Lane. The majority of Area 28 was undeveloped until the early-19th century and so, up to this point, below-ground deposits had not been affected. Part of the burial ground was cleared in advance of the construction of the railway viaduct. However, it is not known whether the remainder of the former burial ground on Liverpool Street was cleared in advance of 20th-century construction - documentary research should be able to establish this.

Cellaring from 19th-century housing should be anticipated along the street frontages and foundations of the industrial works will also have affected below-ground deposits. However, both the residential and industrial areas included numerous open yards, and preservation is likely to be better here.

Some ground contamination may have been caused by the chemical works and care should also be taken if burials do remain *in situ*.

### **Palaeoenvironmental Deposits**

The potential of any deposits within Area 28 will be dependent upon the extent and degree of any ground contamination from the 19th-century chemical works. However, assuming that contamination is minimal, any surviving datable deposits will have the potential to provide environmental data on pre-18th-century industrial and early-post-medieval landuse. The possibility of *in situ* burials also offers an interesting opportunity, particularly as the burial ground was used for such a short period in time.

### **Archaeological Potential**

Area 28 may contain evidence relating to the medieval period, the utilisation of the Rea and the possible continuation of activity along Heath Mill Lane, away from the putative medieval market place and up to the medieval corn mill, Heath Mill. Area 28 also has great potential to provide further information relating to the windmill which ran in conjunction with the water mills on the other side of Heath Mill Lane (see **Area 21** above). A number of locations have been suggested for the windmill, one of which coincides with the northeastern corner of Area 28 (see **Historical and Archaeological Profile** above). This corner has been built upon since the mid-19th century, but all of the works included open yards and the subsequent construction of the railway viaduct meant that there are large open spaces within the arches where below-ground deposits could survive intact. Seaby, in his study of Warwickshire windmills (Seaby 1979) emphasised how few windmills, as opposed to water mills, had been identified in mill surveys, and this was reiterated by McKenna in 1985. Windmills are a rare resource in Birmingham and the potential for below-ground survival of one in Area 28 is extremely important within this context.

The above-ground remains of Area 28 also have much to offer. Although the Study Area as a whole is characterised by the survival of 19th-century buildings, it is rare for a group to be clustered within one street-block. The survival of a number of 19th-century buildings within Area 28, some within yards which are set back from the street frontage, has the potential to further elucidate the historical development of this part of the Study Area.



Figure 38

**Area 29:** defined by the **Warwick and Birmingham (Grand Union) Canal, Adderley Street, Liverpool Street, sharing a northern boundary with Area 27** (Figure 39)

### **Present Character**

A small alley forms the northern boundary of Area 29, whilst the eastern boundary is defined by the Warwick and Birmingham Canal. A modern brick wall continues from Area 30 and extends along the Adderley Street frontage. The level of Adderley Street rises over the canal and then levels out towards Liverpool Street. There is a gated access towards the Liverpool Street junction, but it is not possible to see the land usage within the southeastern half of the area. A 20th-century Birmingham Central West Midlands Travel Depot has a brick elevation to Adderley Street, its western elevation is rendered. A building on the corner with Liverpool Street, which has 'Soundz Safe' painted on its elevation, may be 19th-century in date. Partial rendering and plastering appear to mask earlier brickwork and a 19th-century-style window is visible at first floor level. Its pitched roof contrasts with those of the surrounding modern buildings, and scarring on the rear elevation shows that it has been altered. There are yards to the rear of the structure, and some building work is in progress. A modern Bus Depot extends along Liverpool Street and has an access at the bend in the street alignment. The Depot is built with alternate courses of red and blue brick and imitates the style of 19th-century buildings in the surrounding areas.

### **Historical and Archaeological Profile**

This area was not developed until the late-18th century. It includes some of the earliest post-canal industrial development north of Deritend and by 1828, when the line of Adderley Street was still only partially established, the diagonal boundary traversing the site today was already established in the layout of the Bordesley Steel Manufactory. By 1888 this had become two adjacent, equally massive concerns: Bordesley Mills, and Kingston Metal Works. The Kingston Metal Works had become a much smaller enterprise by 1905 and is annotated as part of Bordesley Mills. The 1940 edition of the Ordnance Survey map shows that the northwestern half of the area was occupied by a Birmingham Corporation bus depot and that the southeastern half was occupied by United Wire Works. These property boundaries remained constant up to the present day.

### **Sites and Monuments Record**

There are no SMR entries for Area 29.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 29.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 29.

### **Below-Ground Information**

Area 29 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

The foundations of the industrial works which occupied the area from the late-18th century onwards are likely to have disturbed below-ground remains. The sudden change in use for the northwestern half of the area, from industrial works to bus depot is suggestive of a site being reclaimed after bomb damage. Further documentary investigation would be able to establish the sequence of events. A small number of yards within the industrial complexes may contain surviving below-ground deposits. In addition, upcast from the canal construction may have been redistributed over the area, so sealing any earlier deposits.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits have the potential to provide environmental data on pre-18th century and early-post-medieval landuse. Deposits along the canal side are of particular interest.

### **Archaeological Potential**

Access to this street-block was limited and although only one building, on the corner of Adderley Street and Liverpool Street, was identified as being of interest, earlier buildings may be located in areas not inspected by this study. The canal is of obvious interest to the overall understanding of the Study Area's development. There is some potential for the survival of below-ground remains within open yards. Deposits and features within these yards have the potential to further our understanding of this area's use before the 18th century and to add to knowledge of its historical development as an industrial complex.

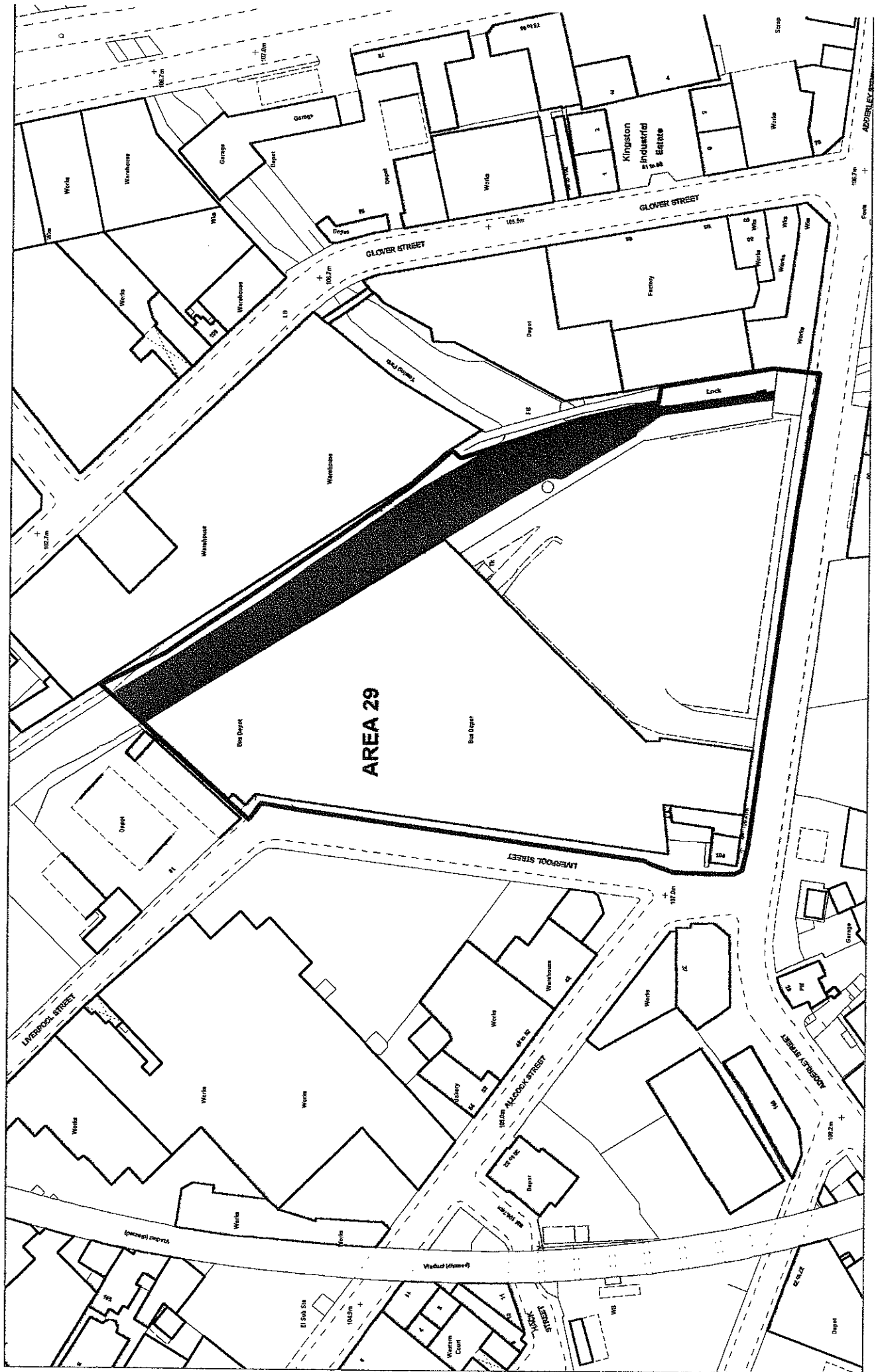


Figure 39

**Area 30:** defined by the **Grand Union Canal, Glover Street and Adderley Street**  
(Figure 40)

### **Present Character**

The former Birmingham and Warwick Canal, now known as the Grand Union Canal, defines the northwestern edge of Area 30. To the east, Glover Street dips slightly after passing over the canal, and then levels out towards Adderley Street. The bridge which carries Glover Street over the canal is constructed from blue engineering brick. A modern depot and works belonging to Metal Spinnings extends along the majority of Glover Street, up to another 20th-century building which is occupied by Birmingham Non-Ferrous Metals and Electramex. An early-20th century, three-storey, building which uses red and blue brick is located on the corner with Adderley Street. The building is also occupied by Metal Spinnings.

The early-20th-century building continues along Adderley Street to the canal. Part of the building is advertised as 'To Let'. Adderley Street rises up over the canal – a modern red brick wall with security barbed wire masks the canal view. The statutorily listed canal navigation bridge is located on the western side of Area 30 (see **Statutorily Listed Buildings** below).

### **Historical and Archaeological Profile**

Area 30 took shape after the creation of Glover Street and New Bond Street in the years between 1849 and 1855. By 1888 it was built up with three large industrial concerns, including a bedstead works at the northern end of the area. A canal basin extended half way along the western boundary of Area 30. Further industrial development had taken place by 1905, and by 1955 the canal basin had been drained, infilled and built on.

### **Sites and Monuments Record**

*PRN 03408 Glover Street, Canal Roving Bridge*

See **Statutorily Listed Buildings** *Glover Street, Navigation Bridge* below.

### **Statutorily Listed Buildings**

*Glover Street, Navigation Bridge. Grade II*

The roving bridge is located over the entrance to the Warwick and Birmingham Canal at Bordesley Junction. It dates to c.1840-44 and is made from cast iron in a wide elliptical arch with stone-dressed, swept-brick abutments. It is a Horseley ironworks product and has a plain saltire 'X'-patterned balustrade.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 30.



### **Below-Ground Information**

Area 30 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

The foundations of 19th-century industrial works will have affected the survival of below-ground deposits. However, deposits and features may be unaffected within former open yards which were located within the industrial complexes. The canal basin will have erased any earlier deposits, but upcast from its construction, along with that of the canal, may have been redistributed over the area, so sealing any earlier deposits. The cut of the basin itself may survive between the foundations of 20th-century construction.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits have the potential to provide environmental data on pre-18th century and early-post-medieval landuse. Deposits along the canal side and within the canal basin itself are of particular interest.

### **Archaeological Potential**

Access to this street-block was limited and it is possible that 19th-century buildings may be located in areas not inspected by this study. Of the upstanding remains, the canal has much to offer to the overall understanding of the Study Area. There is some potential for the survival of below-ground remains, including those of the canal basin, within open yards. Deposits and features within these yards have the potential to further our understanding of this area's use before the 18th century and to add to knowledge of its historical development.

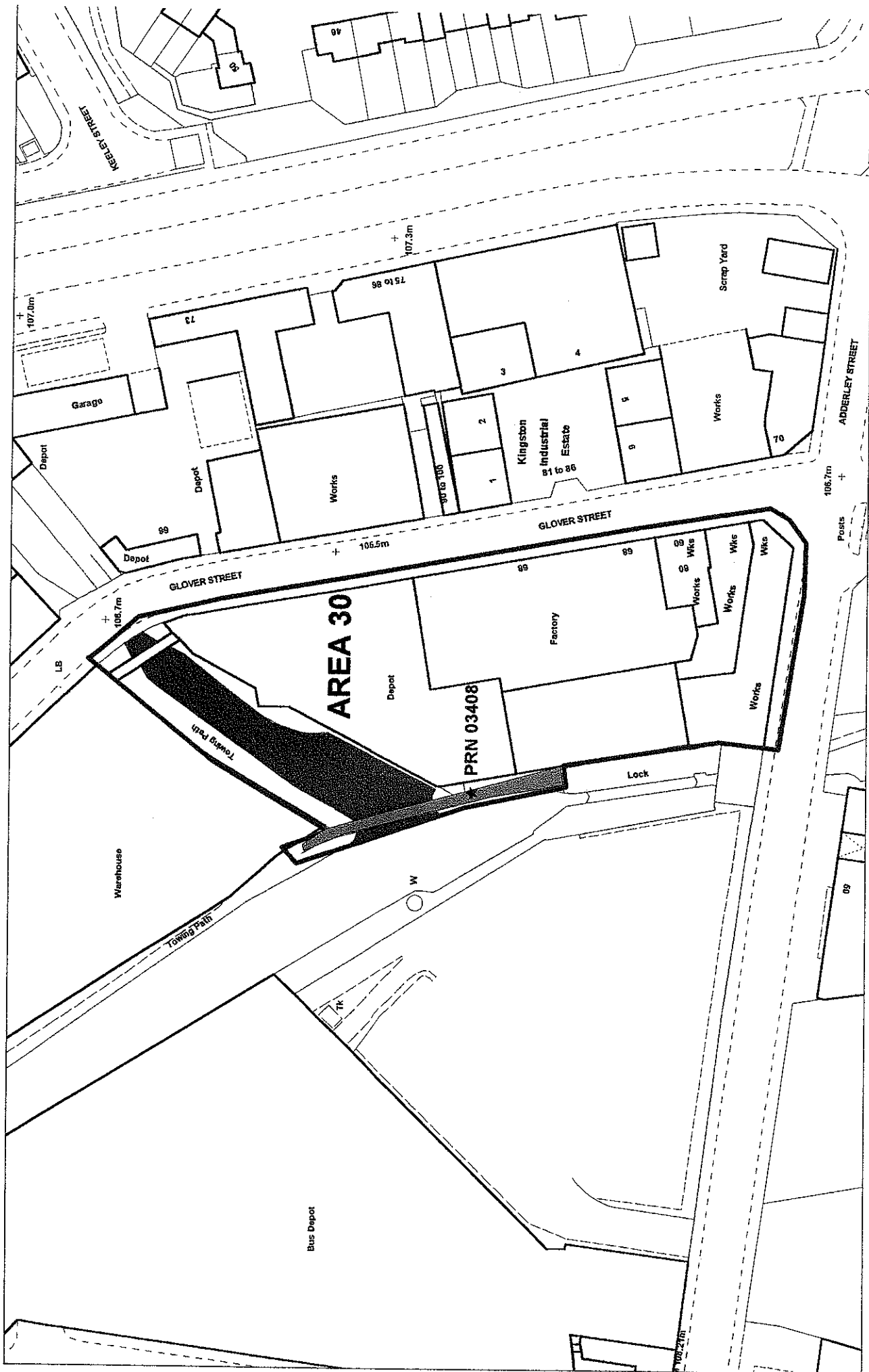


Figure 40

**Area 31: defined by Heath Mill Lane, Allcock Street, Adderley Street and Lower Trinity Street, including Bromley Street and Hack Street (Figure 41)**

**Present Character**

A 20th-century warehouse belonging to CSM Plating Limited is located on the corner of Heath Mill Lane and Allcock Street. A row of modern offices extends up to the disused railway viaduct which runs roughly north-south across the area. Digbeth Welding occupies a plot at the corner of Allcock Street and Hack Street and is built into the viaduct arches. The modern Speedy Hire Centre building and yard is located at the corner of Hack Street and Allcock Street. A second modern building occupied by metal finishers has a large open yard which extends up to the modern Broadfield Engineering building. Two 20th-century structures front on to Adderley Street and are occupied by Stockbroker Steels, BBS Cutlers and Tooling, and Rochford Engineering.

A modern building is set back from the Lower Trinity Street frontage and shares a boundary with an enclosed yard. A 20th-century red brick wall on the western side of the railway viaduct encloses Shardal Castings. The scarring of earlier 19th-century buildings is visible in the western elevation which faces onto a large carpark. This carpark fills the majority of the southwestern corner of Area 31. A boundary wall which leads up to Heath Mill Lane has some surviving 19th-century fabric. A disused 20th-century building sits on the corner of Lower Trinity Street and Heath Mill Lane. An entrance to a metal scrap yard also leads on to the carpark at the centre of this street-block. Textile Services Limited occupies a plot at the corner of Heath Mill Lane and Bromley Street. The remainder of the Heath Mill Lane frontage is occupied by CSM Plating Limited.

The northern side of Bromley Street is lined by a 20th-century, two-storey, building which abuts an attractive 19th-century, two-storey, building with decorative window detail. The building is 'To Let'. A late-19th – early-20th-century building is located at the corner with Hack Street. An arched entrance provides access to a back yard which contains similarly-dated and styled buildings. A modern structure is sandwiched between this building and ones of similar date to the east. One building, which abuts the railway viaduct, may date to the mid-19th century. The first floor and roof are much altered, but the ground floor is original fabric. The tops of two arched cellar windows continue below the street level. A painted plaque at first floor level reads 'Harvey Fisher Metal Merchants'. There are two arched entrances to the railway viaduct elevation, one is a door and one is a window. Digbeth Welding occupies the corner plot with Allcock Street.

The southern side of Bromley Street and eastern side of Hack Street is characterised by the back elevations of buildings which front on to the main streets bounding this street-block.

**Historical and Archaeological Profile**

This area's historical development began with the infilling of the fields behind the earlier Deritend built-up area in the first half of the 19th century. Lower Trinity Street

was established first, between 1810 and 1828, and by 1828 housing on long, strip-type, plots had begun to develop to the west of the later Hack Street. The line of Bromley Street also existed in 1828 as a boundary. The street itself was a creation of the period between 1848 and 1855 and was known as Penn Street; Allcock Street was contemporaneous. The western end of Adderley Street was laid out and partly built up by 1828. Hack Street, previously William Street, seems to have been contemporary with Allcock Street and originally had a junction with Lower Trinity Street, it was diverted after the construction of the railway viaduct diagonally across the street block. By 1888 the area was characterised by mixed housing and industrial premises, and a large school occupied much of the southeastern end of the area behind short properties on the Adderley Street frontage. Some warehousing had been constructed in the northwestern corner of the area by the early-20th century and by the mid-1950s had encroached upon much of the street-block. The school buildings, although still identifiable, had also been modified.

### **Sites and Monuments Record**

#### *PRN 02169 Allcock Street, The Bridge Centre*

This structure, which was built c.1875-80 by Martin and Chamberlain in gothic design, forms part of the Birmingham Board School complex. It was used as the master's house. The building fronts onto Allcock Street and abuts the main school building (see *PRN 02170* below). It is a two-storey structure in red brick with cut brick and stone dressings. A detailed description of the building elevations is held in the Sites and Monuments Record.

#### *PRN 02170 Lower Trinity Street, Community Industry*

This building was built c.1875-80 by Martin and Chamberlain in gothic design and was probably used as the primary school for the Birmingham Board School complex (see also *PRN 02169* above). A detailed description of the building elevations is held in the Sites and Monuments Record.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 31.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 31.

### **Below-Ground Information**

Area 31 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

**Palaeoenvironmental Deposits**

Any surviving datable deposits within Area 31 have the potential to provide environmental data on pre-18th century and early-post-medieval residential and industrial landuse.

**Archaeological Potential**

The potential for survival of below-ground remains lies largely with the open yards. Deposits and features within these yards have the potential to further our understanding of this area's use before the 18th century and to add to knowledge of its historical development and complex street layout.

A number of interesting 19th-century buildings survives within this street-block, and scarring on later elevations suggests that more evidence may survive. Any connection between the school in this block and the various chapels, Sunday Schools and class rooms which are scattered across the Study Area would be of great interest.

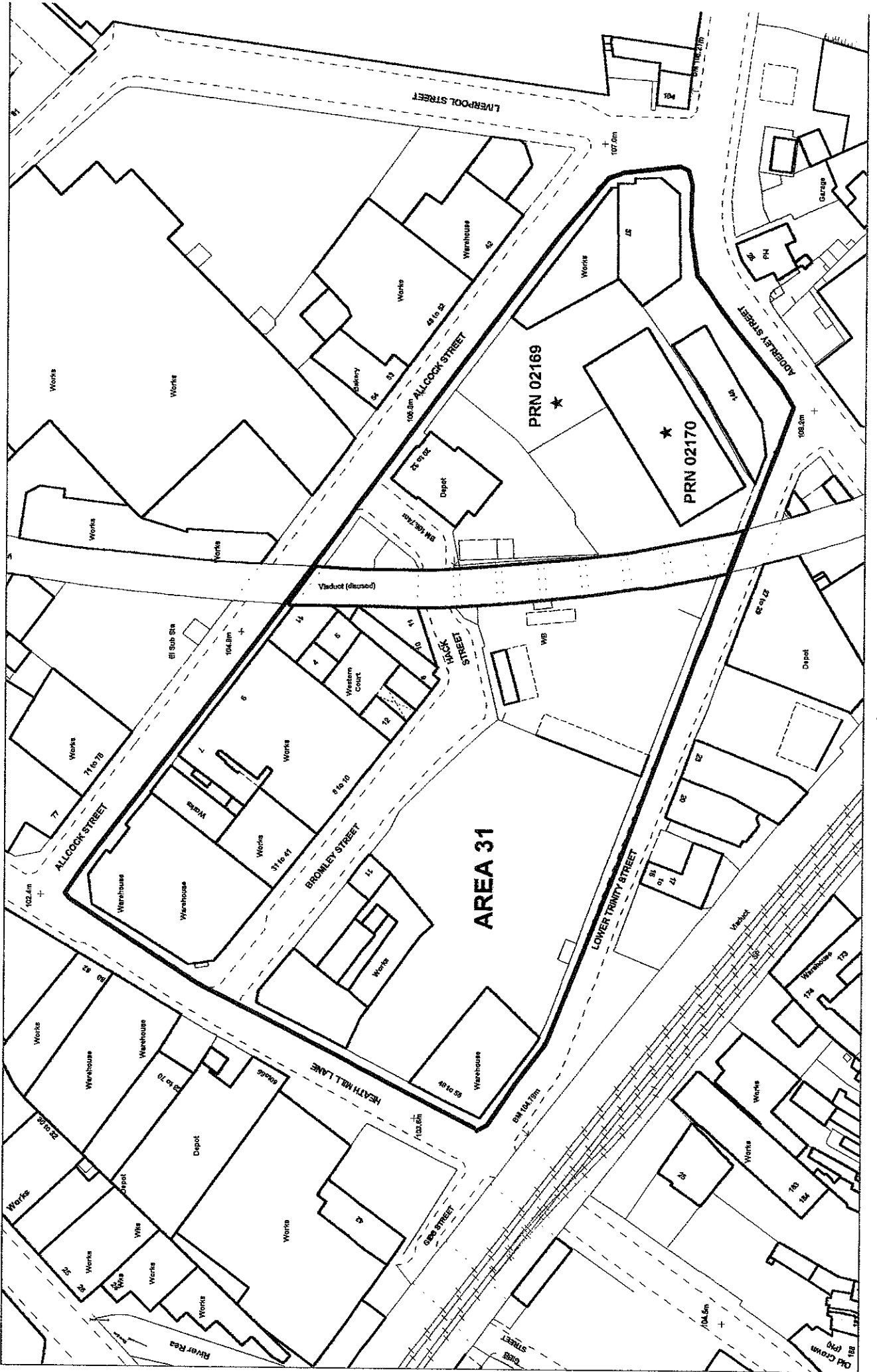


Figure 41

**Area 32:** defined by **Adderley Street, the Warwick and Birmingham (Grand Union) Canal, Coventry Road and Upper Trinity Street** (Figure 42)

### **Present Character**

A modern building, occupied by Porchester Engineering, is located on the corner of Upper Trinity Street and Adderley Street. The locally listed Waggon and Horses (Cannon Ball) Public House (see **Locally Listed Buildings** below) and yard sit on the bend of Adderley Street. A 19th-century boundary wall made of alternate courses of red and blue brick extends along the street frontage, up to a West Midlands Travel Unit repair centre which comprises an open yard. A modern, two-storey, building houses A & S Clutches, Phoenix Joinery and Brassware Designs. The road rises up over the canal at this point. The Warwick and Birmingham (Grand Union) Canal forms the eastern boundary of Area 32. The ground level of this eastern half of Area 32 is at a much lower level than that of the western half.

Bordesley House is a three-storey, Building Association, structure which fronts on to Coventry Road and extends back into Bowyer Street. The remainder of the frontage to the west of Bowyer Street is occupied by a disused showroom and the statutorily listed Clements Arms Public House (see **Statutorily Listed Buildings** below).

The level of Upper Trinity Street drops steeply from Coventry Road down to Adderley Street. A modern works, religious meeting place and discount warehouse, which have open yards to the rear, line the frontage. A boundary wall which defines a carpark has elements of 19th-century fabric. Two 20th-century buildings, Artistic Trims and Aston House, are built at a higher level than the street and appear to have been terraced-up. A locally listed electrical sub-station (see **Locally Listed Buildings** below) is set back from the street frontage. A gated access separates the sub-station from the 20th-century Porchester Engineering building on Adderley Street.

At the southern end of Area 32, Bowyer Street provides access to the centre of the street-block. Its western side is lined with a 20th-century Trewell and Wrigley Works. An older, 19th-century building, has a later roof - rendering on one of the elevations may mask 19th-century architectural features. The northern end of Bowyer Street gives way on the western side to a British Waterways yard, where early-19th century brick walls are visible. This yard contains the locally listed pumping station (see **Locally Listed Buildings** below) which is sited on a built-up piece of land. A British Gas yard, directly north of Bowyer Street, contains further 19th-century features belonging to a former Gas Works.

A small alley on the eastern side of Bowyer Street slopes steeply down towards the canal. A 19th-century brick wall is stepped to reflect this slope. A building on the southern side of the alley has a 19th-century northern elevation, but a 20th-century western elevation on to Bowyer Street itself. Similarly-styled and dated buildings extend along the remainder of the eastern side of Bowyer Street.

### **Historical and Archaeological Profile**

This land between the early-19th-century Upper Trinity Street and the Warwick and Birmingham Canal, remained largely undeveloped up to 1849. A scatter of industrial concerns was located along the canal. These included the Pagoda Iron Foundry to the north, Camp Hill waterworks in the middle, and a screw manufactory at the southern end. A water-pumping station was located at the centre of the street-block.

The existing pump house was built c.1930 as a single-storey, red and blue brick, structure with a slate roof and two large ventilators. It contains an electric pump. This structure replaced an earlier station which had been built in 1796 to house a steam-operated pumping engine which drew water from a shaft and sump of the lowest of the Warwick and Birmingham Canal Navigation Company's series of locks, built by Boulton and Watt, and raised it to the higher level. The First Edition Ordnance Survey map, dated 1888, maps the layout of the Pump House and its associated weir, shaft and outbuildings, one of which was constructed c.1850.

A photograph of the original pump house is included in Faulkner's 1985 publication *The Warwick Canals*. This shows a heavy masonry build, and Morton describes how the structure had been built around the engine and formed an integral part of the engine itself, one wall being over four feet thick. The engine worked continuously from 1796 to 1884 but, following the installation of a new engine in 1884, did not subsequently function. Following the 1884 failure of the new engine, the pump house had become redundant, and was in a state of advanced decay when Morton visited in the late 1920s. Morton describes how he photographed the pump house from every angle and drew-up a series of sketches showing the assembly of the engine itself. Morton also describes how it was later dismantled, along with the fabric of the pump house, and transported to the Henry Ford Museum in the USA where it was reassembled and consolidated (Morton 1935, *Catalogue of Henry Ford Museum*, Dudley Library; James Watt Centenary Commemoration Souvenir Guide, Birmingham Mail newspaper cutting).

The steam-powered engine represented Watt's first improvement of his original engine which was created in 1765. The more efficient Bowyer Street engine was built in 1795, generated 45 horsepower and lifted 134,000 gallons of water from a depth of 42 feet in one hour. The cylinder of the engine was made in Coalbrookdale, where the first coal-coke iron was successfully cast c.1740, and bears an inscription to this effect 'Coalbrookdale 1796'.

A large gasworks, was established by the Birmingham and Staffordshire Gas Light Company in 1844 at the northern end of the area. The coal needed to fuel the Gas Works was transported along the Warwick and Birmingham Canal. In 1875 the Birmingham and Staffordshire Gas Light Company was taken over by the Birmingham Corporation and the First Edition Ordnance Survey map of 1890 shows four gas holders on the western side of Bowyer Street and an additional one on the eastern side of the street. This street originally continued north to Adderley Street. At this time, Upper Trinity Street frontage was lined with back-to-back and court housing, intermixed with a malthouse and iron works. Housing at the southern end of the area was arranged around 'Bowyer Street Square'.



The proximity of the steam-powered pumping station and Gas Works could not have made living conditions in the court-housing which fronted onto Upper Trinity Street very pleasant. Despite the steady encroachment of industry upon this street-block from the 18th century onwards, the mixture of residential and industrial structures in the western half of Area 32 was to last right up to the 1950s.

### **Sites and Monuments Record**

*PRN 20281 Coventry Road, Clements Arms Public House*

See **Statutorily Listed Buildings** *Coventry Road/Upper Trinity Street, No. 30, Clements Arms Public House* below.

*PRN 20434 Adderley Street, Gas Works*

The Gas Works date to the 19th century. See also **Historical and Archaeological Profile** above.

### **Statutorily Listed Buildings**

*Coventry Road/Upper Trinity Street, No. 30, Clements Arms Public House. Grade II*  
Built c.1830, the structure is a three-storied, rendered, building with a slate roof. It has a leaded light pub frontage. The building was remodelled c.1865 and c.1900 but retains its Victorian interior, included a set of push-button service bells in the smoke room. This structure has historic group value within the context of Birmingham's historic public houses. A detailed description of the building is held in the Sites and Monuments Record.

### **Locally Listed Buildings**

*Adderley Street, Number 28, Waggon and Horses (Cannon Ball) Public House. Grade C*

Built in 1835 for John Muddyman, a corn and coal dealer, this three-storey building is located close to the junction of Adderley Street with Liverpool Street and Allcock Street. Although the Rate Books initially list the building for residential use, the Birmingham Directory for 1841 lists the property as a public house called the Waggon and Horses, still under the ownership of John Muddyman. The exterior elevations are of painted brickwork and the roof is slate. Inside the building, the ground floor fascia, pilasters, stall riser and leaded light windows date to c.1890.

*Bowyer Street, B.W. Pumping Station Site. Grade C*

See **Historical and Archaeological Profile** above.

*Upper Trinity Street, Midlands Electricity Board Substation. Grade C*

Built c.1908, this three-storey red and blue-brick structure has a flat roof. The front boundary wall has stone copings, ball finials to gate piers and wrought iron gates. It is one of six substations which is fed from the Summer Lane generating station. The other five substations are located at Dale End, Parker Street, off Monument Road in Edgbaston, Camden Street, Scholefield Street in Saltley and Court Road in Balsall Heath.

### **Below-Ground Information**

Area 32 was included in Area C of the Birmingham Design Services Geotechnical Report (1998).

Cellaring from the houses which lined Upper Trinity Street may be anticipated, along with disturbance from 19th-century foundations.

A number of plans of the Bowyer Street Pumping Station shows a series of service cables and culverts which will have affected below-ground deposits. Some landscaping is also evident, in that parts of the site, including the location of the Pump House, appear to have been built-up. This may, potentially, have sealed and preserved any earlier archaeological deposits. The plans will also give valuable information as to the location of former buildings and gas holders which may have survived within this complex.

To the east of Bowyer Street, upcast from the canal cutting may have been redistributed over the area, so sealing and protecting earlier deposits.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits within Area 32 have the potential to provide environmental data on pre-18th century and early-post-medieval residential and industrial landuse. Deposits along the canal are of particular interest.

### **Archaeological Potential**

When Henry Ford visited the Bowyer Street pump house he was amazed that so few of these structures and their engines had survived, and expressed surprise at the indifference of Birmingham to the last example of Watt's contribution to the city's industrial fortunes and the apparent disinterest in preserving the engine itself (Morton 1935). Although, following Ford's casual "See if you can get it" phrase, the engine is now in America, the Bowyer Street Pumping Station is still of great industrial archaeological interest. An enigmatic and eclectic range of documentation exists relating to this site and to the steam-powered engine itself, including the photographs of the pump house taken by Morton in the late-1920s.

The potential survival of remains belonging to the mid-19th-century Gas Works in **Area 32** is of great significance. Any remains have group value with the early-19th-century Gas Works in **Area 21** and the gas holders in **Areas 3** and **15**.

Further below-ground investigation and documentary research would place the pumping station, Gas Works and court-housing in context with the surrounding canal-dominated landscape and would help to further an understanding of Area 32's individual role and importance and of the Study Area as a whole to Birmingham's 18th-century and 19th-century industrial development.

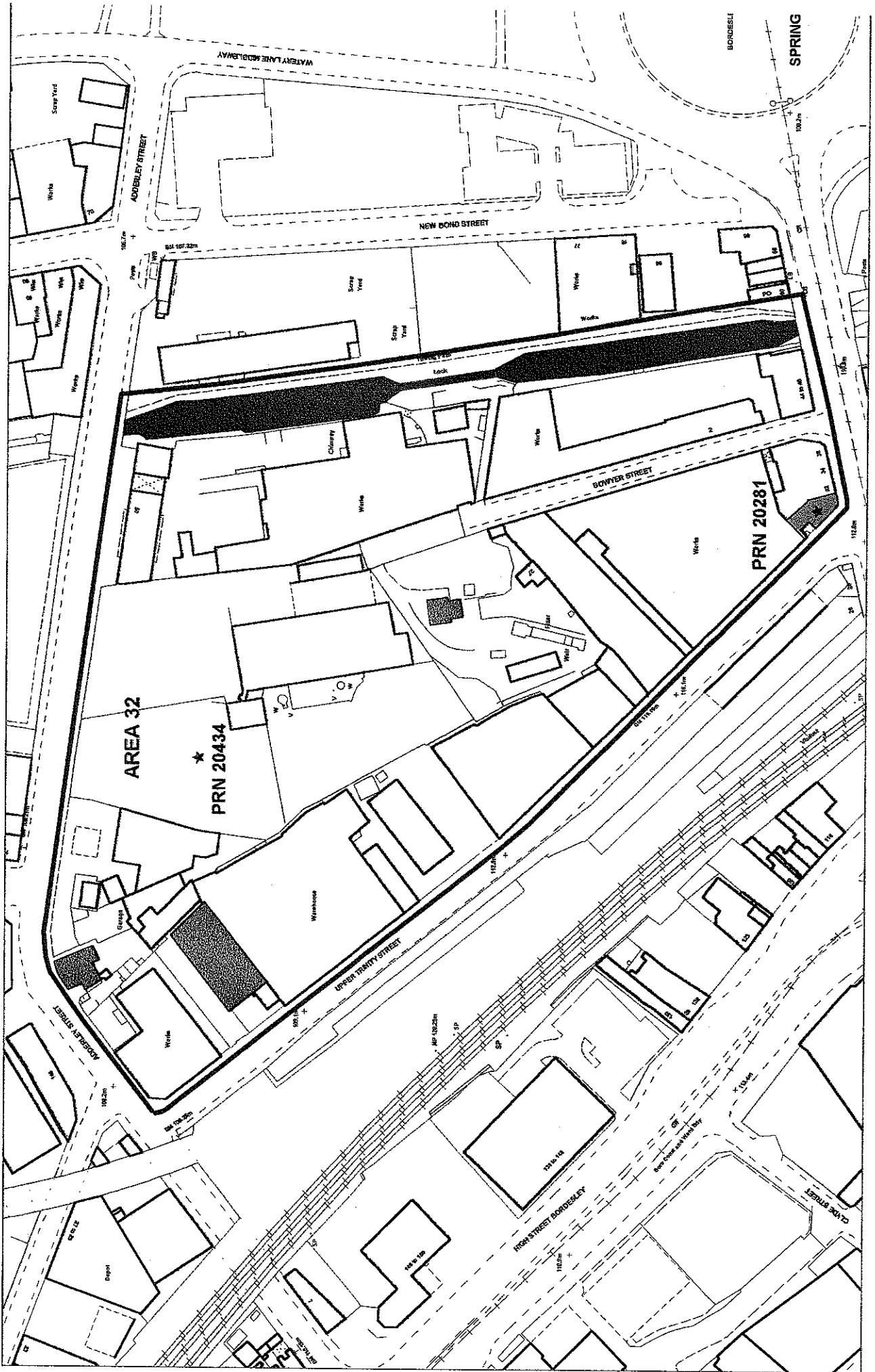


Figure 42

**Area 33:** defined by **Adderley Street, New Bond Street, Coventry Road and the Warwick and Birmingham (Grand Union) Canal** (Figure 43)

### **Present Character**

The western boundary of Area 33 is defined by the former Warwick and Birmingham (Grand Union) Canal. The remains of a potentially late-18th-century structure are located in the northwestern corner of the area. A single-storey wall constructed from clamped bricks and part of a slate roof appear to be cut on one side by the canal boundary wall and are partially bonded into the fabric of a 19th-century building on the other side. The alignment of the clamped brick wall contrasts with that of the canal wall and 19th-century structure elevation.

The 19th-century building represents a Cash for Scrap business which has a yard and similarly-dated buildings off New Bond Street. A large yard with cranes and lifting plant is occupied by City Cabins and is bounded by a low 19th-century wall. A 20th-century works is located towards the southern end of Area 33 and shares a boundary with a 19th-century, three-storey, building which has a goods entrance at the centre of its elevation. The adjacent building has a 19th-century front elevation, but a 20th-century southern elevation – it has the appearance of once being part of a similarly-dated and styled row of 19th-century houses and is owned by Hexa Sports. A modern structure, used by Chair Repair and Upholstery Specialists, and carpark have been inserted into a plot immediately to the rear of a series of small properties which extends back from Coventry Road.

### **Historical and Archaeological Profile**

This area took shape following the creation of New Bond Street, which was the continuation of Glover Street, in 1849-55. The First Edition Ordnance Survey map of 1890 shows that the southern end of Area 33 was developed by back-to-back housing and an iron works. The Dolphin Inn was located on the corner of New Bond Street and Coventry Road. To the north, large industrial buildings which fronted on to New Bond Street, flanked a small canal basin, but these had disappeared by 1918. Some new building had occurred along the canal by the mid-1950s, but otherwise the area remained unchanged.

### **Sites and Monuments Record**

There are no SMR entries for Area 33.

### **Statutorily Listed Buildings**

There are no statutorily listed buildings within Area 33.

### **Locally Listed Buildings**

There are no locally listed buildings within Area 33.

### **Below-Ground Information**

Area 33 was included in Area D of the Birmingham Design Services Geotechnical Report (1998).

Cellaring from the residential housing and public house which fronted on to New Bond Street may be anticipated. The cutting of the canal and canal basin will have erased any earlier deposits, but their upcast may have been redistributed over the surrounding area, so sealing and protecting earlier deposits and features there. Below-ground deposits, including those of the former canal basin, may also survive intact in areas of former open yards and in the area along the canal which has not been subject to intense development.

### **Palaeoenvironmental Deposits**

Any surviving datable deposits within Area 33 have the potential to provide environmental data on pre-18th century and early-post-medieval residential and industrial landuse. Deposits along the canal are of particular interest.

### **Archaeological Potential**

The survival of a potentially 18th-century structure at the northern end of Area 33 is of great importance as it would be one of only a handful within the Study Area as a whole. The remainder of Area 33 has potential in terms of its below-ground remains and standing structures which, together with the canal, could help to further an understanding of the Study Area's evolution from being a largely uncultivated landscape to an intensely-developed industrial one.

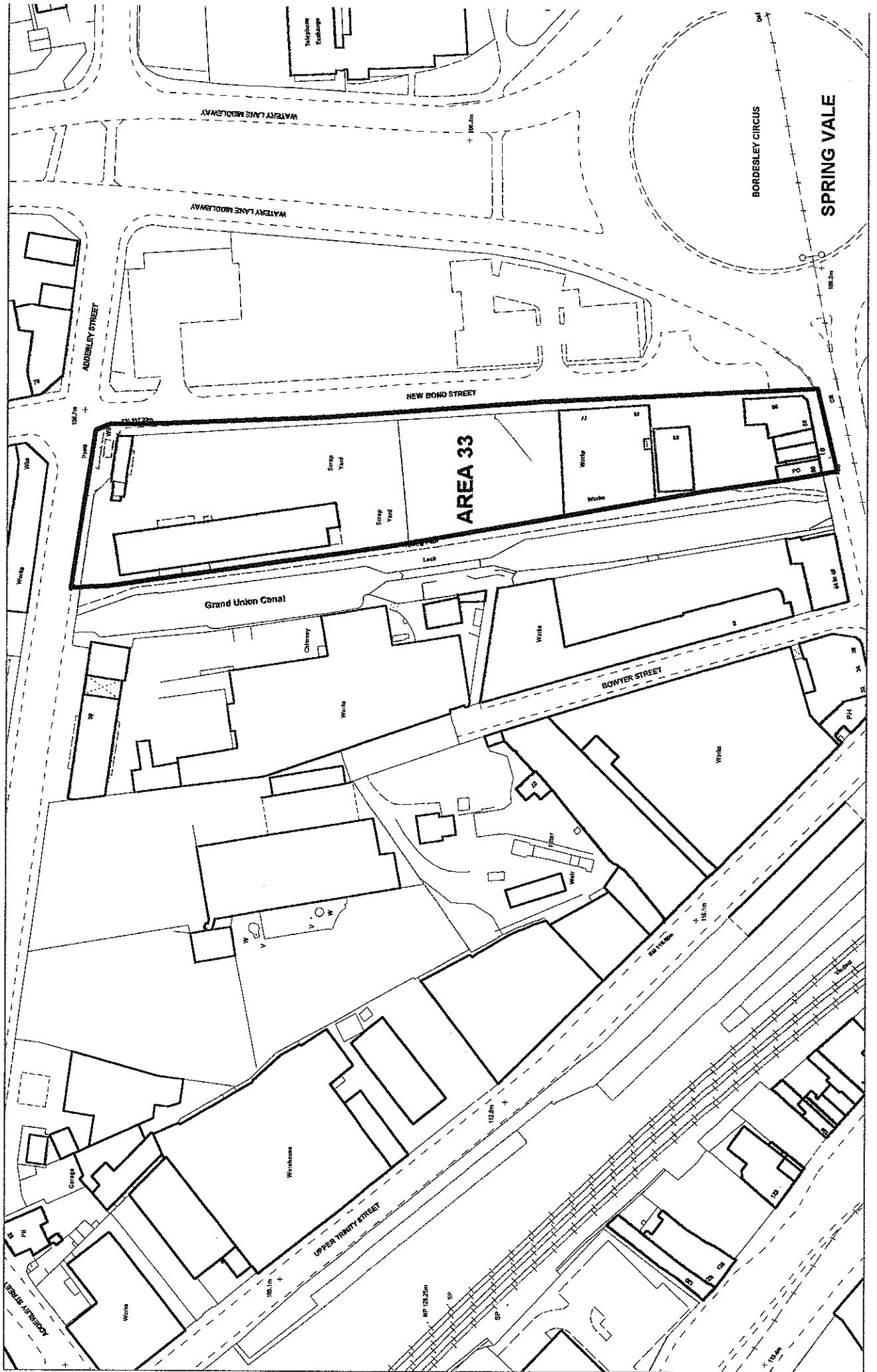


Figure 43

## Conclusions

This assessment has demonstrated that the Study Area contains numerous zones of potential below-ground archaeological survival and includes a large number of standing buildings belonging to Birmingham's 19th-century industrial past. These below-ground and above-ground remains have the potential to further our understanding of Birmingham's evolution from a medieval market town to an industrial producer and commercial city. Specific conclusions are presented below.

### **Sites and Monuments Record**

There are 23 entries for the Study Area, ranging from the medieval shoe in Area 15 to the early-20th-century St. Basil's Centre in Area 28. This small number is more a reflection of the lack of previous archaeological investigation of the Study Area than an absence of the archaeological resource itself. The SMR entries correspond well with the statutorily listed buildings, but not so well with the locally listed buildings, some of which - for example those in Area 17 - are not included in the SMR. This assessment has shown that within each of the thirty-three street-blocks, there are at least one or two areas of below-ground survival, above-ground structures, or areas of palaeoenvironmental interest which merit inclusion in the Sites and Monuments Record.

### **Statutorily Listed Buildings**

The ten statutorily listed buildings reflect the importance of the canals within the Study Area and are largely concentrated within the Warwick Bar Conservation Area. The only non-canal-related structures are the urinal in Area 10 and the Clements Arms Public House in Area 33. At present, the statutory list does not reflect the importance of industry nor of its former residential and social aspects. These are variously represented across the Study Area by warehouses and works - the absence of any surviving residential housing is regrettable, but there are numerous well-preserved 19th-century public houses which could redress the balance. The exclusion of structures such as the 18th-century Spotted Dog Public House in Area 10 and the 19th-century urinal in Area 12 should be addressed.

### **Locally Listed Buildings**

There is a total of 27 locally listed buildings within the Study Area. These are largely concentrated within the northwestern half of the area and, with the exception of the three structures in Area 32, there is a large swathe of land which contains no currently-listed structures. The following areas contain buildings of particular merit which are considered to be of equal value to those which are already included in the local list: Area 6/7 (eastern half of 19th-century Jukes Ltd), Area 10 (Spotted Dog Public House), Area 14 (former Thornton Weighing Machinery factory), Area 16 (19th-century structure on the corner of Fazeley Street and River Street), Area 25 (19th-century building on the corner of Glover Street and Palmer Street), Area 27

(19th-century wall and structures along Liverpool Street), Area 30 (early-20th-century structure on Adderley Street), Area 31 (late-19th-early-20th century structures and mid-19th structure abutting the viaduct), Area 32 (19th-century boundary wall) and Area 33 (potential 18th-century structure on Adderley Street). Parts of the two railway viaducts and the cobbled part of Allison Street are also of merit, as are 19th-century buildings at the centre of Area 28.

### **Below-Ground Information**

All of the thirty-three areas were considered to have potential for the survival of below-ground archaeological deposits and features. However, the assessment highlighted the following areas as having high potential: Areas 1, 3, 4, 6/7, 10, 12, 21, 23, 26-28, 32 and 33.

### **Palaeoenvironmental Deposits**

The potential for survival of palaeoenvironmental deposits was shown to be centred on Areas 1, 3, 5, 6/7, 14, 17, 20, 21, 27 and 28 which variously include floodplain and alluvial deposits of the River Rea, former courses of the Rea, or former mill leats relating to the medieval and early-post-medieval Heath Mill or medieval springs and wells. All of these areas have shown potential for waterlogged deposits (Figure 11). Areas 4 and 16 are also considered to have palaeoenvironmental potential, but this is dependent upon the degree and extent of any ground contamination from industrial works.

### **Archaeological Potential**

There are particular zones within the Study Area which have significant archaeological potential for providing information relating to Birmingham's pre-medieval origins through to its 18th-century industrial prominence. These are highlighted in the above sections. It should be emphasised that there is not one area within the Study Area which is considered to have no archaeological potential. Every single street-block merits some form of further archaeological investigation prior to future individual development proposals.



## References

- Addyman, P.V. 1982 The Archaeologist's Desiderata, in Hall, A. R. & Kenward, H. K. (eds.) *Environmental Archaeology in the Urban Context*. Research Report 43. London: Council for British Archaeology. Pp1-6.
- AEA. 1985 *Environmental Archaeology and Archaeological Evaluations. Recommendations Concerning the Environmental Component of Archaeological Evaluations in England*. Working Papers of the Association for Environmental Archaeology 2 (8). York: Association for Environmental Archaeology.
- Astill, G. 1998 Medieval and Later: Composing an Agenda, in Bayley, J. (ed.) *Science in Archaeology*. London: English Heritage. Pp169-179.
- Baker, N. 1995 A town-plan analysis of the Digbeth ERA and Cheapside IA, in Litherland, S. *An Archaeological Assessment of the Digbeth Economic Regeneration Area and Cheapside Industrial Area, Birmingham*. BUFAU Report 337.
- BCC Conservation Group undated *Some Birmingham Glasshouses*.
- BCC Conservation Group undated *Water, Workshops & Warehouses*.
- BCC Planning and Architecture undated *Brass, Glass & Gas*.
- Bell, M. & Walker, M.J.C. 1992 Late Quaternary Environmental Change: Physical and Human Perspectives. London: Longman.
- Bickley, W.B. and Hill, J. 1890 *Survey of Birmingham 1553*.
- Biek, L. 1982 Interaction between Technology and Environment (Extended Summary), in Hall, A. R. & Kenward, H. K. (eds.) *Environmental Archaeology in the Urban Context*. Research Report 43. London: Council for British Archaeology. Pp126-130.
- Birmingham City Council 1996 *Digbeth Millennium Quarter: Planning and Urban Design for the Future*. Department of Planning and Architecture.
- Birmingham Design Services IRL Site Investigations Birmingham City Council 1998 *Site Assessment for North Digbeth Regeneration Area*. Report Reference SI/98/053145.
- Buckland, P.C. 1976 *Environmental Evidence from the Church Street Sewer System*. The Archaeology of York 14 (1). London: Council for British Archaeology. Pp1-44.
- BUFAU. 1998 *On-site Guide to Environmental Sampling and Processing*. Birmingham University Field Archaeology Unit.

- Bunce, J.T. 1885 *A History of the Corporation of Birmingham*. Volume 2.
- City Commissioners 1845 *Report from the Commissioners: State of Large Towns and Populous Districts*.
- Crossley, D. 1998 The Archaeologist and Evidence from Field Sampling for Medieval and Post-medieval Technological Innovation, in Bayley, J. (ed.) *Science in Archaeology*. London: English Heritage. Pp219-225.
- Chadwick, E. 1842 *Report on the Sanitary Condition of the Labouring Population of Great Britain*.
- Demidowicz, G. 1997 Birmingham Watermill Survey, in *West Midlands Archaeology* Volume 40.
- Demidowicz, G. 1991 *The Watermills of Birmingham*. Draft copy.
- Faulkner, A. 1975 *A Short History of Fellows, Morton and Clayton Limited*.
- Faulkner, A. 1985 *The Warwick Canals*. Railway and Canal History Society.
- Foster, A. 1994 58, *Oxford Street: an Arts and Crafts Factory and its Builders*. Locally listed buildings file, Department of Planning and Architecture. Birmingham City Council.
- Gelling, M. 1984 *Placenames in the Landscape*.
- Gifford and Partners 1997 *Report on Archaeological Recording and Evaluation at Millennium Point, Curzon Street, Birmingham*. Report B0378A.3R.
- Gifford and Partners 1998 *Report on Archaeological Watching Brief at Millennium Point, Curzon Street, Birmingham*. Report B1718A.2R.
- Green, M. undated *Floodgate Street/River Street, Deritend: The Former Birmingham Medical Mission, now the Personnel Department of the W.J. Wild Group*. Locally listed buildings file, Department of Planning and Architecture. Birmingham City Council.
- Greig, J. 1980 *The Plant Remains*, in Watts, L. 1980 Birmingham Moat: its History, Topography and Destruction.
- Harris, A. 1996 *Canalside Warehouse with Dock and Stop Lock at Warwick Bar, Grand Union Canal (Formerly Warwick and Birmingham Canal)*. Building History Project in Statutory Buildings File, Department of Planning and Architecture, Birmingham City Council.
- Hereford and Worcester Archaeological Service 1995a *Evaluation at 131-148 High Street, Bordesley, Birmingham*. Report 358.

- Hereford and Worcester Archaeological Service 1995b *Excavation at 131-148 High Street, Bordesley, Birmingham*. Report 397.
- Hodder, M. 1998 *Brief for an Archaeological Desk-Based Assessment of part of the Digbeth Millennium Quarter*. Birmingham City Council.
- Holt, R. 1985 *The Early History of the Town of Birmingham 1166-1600*.
- Holt, R. 1995 The Historical Background, in *An Archaeological Assessment of the Digbeth Economic Regeneration Area and Cheapside Industrial Area, Birmingham*. BUFAU Report 337.
- Industrial Great Britain 1891 Birmingham Edition.
- Johnson, M.H. 1998 On Science, Buildings Archaeology and New Agendas, in Bayley, J. (ed.) *Science in Archaeology*. London: English Heritage. Pp211-218.
- Jones, A. 1998 *Written Scheme of Investigation for an Archaeological Desk-Based Assessment of Digbeth's Industrial Heritage, part of the Digbeth Millennium Quarter*. BUFAU.
- Jones, A.K.G. 1982a Human Parasite Remains: Prospects for a Quantitative Approach, in Hall, A. R. & Kenward, H. K. (eds.) *Environmental Archaeology in the Urban Context*. Research Report 43. London: Council for British Archaeology. Pp66-70.
- Jones, A.K.G. 1982b Bulk Sieving and the Recovery of Fish Remains from Urban Archaeological Sites, in Hall, A. R. & Kenward, H. K. (eds.) *Environmental Archaeology in the Urban Context*. Research Report 43. London: Council for British Archaeology. Pp79-85.
- Kenward, H.K. & Williams, D. 1979 *Biological Evidence from the Roman Warehouses in Coney Street*. The Archaeology of York 14 (1). London: Council for British Archaeology. Pp45-100.
- Langford, J.A. 1868 *A Century of Birmingham Life 1741-1841* (2 Volumes).
- Litherland, S., Baker, N. and Holt, R. 1995 *An Archaeological Assessment of the Digbeth Economic Regeneration Area and Cheapside Industrial Area, Birmingham*. BUFAU Report 337.
- Little, B. 1971 *Birmingham Buildings*.
- Lowe, J.J. & Walker, M.J.C. 1997 *Reconstructing Quaternary Environments*. London: Longman.

- McKenna, J. 1985 Birmingham Windmills in *Transactions of the Birmingham and Warwickshire Archaeological Society*. Volume 93.
- Molyneux, N. Undated *Warwick Bar Canal and Fazeley Street in Fazeley Street, Fellows, Morton and Clayton Warehouse*. Locally Listed Buildings file. Birmingham City Council.
- Morris-Jones, J. 1978 *The Manors of Aston Parish*.
- Morton, H.F. 1935 *Strange Commissions for Henry Ford*.
- O'Connor, T.P. 1991 *Bones from 46-54 Fishergate*. The Archaeology of York 15 (4). London: Council for British Archaeology. Pp209-298.
- Poor Law Commissioners 1842 *Local Reports on the Sanitary Conditions of the Labouring Population of England*.
- Rackham, D.J. 1982 The Smaller Mammals in the Urban Environment: Their Recovery and Interpretation from Archaeological Deposits, in Hall, A. R. & Kenward, H. K. (eds.) *Environmental Archaeology in the Urban Context*. Research Report 43. London: Council for British Archaeology. Pp86-94.
- Seaby, B. 1979 *Warwickshire Windmills*.
- Toulmin Smith, L. (ed.) 1964 *Leland's Itinerary*.
- Upton, C. 1993 *A History of Birmingham*.
- Watts, L. 1980 Birmingham Moat: its History, Topography and Destruction, in *Transactions of the Birmingham and Warwickshire Archaeological Society*. Vol. 89, 1-77.
- VCH (Victoria County History of Warwickshire) 1964 *The City of Birmingham*. Volume vii.

### **Acknowledgements**

This project was sponsored by the Economic Development Department and the Department of Planning & Architecture, Birmingham City Council. Grateful thanks are due to the following for their assistance and advice throughout the project: Patricia Fitzpatrick, Economic Development Department; Dr Mike Hodder, Department of Planning & Architecture; Toni Demidowicz, Department of Conservation - all of whom are at Birmingham City Council. Many thanks also to Nigel Baker for completing his specialist contribution within the limited time-scale and to George Demidowicz who kindly allowed access to his unpublished research on Heath Mill. At the University of Birmingham thanks are due to Andy Hammon for his specialist contribution, Lizzie Hooper for preparing the frontispiece, Glynn Barratt and Sally Exon for computing expertise and advice and to Iain Ferris for his unstinting editorial

skills. Many thanks also to: Wild Engineering for allowing access to their archives; Paul Davies for the results of his enthusiastic research; Steve Litherland for advice throughout the project and all those people who have contributed the results of their local research to the files held at the Department of Planning and Architecture. Project research was undertaken by Catharine Mould, who also wrote this report and prepared the figures (Figures were produced using Mapinfo).

## *Appendix 1*

### **Catalogue of Historic Maps**

(arranged alphabetically)

- Ackerman's Panoramic View of Birmingham, 1847.
- Beilby map of 1828.
- Bradford map of 1750/1.
- Earl of Dartmouth map of 1824/5.
- Gooch Estate Maps of 1770-1840.
- Hanson map of 1778.
- Heath Mill map of 1806 (BRL Archives 72836).
- Heath Mill map of 1820 (BRL Archives 370340).
- 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.
- Snape map of the Gooch Estate (BRL 669754).
- Tomlinson's map of Bordesley, 1760.
- 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*

### **Catalogue of Historical Sources**

- Birmingham Magazine of Arts and Industries, Volume 3 (1902).  
Birmingham Mail newspaper cuttings, BRL Local Studies.  
Birmingham Weekly Post newspaper cuttings, BRL Local Studies.  
Cheshire and Gibson Surveyors, Survey of the Birmingham Gas, Light and Coal Company Gas Works (BRL 394279).  
Fazeley Street Gas Works (BRL Gooch Collection 192).  
Fellows, Morton and Clayton Limited building plan for warehouse (BRL 4054).  
Forge Tavern building plan (BRL 20462).  
Henry Ford Museum Catalogue, Dudley Library, Accession No. R16393.  
James Watt Centenary Commemoration Souvenir Guide, 1919, Birmingham Museum and Art Gallery.  
Kempson's Survey of 1794 (BRL).  
Snape's Survey of the Gooch Estate, 1796 (BRL Local Studies 669754).  
Warwick Bar: Plan relating to the London and Great Western Railway property at Fazeley Street (BRL 397466).

*Appendix 3*

**Birmingham City Council Brief for an Archaeological Desk-Based Assessment of  
Part of the Digbeth Millennium Quarter**



**BIRMINGHAM CITY COUNCIL**  
**DEPARTMENT OF PLANNING AND ARCHITECTURE**  
**Digbeth's Industrial Heritage**  
**Brief for Archaeological Desk-based Assessment of part of the Digbeth Millennium Quarter**

**1. Summary**

*The industrial archaeological importance of the Digbeth Millennium Quarter has been recognised by the designation of Areas of Potential Archaeological Importance and a conservation area. These archaeological remains are likely to be affected by development in the area. This brief is for an archaeological desk-based assessment of these areas, to extend an earlier desk-based assessment of the Digbeth/High Street Deritend/High Street Bordesley frontage and to accompany a geotechnical assessment.*

**2. Site location and description**

The area for which the desk-based assessment is required (hereinafter "the study area") is indicated on the accompanying map. It extends from the northern edge of an earlier desk-based assessment up to and beyond the Grand Union Canal, and along the Digbeth Branch Canal to Lawley Middleway. This area is mainly built-up, with some vacant land.

**3. Planning background**

The desk-based assessment does not relate to any specific development, but it is anticipated that development will be proposed on various sites throughout the study area. The study area consists of two designated areas of potential archaeological importance and a conservation area, as indicated on the attached map.

**4. Existing archaeological information**

The study area lies outside the built-up part of the medieval and early post-medieval town. On Hanson's map of 1778 it is occupied by fields and orchards; on Kempson's map of 1810 buildings occupy part of the study area, and later maps show intensive development during the 19th century. There has been very little previous archaeological work in the study area. Glassworks and gasworks were identified in a rapid survey by the City Council's Conservation Group, stimulated by English Heritage's Monuments Protection Programme, and several buildings and other structures are recorded on the SMR. To the south of the study area, a desk-based archaeological assessment of the Digbeth/High Street Deritend/High Street Bordesley frontage was undertaken in 1995 and below-ground archaeological deposits of medieval and post-medieval date have subsequently been assessed, observed, and excavated on individual sites there. To the west of the study area, former 19th-century goods yard stables were recorded off Curzon Street and a cultivated soil was observed in a watching brief on part of the same site. The cultivated soil relates to orchards and gardens

recorded on 18th-century maps, and it contained a roof tile of possibly earlier date. It demonstrates the potential survival of pre-industrial deposits in the study area. No pre-medieval features or objects have been recorded from the study area as yet.

The study area contains many buildings and structures of industrial archaeological importance, and further archaeological remains are likely to survive below ground. The above-ground remains include a gasworks, various workshops, railway-related and canal-related structures; the below-ground remains are likely to include two glassworks, gasworks, further industrial remains, a water mill, and possibly deposits predating the study area's industrial development, as observed in the watching brief at Curzon Street.

### **5. Requirements for work**

The desk-based archaeological assessment is required to define the likely extent, survival and significance of above- and below-ground archaeological remains of all periods in the study area, to assist the City Council in its assessment of the archaeological impact of development proposals and to reduce uncertainty amongst potential developers and investors of the archaeological implications of their proposals. The City Council would require a detailed assessment of the archaeological implications of any individual development proposal in the area, in accordance with Policy 8.36 of the Birmingham Plan and Planning Policy Guidance Note 16, "Archaeology and Planning". Such an assessment would normally consist of a desk-based assessment followed by a field evaluation and/or building recording and would be undertaken at the applicant's expense. The desk-based assessment of the area as described in this brief would not be a substitute for individual site assessments but would describe the general archaeological character of the site and the sources required for detailed assessment, therefore reducing the time and cost of such assessments. It is intended that the desk-based assessment of the area will lead to more detailed recording of individual features.

### **6. Stages of work**

(i) The extent, survival and significance of above- and below-ground archaeological remains of all periods in the study area are to be assessed by site inspection and a search of published and unpublished written records, illustrations and maps, and archaeological and geotechnic records. The attached guidance note provides information on local sources; the assessment should also refer to the sources identified in the desk-based assessment of the Digbeth/High Street Deritend/High Street Bordesley frontage.

(ii) The assessment must identify the stages of development of the study area, including its street pattern.

(ii) The assessment must identify locations where palaeoenvironmental deposits and organic material is likely to survive, such as earlier courses of the River Rea.

- (iii) The assessment must identify individual structures or locations meriting more detailed research and/or recording.
- (iv) The assessment will be accompanied by a geotechnical desk-based assessment which is being undertaken by Birmingham City Laboratories.

### **7. Staffing**

The archaeological desk-based 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. Written Scheme of Investigation**

A Written Scheme of Investigation which details methods and staffing must be submitted to the City Council's Planning Archaeologist.

### **9. Monitoring**

The archaeological desk-based assessment 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 report on the results of the archaeological desk-based assessment must contain the following:

- (i) An assessment of sources
- (ii) A fully referenced summary of the historic development of the area as a whole, including its street pattern.
- (iii) A description and assessment of known and potential above- and below-ground archaeology within street blocks. This must be in the same format as the street block descriptions in the desk-based assessment of the Digbeth/High Street Deritend/High Street Bordesley frontage, with the exception of the recommendations, which are to be omitted.
- (iv) For the study area as a whole, identification of locations where palaeoenvironmental deposits and organic material is likely to survive
- (v) For the study area as a whole, identification of individual structures or locations meriting more detailed research and/or recording.
- (vi) Maps indicating illustrating the (ii) to (v) on a modern OS base at an appropriate scale.

A draft of the report must be sent to the Council's Planning Archaeologist for comment before the final report is issued.

Ten bound copies of the final report (including hard copy of maps), one unbound copy (including hard copy of maps), and one copy on disk (text in Word format, mapping in Mapinfo format related to the National Grid) must be sent to the Planning Archaeologist by **8 March 1999**.

Copyright of the report must be assigned to Birmingham City Council. The contractor shall retain the right to be identified as author.

**11. Archive deposition**

The written, drawn and photographic records of the archaeological desk-based 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* and summary reports to appropriate national period journals.

**DIRECTOR OF PLANNING AND ARCHITECTURE  
BIRMINGHAM CITY COUNCIL**

Date prepared: 4 December 1998

Planning Archaeologist: Dr Michael Hodder 0121-303 3161 fax 0121-303 3193

Birmingham City Council

Baskerville House

Broad Street

Birmingham B1 2NA

dig98.doc

