

DESK-BASED ASSESSMENT  
AT  
DUDLEY BUS STATION,  
DUDLEY, WEST MIDLANDS

Tom Rogers

Illustrations by Carolyn Hunt

2<sup>nd</sup> December 2005

© Historic Environment and Archaeology Service,  
Worcestershire County Council

Historic Environment and Archaeology Service,  
Worcestershire County Council,  
Woodbury,  
University College Worcester,  
Henwick Grove,  
Worcester WR2 6AJ



INVESTOR IN PEOPLE

Project P2830  
Report 1382  
HBSMR 12394



# Contents

<b>Part 1 Project summary</b>	<b>1</b>
<b>Part 2 Detailed report</b>	
<b>1. Background</b>	<b>2</b>
1.1 Reasons for the project	2
1.2 Project parameters	2
1.3 Aims	2
<b>2. Methods</b>	<b>2</b>
2.1 Study area	2
2.2 Documentary search	2
2.3 Other methods	3
2.4 Results	4
2.5 Impact assessment criteria	4
2.6 The methods in retrospect	5
<b>3. Archaeological and historical context</b>	<b>5</b>
3.1 Topography	5
3.2 Geology	5
3.3 Historic environment	5
3.3.1 Prehistoric and Roman	5
3.3.2 Early medieval period	6
3.3.3 Medieval period	6
3.3.4 Post-medieval period	6
3.3.5 Civil War period	7
3.3.6 18th Century	7
3.3.7 19 <sup>th</sup> century	8
3.3.8 20 <sup>th</sup> century	9
3.4 Statutory and other designations	9
<b>4. Potential impacts</b>	<b>9</b>
4.1 Physical impacts	9
4.2 Visual impacts	10
<b>5. Mitigation</b>	<b>11</b>
<b>6. Residual effects</b>	<b>11</b>
<b>7. Publication summary</b>	<b>11</b>
<b>8. Acknowledgements</b>	<b>12</b>
<b>9. Personnel</b>	<b>12</b>





---

## **Desk-based assessment of Dudley Bus Station, Dudley, West Midlands**

**Author Tom Rogers**

### **Part 1 Project summary**

A desk-based assessment was undertaken at Dudley Bus Station, Dudley, West Midlands (NGR 3946,2903). It was undertaken on behalf of Faber Maunsell who are retained by Centro (West Midlands Passenger Transport Executive) in the redevelopment of Dudley Bus Station. The project forms part of the pre-planning consultation for this development. The project aimed to determine if any significant archaeological site was present and if so to indicate what its location, date and nature were and to summarise the character and extent of any identified features of the historic environment, indicate their significance, the impact of the proposed development and identify mitigation measures, where appropriate.

A site visit was carried out and a background search was made for relevant material from the Historic Buildings, Sites and Monuments Record as well as documentary and cartographic resources, previous archaeological work in the area and photographic sources.

The bus station lies within the borough of Dudley next to the 'bottom' church of St Edmund's and it is likely that the site was once divided into burgage plots. Although only part of the subject site is shown as developed on an enclosure map of 1784, this may have been due to damage to this end of the town in the Civil War. From the early 19<sup>th</sup> century the whole Birmingham Street area was developed and by the end of the century the housing was very dense. In 1930 a slum clearance survey condemned the entire area, leaving a large open space. Part of this was used in 1952 for a new bus station. This was refurbished in the 1980s.

It is concluded that there is a potential for the survival of archaeological sites or features of the medieval and post-medieval periods. Other archaeological work in the area has shown that medieval features can remain in the town centre despite later disturbance. It is recommended that a watching brief should be carried out during groundworks below 300mm on this site. It is also concluded that the plans for refurbishment will not significantly detract from the view from the nearby castle or listed buildings in the area.

## Part 2 Detailed report

### 1. Background

#### 1.1 Reasons for the project

A desk-based assessment was undertaken at Dudley Bus Station, West Midlands (NGR 3946,2904). It was undertaken on behalf of Faber Maunsell who are retained by Centro (West Midlands Passenger Transport Executive) in the redevelopment of Dudley bus station in the West Midlands. The project forms part of the pre-planning consultation for this development. Dudley Metropolitan Borough Council requested that an archaeological desk-based assessment be carried out as the site falls within the boundary of the medieval town.

#### 1.2 Project parameters

The project conforms to the *Standard and guidance for archaeological desk-based assessment* (IFA 1999), Planning Policy Guidance Notes 15 '*Planning and the Historic Environment*', and 16 '*Archaeology and Planning*' and relevant EIA guidance and legislation.

The project also conforms to a brief prepared by Dudley Metropolitan Borough Council (DMBC 2005) and for which a project proposal (including detailed specification) was produced (HEAS 2005).

#### 1.3 Aims

The aims of this assessment were to summarise the character and extent of any identified features of the historic environment, indicate their significance, the impact of the proposed development and identify mitigation measures, where appropriate.

### 2. Methods

#### 2.1 Study area

The study area included the site (Fig 1), though features of the historic environment were considered within 300m of the site. In addition an extended area of search (500m) was made to encompass the settings of scheduled ancient monuments and listed buildings.

#### 2.2 Documentary search

Prior to fieldwork commencing a search was made of the Dudley Historic Buildings, Sites and Monuments Record and Dudley Archives and Local History Office. The event reference given by Dudley HBSMR is 12394. The following sources are relevant to the study area.

##### *Cartographic sources*

- Court's map of Dudley 1784
- Geological Survey of England and Wales 1:63560 Sheet 167 *Dudley (Wolverhampton)*
- Ordnance Survey Staffordshire 67/16 1884 1:2500
- Ordnance Survey Staffordshire 67/16 1904 1:2500
- Ordnance Survey Staffordshire 67/16 1919 1:2500

- Ordnance Survey Staffordshire 67/16 1938 1:2500
- Treasure's Map of Dudley 1835

#### *Aerial photographs*

Aero Pictorial Ltd 14577

#### *Documentary sources*

- Atkin, M, 1995 *The Civil War in Worcestershire* Alan Sutton Publishing, Stroud
- Charity Commissioners 1834 *An Account of the Charities in the parish of Dudley in the County of Worcester*
- DMBC 2004 *Conservation Area Character Appraisal of Dudley Town Centre*, Dudley Metropolitan Borough Council
- Mawer, A, and Stenton, F M, 1927 *The place-names of Worcestershire*, Cambridge University Press, London
- Page, W (ed), 1913 *Victoria History of the County of Worcestershire*, Volume III, 90-105
- Thorn, F, and Thorn, C, 1982 *Domesday Book - Worcestershire*, Chichester
- VCH III, Page, W (ed), 1913 *Victoria History of the County of Worcestershire*, III

The following sources have also been cited in this assessment.

- DoE, 1990 *Planning Policy Guidance Note 16: Archaeology and Planning (PPG 16)*, Department of the Environment
- DoE, 1995 *Planning Policy Guidance Note 15: Archaeology and the historic Environment (PPG 15)*, Department of the Environment
- IFA 1999 *Standard and guidance for archaeological desk-based assessment*, Institute of Field Archaeologists
- DMBC 2005 *Brief for archaeological desktop assessment at Dudley Bus Station, Dudley, West Midlands*, Dudley Metropolitan Borough Council, unpublished document dated October 2005
- HEAS, 2005 *Proposal for an archaeological desk-based assessment at Dudley Bus Station* Historic Environment and Archaeology Service, Worcestershire County Council, unpublished document dated 25<sup>th</sup> October 2005

### 2.3 **Other methods**

A site visit was undertaken on 21<sup>st</sup> November 2005.

Consultation has been undertaken with the Jayne Pilkington of Dudley Metropolitan Borough Council Historic Environment Section to establish the key issues likely to be of importance in determining the planning application. A detailed specification has been prepared by the Service (HEAS 2005).

2.4 **Results**

The results are mapped on Figures 7-9 and the details of individual features of the historic environment are given in Appendix 1. Event records have been omitted where this would repeat information in other record types, and would not materially affect the assessment. HER/SMR references have been used throughout this assessment but during its preparation further historic environment features have been identified (reference numbers have been allocated with the prefix HEF) and their details are given in Appendix 2.

2.5 **Impact assessment criteria**

The criteria cited in Table 1 have been used.

*Table 1: Significance Criteria for Cultural Heritage Issues*

<p><b>Severe Adverse:</b> Loss of integrity of nationally important archaeology/cultural heritage including Scheduled Ancient Monuments, Grade I/II* registered parks and gardens and registered battlefields. Demolition of a Grade I/II* Listed Building. Dramatic adverse change in the setting or visual amenity of the feature/site.</p>
<p><b>Major Adverse:</b> Land take resulting in the degradation of a cultural heritage site of national importance and/or extensive change to the setting or visual amenity of such a site e.g. intrusion into the setting of a Scheduled Ancient Monument. Loss of integrity of sites of archaeological interest of regional value, or Grade II registered parks and gardens, e.g. a dramatic change in the setting or visual amenity of a regionally important site such as a Conservation Area. Widespread adverse effects on the setting or structure of a Grade I/II* Listed Building. Demolition of a Grade II Listed Building.</p>
<p><b>Moderate Adverse:</b> Land take resulting in the degradation of a cultural heritage site of regional importance and/or extensive change to the setting or visual amenity of such a site. Extensive change to the setting or structure of a Grade II Listed Building. Demolition of a locally listed or other historically important building. Encroachment upon a Conservation Area, historic parkland or other historic landscapes where the quality of the setting or its amenity would be noticeably impaired. Slight change to the setting or structure of a Grade I/II* listed building. Removal of a historically important hedgerow (after the Hedgerows Regulations).</p>
<p><b>Minor Adverse:</b> Loss of integrity of an area where archaeological features/areas of local importance have been identified. Slight change to the setting or structure of a Grade II Listed Building. Limited encroachment upon a Conservation Area or historic parkland or other historic landscape where intrusive views are created or slight effects upon its integrity would result.</p>
<p><b>Not Significant:</b> Landscape or ecological planting on an area where locally important archaeological features have been identified but impacts are thought to have no long term effect on the resource. Removal of common hedgerows and limited damage to important hedgerows where no replacement proposed.</p>
<p><b>Minor Beneficial:</b> Perceptible improvement in the setting or structure of a Grade II listed building, Conservation Area or Grade II historic parkland. Improved management of locally/regionally important archaeological site.</p>

**Moderate Beneficial:** Perceptible improvement in the setting or structure of a Grade I/II\* listed building, Conservation Area or Grade I/II\* historic parkland. Improved management of nationally important archaeological site.

## 2.6 **The methods in retrospect**

The methods adopted allow a high degree of confidence that the aims of the assessment have been achieved.

## 3. **Archaeological and historical context**

### 3.1 **Topography**

Dudley is now a populous borough in the western part of the West Midlands conurbation. The town centre, which lies some 13km west of Birmingham city centre is dominated by the steep sided limestone and shale outcrop of Castle Hill rising sharply at the north end of the town. The castle ruins are visible from the town and the steep slope of the hill itself is occupied by Dudley Zoo. The main streets of the town, Castle Street and High Street follow the top of a prominent ridge which curves south-west from the southern foot of Castle Hill. The ridge rises to a high point at the wide market place and there is a marked slope from here to the foot of the Castle Hill on which the bus station is situated.

The southern part of the bus station comprises a road entrance (Birmingham Street) from King Street and a 'pay and display' car park on a moderate north facing slope. Opposite the car park to the west of the site is a concrete building housing Kwik Save and Farmfood supermarkets. The bus stands and shelters occupy the northern part of the site, comprising one long arcade at the northern edge and two islands, all orientated roughly east to west. At the northern tip of the site is a drop of 2.35m and there are steps down to the level of Birmingham Street.

### 3.2 **Geology**

The major part of the old town of Dudley, including the subject site, lies on Carboniferous Middle Coal Measures, a series including grey shales, clays and fireclays with ironstones and marine bands. These are the productive measures which fuelled the industrial growth of the town from the 16<sup>th</sup> Century onwards. Castle Hill lies immediately to the north of the medieval town and is an outcrop of older Silurian limestone and shales of the Ludlow series. South-east of the town and to the west are outcrops of Carboniferous igneous rock comprising basalt and dolerite while south of a fault line to the south-west are purple and ochreous marls with green grits. Kate's Hill to the south-east is an outcrop of weathered basalt.

### 3.3 **Historic environment**

#### 3.3.1 **Prehistoric and Roman**

Dudley town centre lies on a ridge of high ground at the base of the prominent and strategically important Castle Hill. An advantageous location such as this may have attracted prehistoric settlement, although no trace of this has been yet discovered. A single sherd of Bronze Age pottery was recovered during a watching brief at Inhedge, west of the High Street (HBSMR 12273). There is no evidence for Roman occupation in the immediate area.

### 3.3.2 Early medieval period

During the 1980s excavations on Castle Hill revealed evidence of timber structures which suggest occupation of the site from the 8<sup>th</sup> Century AD. An Anglo Saxon brooch was also recovered (DMBC 2004). It has also been pointed out that the dedication of the church adjacent to the bus station to St Edmund is evidence of Anglo-Saxon occupation, St Edmund being a King of the East Angles, executed by the Danes in 870. (DMBC 2004) Dudley is Dudelei in the Domesday Survey of 1086 and Dodelega in Pipe Rolls of 1190 (Mawer and Stenton, 1927). The meaning is Dudda's leagh, or clearing, Dudda being a personal name.

### 3.3.3 Medieval period

Dudley is recorded in the Domesday Survey of 1086 as belonging to William Fitz Ansculf, the Baron of Dudley. The entry is as follows:-

“His Castle is there. Earl Edwin held this manor. 1 hide....  
In Lordship 1 plough  
2 slaves  
Woodland, 2 Leagues  
Value before 1066 £4; now £3

His Worcester manors formed only a small proportion of his vast estate which later became known as the barony of honour of Dudley. The Domesday entry records only a relatively small settlement, but by the 13<sup>th</sup> century there are indications that the town now existed as a borough. In 1262 Roger de Somery agreed that the Dean of Wolverhampton might establish a market in Wolverhampton on the condition that he and the ‘burgesses’ of Dudley might be free of toll there. On the death of Roger de Somery, the rents of the burgesses are recorded as producing £5 15s 5d yearly, and the tolls of the market 40s. (VCH III pg. 98) In the late 12th Century Gervase Paganel or Paynel the Lord of the Manor founded Dudley Priory which lay about 1km west of Castle Hill. In confirming his endowments to the Priory he granted monks rights in relation to both St Edmund's church, commonly known as the bottom church, and St Thomas's or the Top Church. It is probable that the town was newly laid out between the, along the ridge of Castle Street and the High Street. The long thin burgage plots are still visible on modern maps. It has been suggested (DMBC 2004) that curves which can still be traced on these on the followed the boundaries of existing strip fields of the common field system.

The site of the present bus station lies in a central part of this borough, close to the base of Castle Hill and St Edmund's Church and it is likely therefore that burgage plots ran across the western side of the site from Castle Street/High Street to Birmingham Street which would have served as a back lane. A sketch plan of the areas of the current bus station, thought to have a potential for the survival of medieval features is shown in Fig. 7.

### 3.3.4 Post-medieval period

Coal was being mined in Dudley in 1291 (VCH III pg. 99) but the impact of industry was not widely felt in the town until the 16<sup>th</sup> century. It was in the beginning of the 17th century that Dud Dudley, the illegitimate son of Edward Lord Dudley made the discovery that iron could be smelted using coke made from coal instead of charcoal and obtained a patent from the king in 1620. Although the process was carried out at Pesnett Chase, a few miles away over the Staffordshire border, the discovery made Dudley an important centre of trade.

Excavations carried out by Birmingham University on the Netto site at Upper High Street (HBSMR 7048) revealed a series of coal and iron pits behind the street frontage while a watching brief carried out during the construction of offices at Inhedge (HBSMR 12273) showed evidence of early mining activity.

Further archaeological evidence points to the growth of industry in this period but this seems to have been concentrated in an area to the south of the bus station, between New Street and

Stone Street. There is no direct evidence to suggest that this part of the town was involved in early industrial activity.

Court's map of the parish of Dudley in c1780 shows (Fig 2) the land held in the parish with, on each parcel, the owner and the area in acres, roods and perches. Being a map primarily for agricultural purposes, the built up areas are shown blank. Castle Street, the High Street and the Market Place are clearly shown with blank spaces either side. Birmingham Street and Fisher Street are shown clearly and the land to the south of Fisher Street is blank, indicating a built up area. However, to the east of Birmingham Street there are a series of small fields and to the north of Fisher Street there are only two blank spaces, the north-western corner, which would have been occupied by St Edmund's Church, and the south-western corner. At this time, therefore, only the south-western corner of the subject site, the area now occupied by Kwik Save supermarket was built up, the rest being agricultural land.

It is possible that these represented plots of the borough which had never been occupied or that had returned to agriculture after a decline in the settlement. There is archaeological evidence for a late medieval decline of the town. Excavations undertaken in advance of the Focus Housing Association development in a parcel of land between Tower Street, Stone Street, New Street and Priory Street on the western edge of the medieval borough (HBSMR 1703 and 1000) showed that 13<sup>th</sup> and 14<sup>th</sup> century buildings were abandoned in the 14<sup>th</sup> century and were covered by a loamy soil indicating a reversion to gardens or orchards.

A further decline took place in the 17<sup>th</sup> century. In 1662 there were 228 people who contributed to the Hearth Tax, while in 1674 there were only 96, a decrease probably due in part to the plague of 1666. It is also possible that the lack of houses in this area was due, in part to the events of the English Civil War of 1642-46.

### 3.3.5 Civil War period

During the Civil War Dudley Castle was garrisoned for Charles I. In 1644 it was besieged by the Parliamentary garrison from Wrottesly House on the Staffordshire side and Edgbaston on the Worcestershire side but relieved by troops from Worcester. On 27<sup>th</sup> April 1646 Parliamentary forces under Commander Colonel William Brereton began a second siege of Dudley castle. The garrison of 340 men retreated to the castle, burning St Edmund's Church and the buildings around it to decrease cover. Parliamentary forces expressed surprise when the citizens did not rush to save the houses, presumably in support of the Royalist Garrison. (Atkin 1995). Brereton had a great ditch and breastwork dug from St Edmund's Church to the Priory. In 1990 an archaeological watching brief undertaken adjacent to Green Man Entry (HBSMR 7121) 115m north-west of the subject site on a plot fronting onto Castle Street revealed this ditch cutting medieval deposits. The ditch had been filled and some small limestone structures built over it.

The Royalists held out until 13<sup>th</sup> May and handed over control of the Castle, which was slighted the following year. Following the end of the war Dudley underwent a period of reconstruction with the new houses built in limestone both robbed from the Castle and quarried from Castle Hill. A watching brief in Birmingham Street, adjacent to Castle Hill (HBSMR 924) revealed the foundations of demolished limestone buildings, while the watching brief at Green Man entry showed that the southern wall of 270 Castle Street, a grade II listed building is built over the limestone foundation of an earlier building.

No features relating to this period are known to survive within the subject site.

### 3.3.6 18th Century

After its destruction in the Civil War, St Edmund's Church seems to have lain in ruins until 1724 when it was rebuilt in brick with stone dressings and a tiled roof (VCH III pg. 102). Brick was not only a cheaper alternative to limestone but was also the material of choice for

prestigious buildings (DMBC 2004) and plenty of wealthy industrialists built grand houses in the town. Dudley's industry expanded rapidly over the course of this century with a growth in the scale of quarrying and mining as well as iron production. The use of steam power allowed a greater flexibility in locating manufactories. The first successful Newcomen Engine was installed at Conygree coal works near Dudley Castle in 1712. Dudley Flint Glassworks opened in 1766

Court's map of Dudley of the 1780s (Fig. 2.) is referred to in section 3.3.4 above showing that at the time of this survey only part of the subject site was built over.

### 3.3.7 19<sup>th</sup> century

Treasure's map of 1835 (Fig. 3) is the first detailed plan of the town itself although only prominent buildings and plots are shown individually. It shows the town in a period of transition, still essentially the medieval borough but now expanding, particularly to the south of the High Street where a network of streets have built up around Flood Street. Fisher Street is built up on both sides and there is a school marked in the centre on its northern side. Birmingham Street also has houses on either side apart from the northern quarter where a field with trees is shown on the western side. A gap corresponding to a street later known as Gatehouse Fold links Birmingham Street to Porter's Field, a lane which was then on the very eastern boundary of the town. The Phoenix Glass Works is shown on Hall Street just south of the subject site. The graveyard of St Edmund's Church is shown in its present extent, extending southwards to the edge of the current bus station. The monuments closest to the modern wall dividing the church and the bus station are of late 19<sup>th</sup> Century date. One pink granite obelisk monument has a partially open brick vault beneath.

The school on Fisher Street was Taylor's Charity School (HEF 1) which is described in an account of charities in the Parish of Worcester in 1834 (Charity Commissioners 1834). A subscription of the inhabitants of the town and parish of Dudley in 1706 paid for the founding of a charity school for the education of 50 boys and children of the poor in the parish to instruct them in the principles of religion, reading and writing English and the grounds of arithmetic. This was known as the Blue Coat Charity as it also paid in part for their clothing.

Samuel Taylor, a wealthy businessman, died in 1726. It was noted in his will that the charity existed but had, as yet no premises. He bequeathed ten parcels of land within the manor of Dudley to Samuel and George Bradley, trustees of the charity to allow the profits and rents from them to raise no more than £50 for the purchase of building of a schoolhouse and a school.

This request was effected in 1738 when a building was purchased in Stepping Stone Lane but in the early 19<sup>th</sup> Century it was abandoned due to subsidence and moved to the building in Fisher Street. This was built originally as a Sunday School. It housed the Blue Coat boys on the ground floor and a school of industry for girls on the upper floor.

The Ordnance Survey map surveyed between 1882 and 1884 (Fig 4.) depicts a much larger settlement. Land east of Porter's Field is now built-up and the area around Fisher Street and Birmingham Street is now very densely populated. Houses now occupy not only the street frontages but extend back into the yards behind as rows or freestanding blocks and other smaller buildings probably represent ancillary structures such as wash houses. The school is still shown existing and the Phoenix Works, just outside the subject site to the south, is now a Telegraph Engineering plant.

The proposed development area includes houses fronting onto Birmingham Street, Fisher Street and Gatehouse Fold as well as those houses and ancillary buildings to the rear. It also includes a public house, known as the Forrester's Arms in the 1930s, (HEF 2, see section 3.3.8 below) and Taylor's Charity School (HEF 1). A sketch map of these 19<sup>th</sup> Century buildings in relation to the existing bus station is shown in Fig. 8.



### 3.3.8 **20<sup>th</sup> century**

This dense pattern of housing is little changed in the Ordnance Survey of 1904 or 1919 however on the survey of 1938 (Fig 6.) there has been significant clearance of these properties and large open spaces now exist in the Fisher Street area. The area currently occupied by the bus station is now almost clear apart from a public house (HEF 2) and some ancillary buildings on Gatehouse Fold. This was part of a countrywide programme of slum clearance. Several areas within Dudley, notably the Flood Street area and the Birmingham Street area were condemned for poor quality, high-density housing. Plates 12-14 show examples from the photographic survey taken at the time to emphasise the problems with these houses.

Dudley bus station was built in 1952. An aerial photograph (Aero Pictorial Ltd 14577) taken of the bus station area in June 1952 shows the open space used for car and bus parking. Birmingham Street crosses the site uninterrupted and the pub, (identified as the Forrester's Arms on plate 12), still remains on the corner of Birmingham Street and Gatehouse Fold. A long low building is visible along the north side of Fisher Street. The 1964 1:2500 map of the area labels this as 'Government buildings' but there are no records available which shed light on the nature of this building. This map also shows the bus station in its new state, with bus shelters dotted about the site and the pub demolished. A series of artistic photographs from a Civic Trust Award of 1967 (plate 10) show the new bus station with stands and tall lamp standards.

In the 1980s the bus station was refurbished due to a poor safety record and the bus shelters concentrated into a smaller area at the end of Fisher Street and across Birmingham Street which was diverted to follow the eastern end of Gatehouse fold, which has itself effectively disappeared. An archaeological watching brief (HBSMR 12076) took place during refurbishments but there are no records of this event.

### 3.4 **Statutory and other designations**

Dudley bus Station lies within the Dudley Town Centre Conservation Area. Dudley Castle, a Scheduled Ancient Monument (SM 21613) lies 270m to the north-west. St Edmund's Church is a grade II\* listed building (HBSMR 942) and two grade II listed structures, HBSMR 918 Dudley Mosque, the former St Edmund's school and HBSMR 919 the forecourt wall to the former school both lie some 100m north of the subject site on the corner of Birmingham Street and New Street.

## 4. **Potential impacts**

### 4.1 **Physical impacts**

Refurbishment of the bus station will involve ground disturbance of a limited nature across the larger part of the site including the carriageways where excavations will not exceed 300mm below ground surface. A concrete slab lies beneath the majority of the bus station carriageways and there will be no excavation beneath this. Detailed design is still being undertaken but the Service understands that only in specific areas will excavations be significantly deeper than 300mm. In these areas there is a potential with ground disturbance for a minor to moderate adverse effect on the archaeological resource. These areas are as follows.

- Beneath the proposed bus layover structure, at the north end of the bus station. This is a hard standing for the bus parking on the former Birmingham Street It will be built to the height of the existing bus stands to allow direct access and will accommodate staff rooms below.

- Foundations for the information building (Café, travel centre, toilet block) on the existing 'pay and display' car park.
- Foundations for a public art tower at the southern end of Birmingham Street.
- For stands at the northern end of the car park (the existing shelters Q and R). Previous levelling of the bus carriageway area, probably in the 1980s involved the scarping of the slope in this location, leaving a significant bank (plate 6.), which will be removed.

In summary, the considered potential for the survival of archaeological remains, by period is as follows.

Despite the obvious topographical advantages of the subject site, a ridge at the base of an easily defendable outcrop, there is scant evidence for settlement here in the prehistoric or Roman periods. It is unlikely that any physical remains from these periods remain within the subject site.

The Domesday Survey of 1086 describes a fairly small settlement probably at the base of Castle Hill. Given the later activity in this area, there is little potential for the survival of early medieval features.

The medieval borough of Dudley grew up or may have been laid out between two churches at either end of the ridge, the top church, St Thomas's and the bottom church, St Edmunds. The bus station lies adjacent to St Edmunds and is crossed by the line of a former 'back street' of the town, Birmingham Street. It is therefore probable that burgage plots once stretched from Castle Street to Birmingham Street on the west side of the site, either side of Fisher Street which joined the two. However other archaeological activities within the town have shown the potential for the survival of medieval features despite later disturbance. Excavations on the site of the former Hanson's Brewery revealed evidence of 13<sup>th</sup> century timber buildings fronting onto the High Street while a watching brief adjacent to Green Man Entry confirmed 12<sup>th</sup> century activity and 13<sup>th</sup> and 14<sup>th</sup> century beam slots. It is possible that remains of either medieval buildings or other features related to settlement or industry may remain on the bus station site. Figure 7. shows the areas within the bus station considered to have a potential for the survival of medieval features.

The site was covered by densely packed late Victorian houses until the 1930s on the street frontages of Birmingham Street, Fisher Street and Gatehouse Fold as well as in the spaces and yards behind. There was also a public house on the corner of Gatehouse Fold and Birmingham Street and Taylor's Charity School on Fisher Street (HEF 1). The southern part of the subject site has been open ground since the slum clearance and it is unlikely that the construction of the bus station in the 1960s or its refurbishment in the 1980s (apart from the construction of the supermarket building in the south west of the subject site) required much ground disturbance. It is therefore considered likely that the foundations of these houses, walls and ancillary buildings still remain below the existing levels. Fig. 8 shows the current layout of the bus station in relation to the demolished 19<sup>th</sup> century houses.

#### 4.2 **Visual impacts**

Dudley Castle is focal point of the town and a major tourist attraction and it is important that development does not detract from the view from the castle to the town. Currently the view of the subject site from the castle comprises the tops of the blue bus shelters and the buses themselves with the sloping car park behind. It is important that the development be appropriate its immediate environment when viewed from the Castle as well as other parts of the town.

The proposed development includes the removal of the existing long arcade bus shelters and their replacement by 18 shorter shelters, still with an east-west orientation apart from four, which continue up the slope of the Birmingham Road to the south. Provided that these are

---

coloured sensitively the effect on the overall appearance of the bus station will not be significant.

An information centre is to be constructed at the lower end of the existing car park area of the subject site. Currently the car park has the appearance of a piece of open ground and as such does not complement its dense urban environs. It is therefore considered that the refurbishment will have a minor beneficial effect on the overall appearance of the area.

## 5. **Mitigation**

In order to mitigate the impacts identified above, the following actions are recommended.

It is recommended that a suitably qualified archaeologist carry out a watching brief of groundworks in the following areas: -

- Foundations for the new bus shelters should they exceed 300mm in depth
- Beneath the proposed bus layover structure, at the north end of the bus station.
- Foundations of the information building on the existing 'pay and display' car park
- Foundations for the public art tower at the southern end of Birmingham Street
- For stands at the northern end of the car park (near the existing shelters Q and R) where an existing bank will be reduced in level.

There is currently a modern wall dividing the subject site from the Graveyard of St Edmund's Church, which is at a slightly higher level internally. Care must be taken, during construction works, not to disturb these levels if the wall needs to be removed, or to use vibrating machinery within a radius likely to damage any monuments or graves.

Any site investigation works or watching briefs required, would be concluded by production of an archaeological report (and appropriate publication) to be deposited for public consultation with Dudley Metropolitan Borough Council Historic Environment Section and a project archive to be deposited at a local museum.

## 6. **Residual effects**

Implementation of the mitigation proposed above should ensure that there are no residual effects on the historic environment and archaeological resource from the proposed development. Mitigation should ensure that adverse impacts are restricted in scope to *not significant*.

The historic environment is a non-renewable resource and therefore cannot be directly replaced. However mitigation through recording and investigation also produces an important research dividend that can be used for the better understanding of Dudley's history and contribute to local and regional research agendas.

## 7. **Publication summary**

The Service has a professional obligation to publish the results of archaeological projects within a reasonable period of time. To this end, the Service intends to use this summary as the basis for publication through local or regional journals. The client is requested to consider the content of this section as being acceptable for such publication.

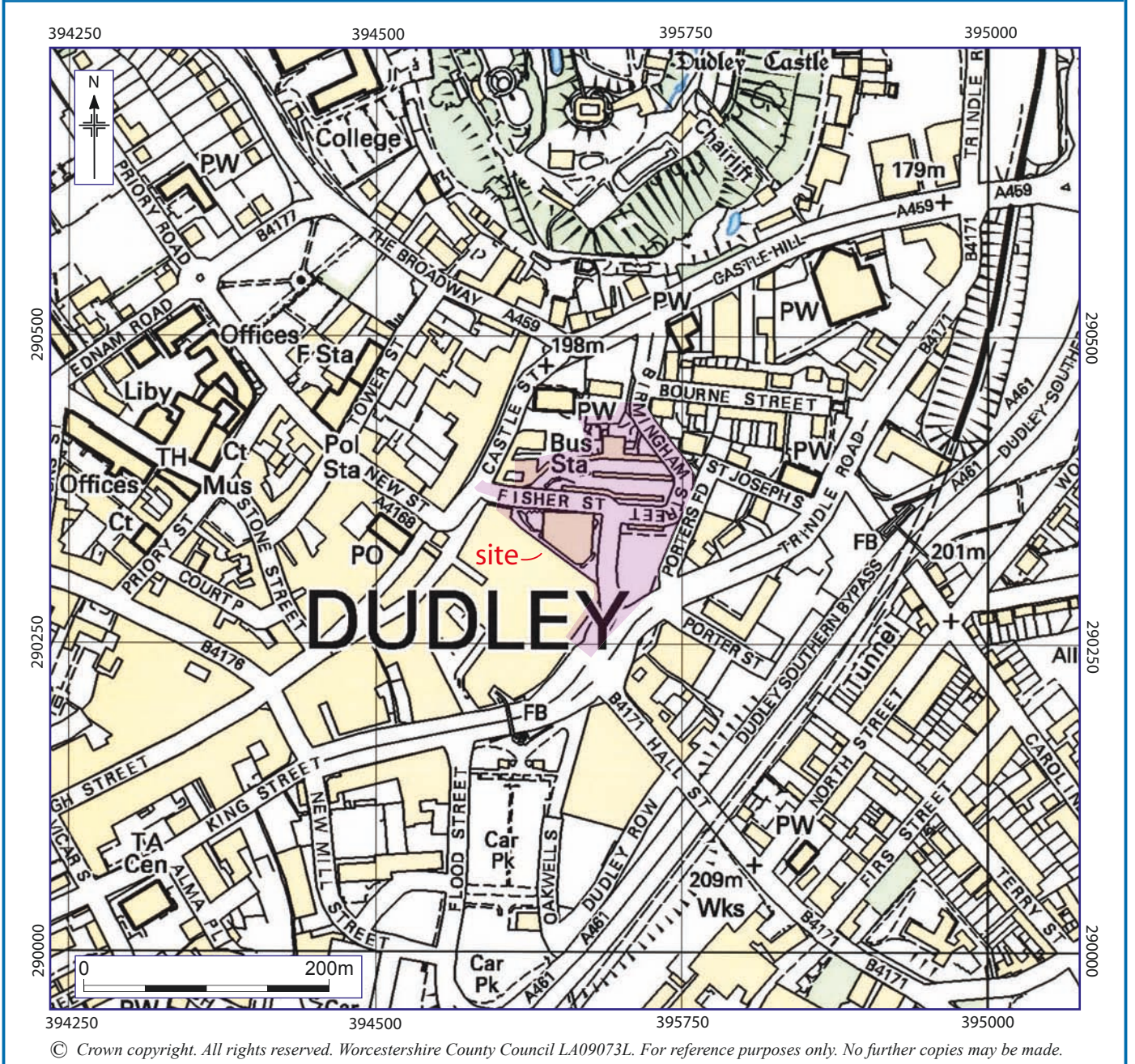
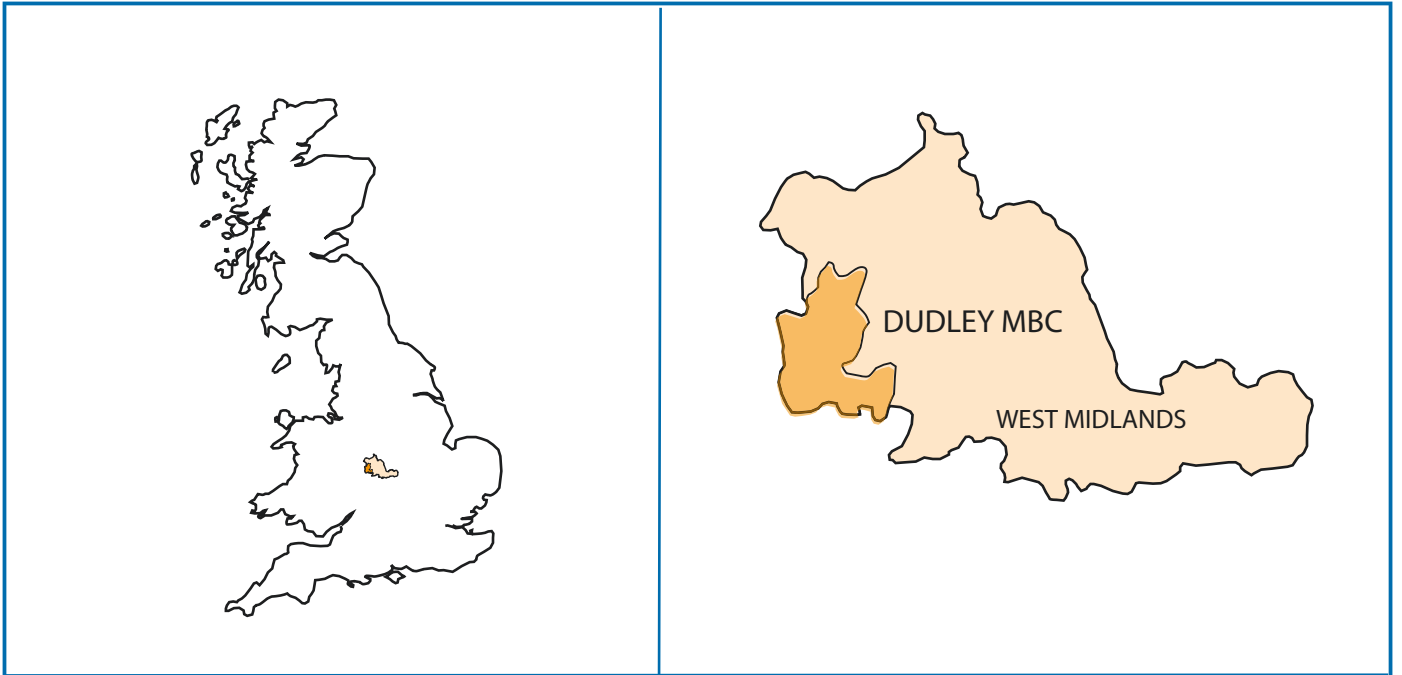
*A desk-based assessment was undertaken on behalf of Faber Maunsell at Dudley Bus Station, Dudley, West Midlands (NGR ref 3946,2903; HBSMR ref 12394). Documentary, cartographic and photographic sources were consulted as well as the Dudley Historic Buildings, Sites and Monuments Record and a history of the bus station area was constructed from these. Dudley existed as a relatively small settlement at the time of the Domesday survey. There is some evidence to suggest that the castle was used as a defensive site at this time. The medieval borough of Dudley grew up or may have been laid out between two churches at either end of the ridge, the top church, St Thomas's and the bottom church, St Edmunds. The site of the bus station lies adjacent to St Edmunds and is crossed by the line of a former 'back street' of the town, Birmingham Street. It is therefore probable that burgage plots once stretched from Castle Street to Birmingham Street on the west side of the site, either side of Fisher Street which joined the two. However it appears that on a pre-enclosure map of 1780, land holdings within the area were considered agricultural and it may be that either these plots had never been built on or the settlement had contracted at some point, perhaps after the plague of 1666 which saw a dramatic reduction of the population, or during the siege of Dudley Castle in 1646. In 1835, Treasure's map shows buildings along the frontages of Fisher Street and Birmingham Street, with a school on the north side of the former. By the time of the Ordnance Survey of 1884 the area is heavily built up with dense housing both on the street frontage and behind and this situation remains until the 1930s when the entire area is subject to slum clearance. The bus station opened in 1952 was refurbished in the 1980s. It is concluded that there is a potential for the survival of archaeological features beneath the current bus station, particularly in the light of watching briefs undertaken elsewhere in Dudley where medieval features have been uncovered in the town centre.*

## 8. **Acknowledgements**

The Service would like to thank the following for their kind assistance in the successful conclusion of this project John Hemmingway and Jayne Pilkington of Dudley Metropolitan Borough Council, Directorate of the Urban Environment, Paul Evans of Faber Maunsell and Ian Saunders of D5 Architects.

## 9. **Personnel**

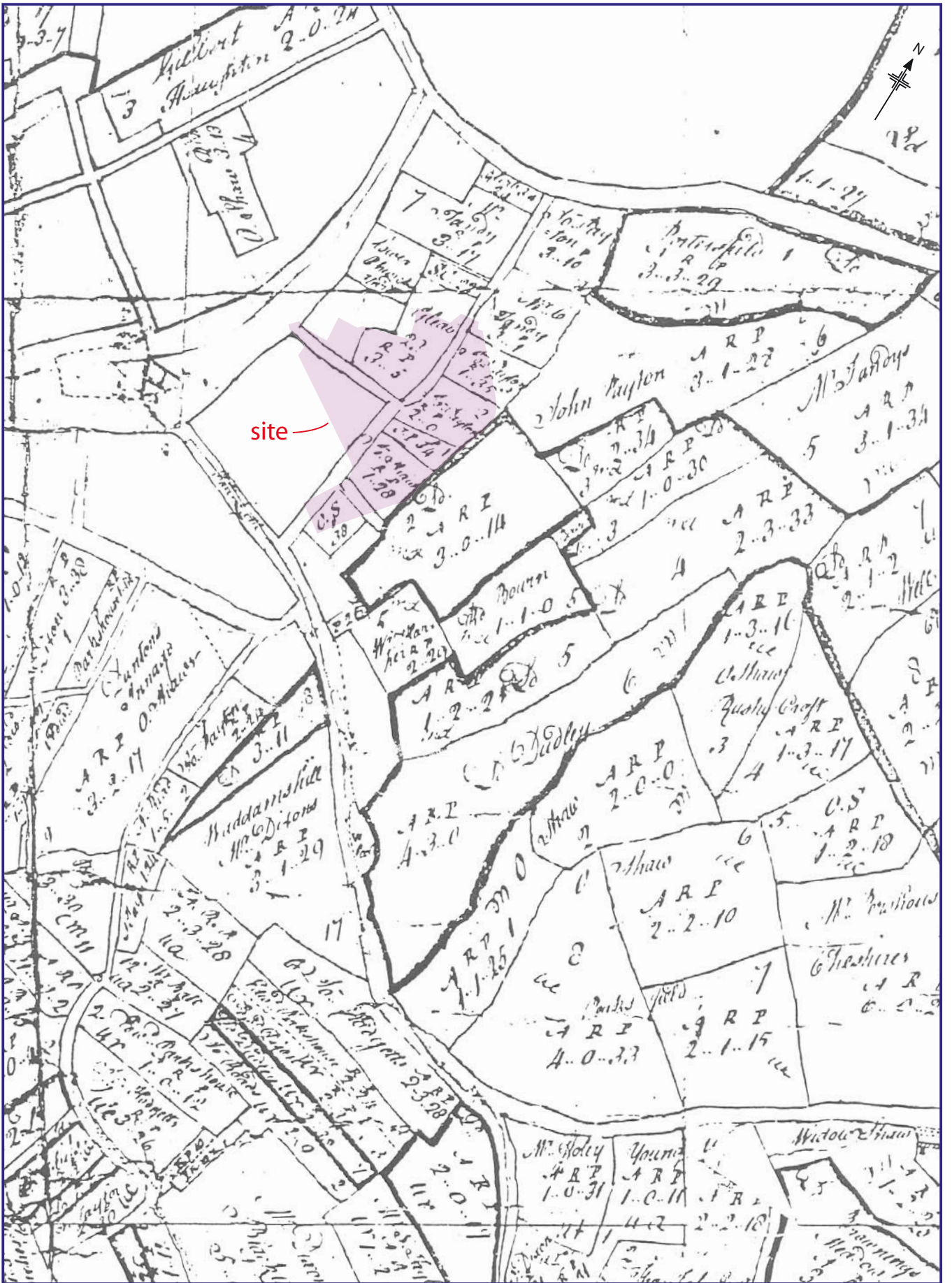
The assessment was undertaken by Tom Rogers. The project manager responsible for the quality of the project was Simon Woodiwiss. Illustrations were prepared by Carolyn Hunt.



Location of the site.

Figure 1

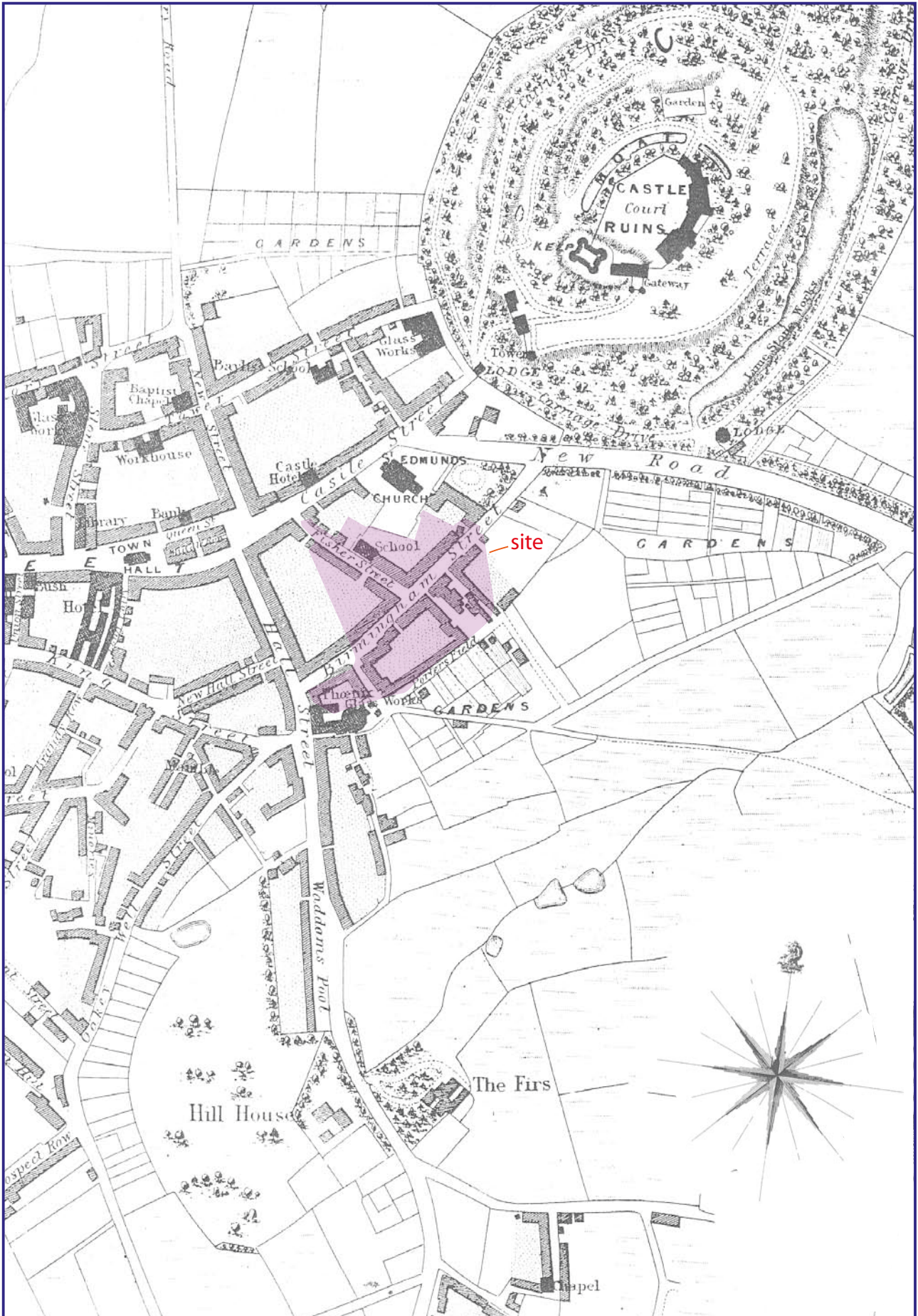




Extract from Court's map of Dudley, 1784

Figure 2

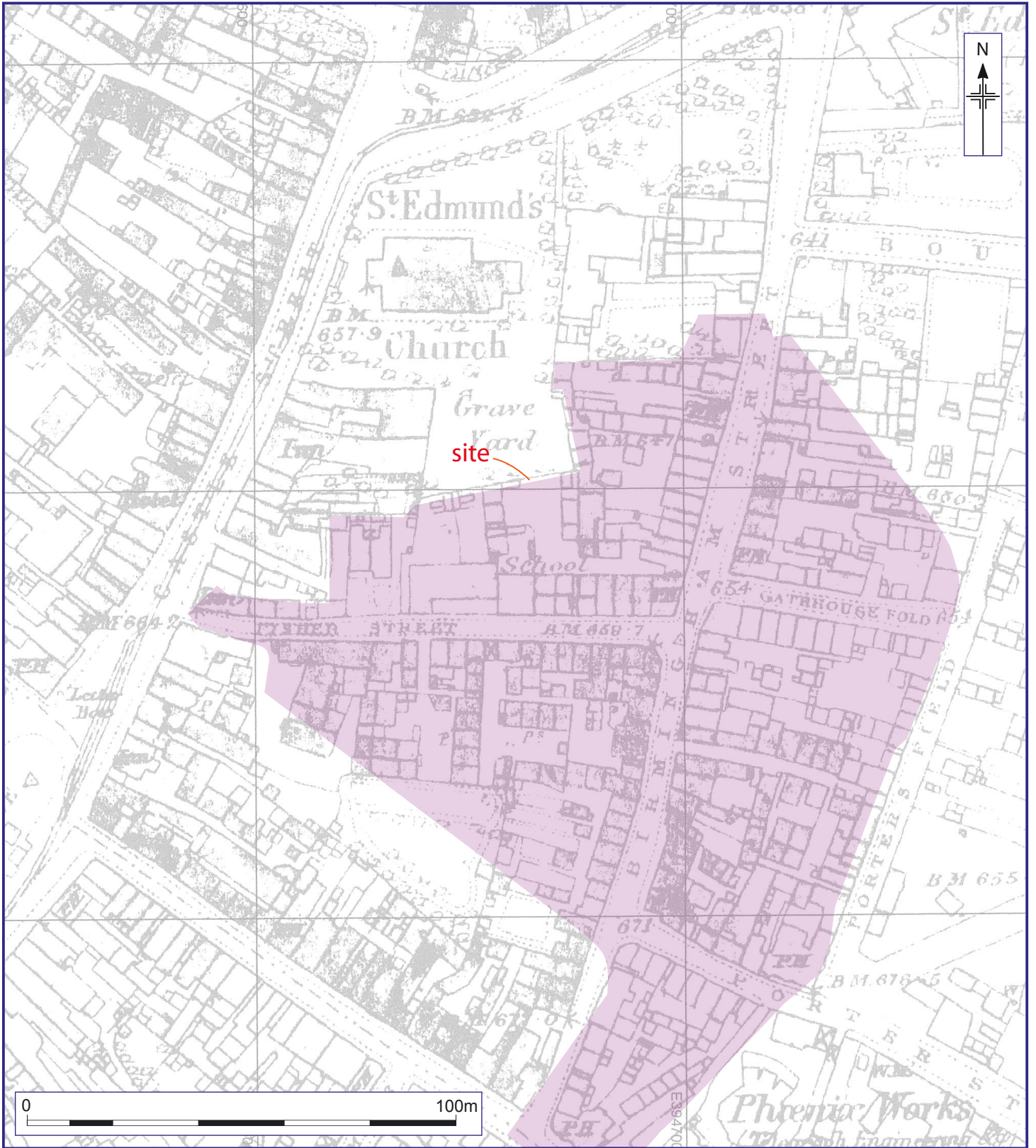




Extract from John Treasure's map c1835

Figure 3



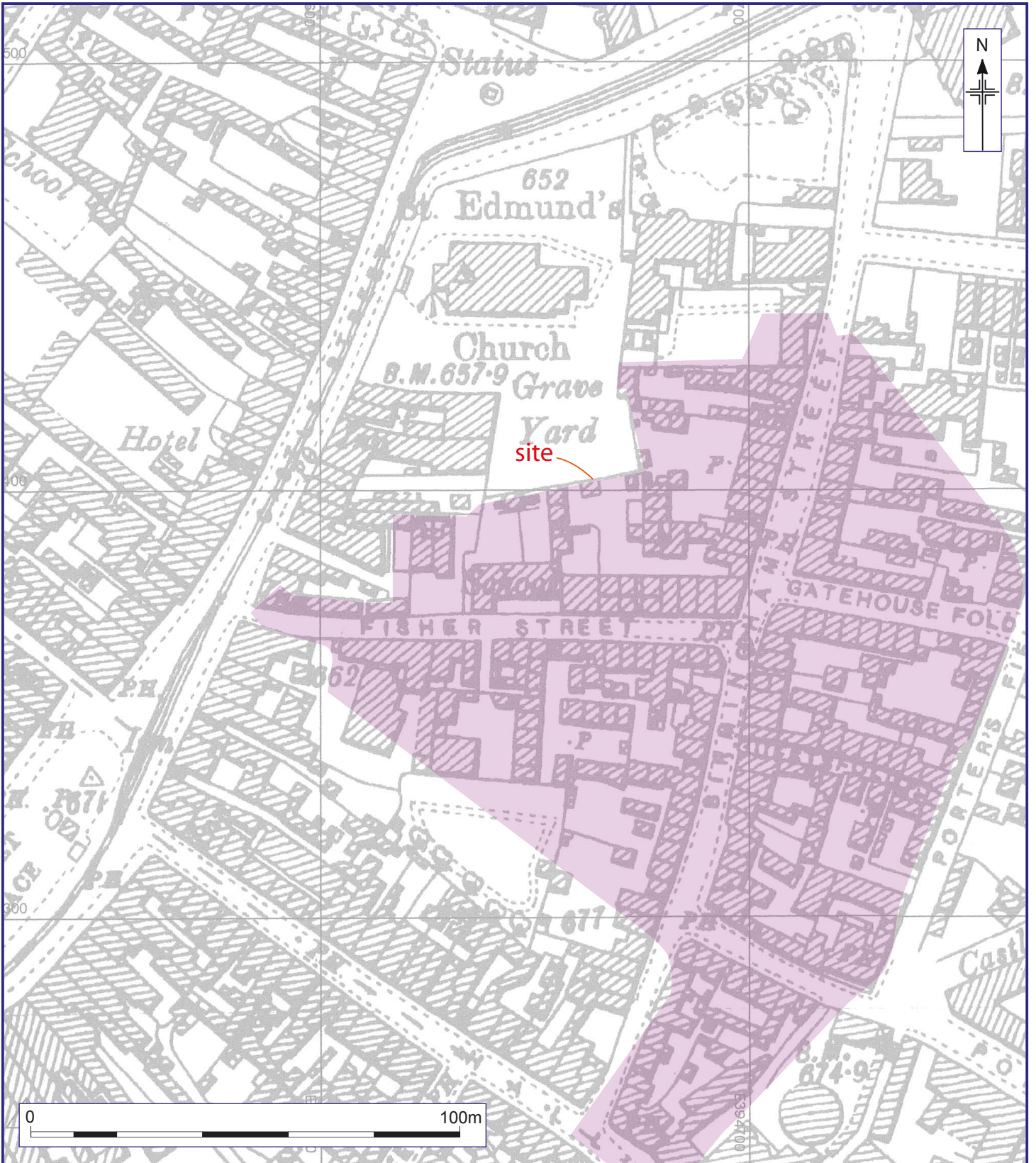


© Crown copyright. All rights reserved. Worcestershire County Council 100015914. For reference purposes only. No further copies may be made.

Figure 4

Extract from Ordnance Survey map, 1884



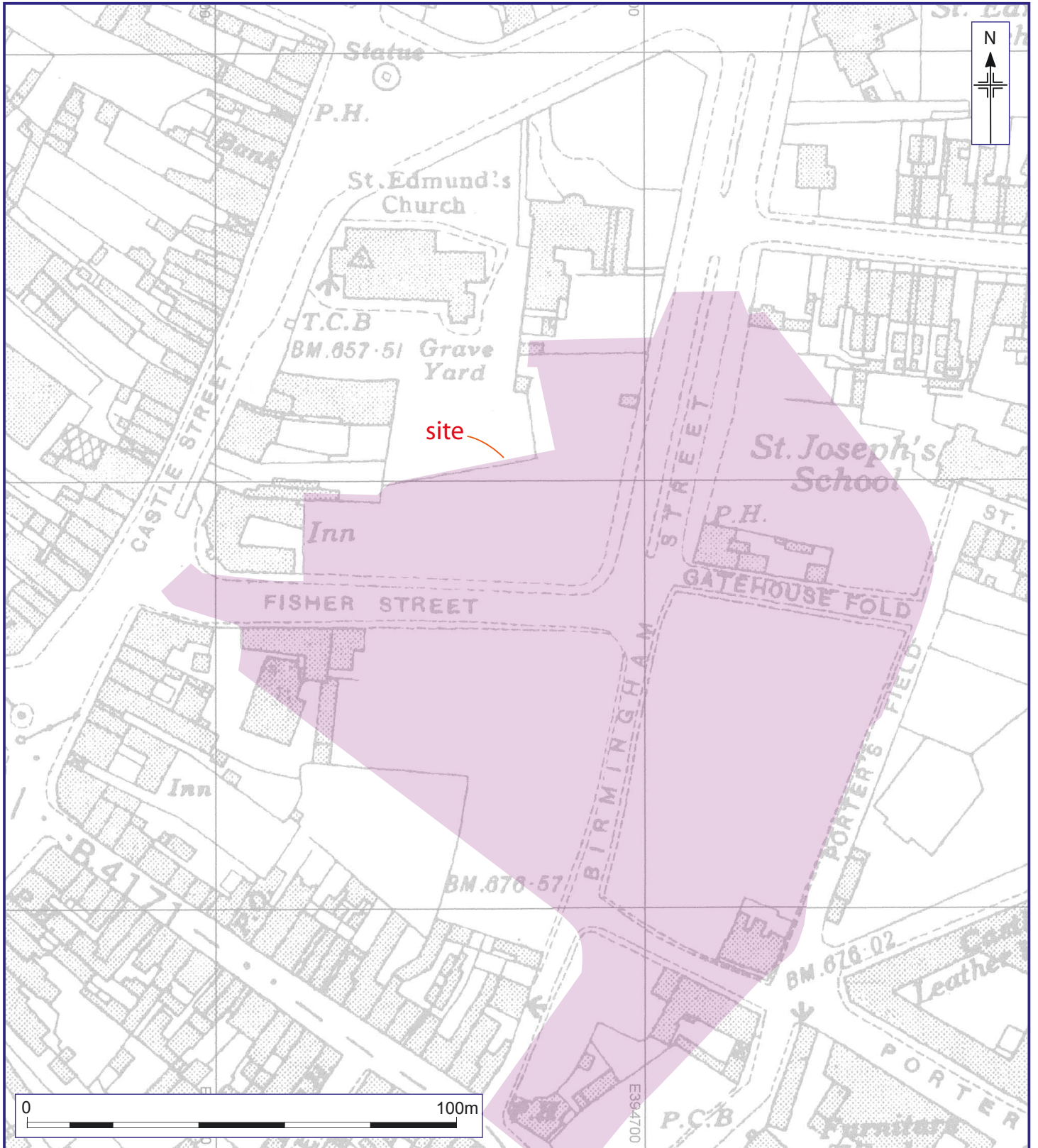


© Crown copyright. All rights reserved. Worcestershire County Council 100015914. For reference purposes only. No further copies may be made.

Extract from Ordnance Survey map, 1904

Figure 5

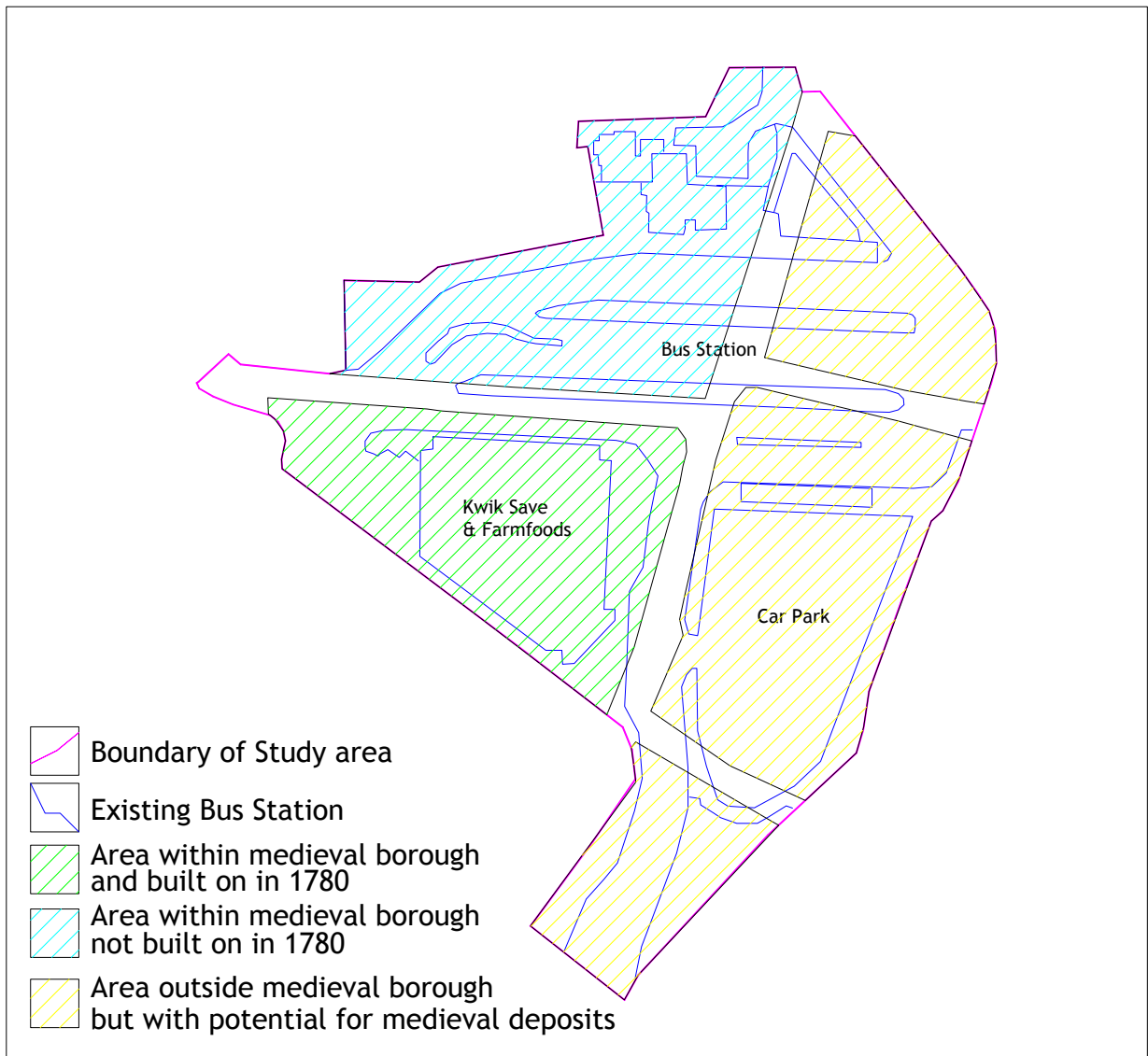




© Crown copyright. All rights reserved. Worcestershire County Council 100015914. For reference purposes only. No further copies may be made.

Figure 6

Extract from Ordnance Survey map, 1938



*Figure 7. Archaeological potential of medieval deposits (not to scale)*



Figure 8. Existing bus station in relation to demolished Victorian housing (not to scale)

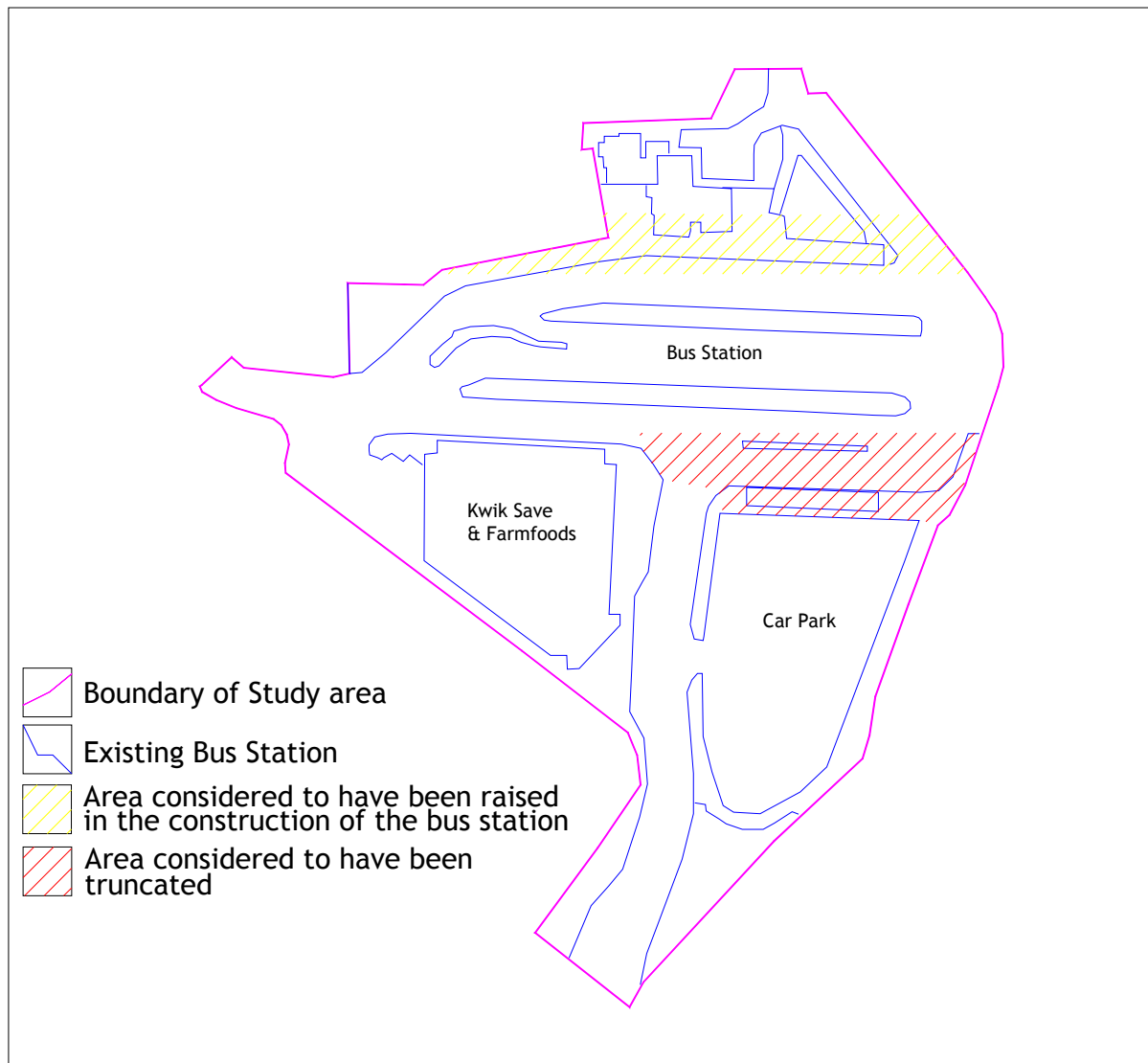


Figure 9. Estimated extent of levelling of the bus station  
(not to scale)



Plate 1 The bus station entrance from Castle Street



Plate 2 Central bus stands from the north east





Plate 3 Looking towards Kwik Save and Farmfoods supermarkets from Fisher Street



Plate 4. West midlands Travel Centre with St Edmund's Church in the background



Plate 5. Looking south along Birmingham Street



Plate 6. Looking west at the bank forming the northern edge of the car park.





Plate 7. Looking north across the bus station towards the castle



Plate 8. Looking south toward the bus station from the castle.



Plate 9. The opening of the bus station in October 1952



Plate 10. Looking north across the bus station from Birmingham Street in 1967





Plate 11. Court 2, Birmingham Street Clearance Survey 1930



Plate 12. Court 4, Birmingham Street Clearance Survey 1930



Plate 13 View of the southern side of Fisher Street, Birmingham Street Clearance Survey 1930



Plate 14. Obelisk monument in St Edmund's Graveyard

## Appendix 1 Features of the historic environment registered with the Dudley HBSMR (those within the site are indicated in bold)

Reference number and status	Site name	Record type	Description
HBSMR 918	Dudley Mosque	Grade II listed building	Former St Edmund's School
HBSMR 919	Forecourt wall to former school	Grade II listed building	Forecourt wall to former school
HBSMR 942	St Edmund's Church	Grade II* listed building	Brick built church of 1724
HBSMR 943	270-272 Castle Street	Grade II listed building	Former inn. C18th brick built house.
HBSMR 926	Dudley Castle	Scheduled Monument	Ancient
HBSMR 924	Birmingham Street	Event	Archaeological watching brief
HBSMR 7121	Green Man Entry	Event	Archaeological watching brief
<b>HBSMR 12076</b>	<b>Bus station</b>	<b>Event</b>	<b>Archaeological watching brief</b>

---

**Appendix 2 Additional features of the historic environment (those within the site are indicated in bold)**

Reference	Site name	Grid reference	Source	Description
HEF 1	<b>Taylor's Charity School</b>	<b>3946,2903</b>	<b>Ordnance Survey maps 1884 - 1930</b>	<b>Charity School, built early 19<sup>th</sup> century, probably demolished c 1930</b>
HEF 2	<b>Public House</b>	<b>3947,2903</b>	<b>Ordnance Survey maps 1884 - 1930</b>	<b>The Forrester's Arms which stood on the corner of Birmingham Street and Gatehouse Fold. Built before 1884 and demolished between 1952 and 1964.</b>