Longbridge Area Action Plan:
Baseline Studies
Archaeology & Cultural Heritage Report

January 2008
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1 Introduction

Birmingham City Council, in association with Bromsgrove District Council, Worcestershire County Council, Advantage West Midlands and the principle landowner St. Modwen Developments Ltd. are developing an Area Action Plan (AAP) for the former MG Rover site, including some adjacent land in the Longbridge area.

To support the preparation of the Area Action Plan in accordance with Department for Communities and Local Government (DCLG) guidance, a Sustainability Appraisal (SA) incorporating the requirements of a Strategic Environmental Assessment (SEA) will be produced to accompany the AAP.

This Baseline Report forms part of the overall evidence base for the AAP and should be read in conjunction with other technical reports and baseline material.


2 Background

2.1 The Area Action Plan
The AAP is a Development Plan Document prepared under the new planning system that was introduced in 2004. It is a statutory land use plan to guide new development in areas of significant change. It aims to stimulate regeneration and development, and to resolve conflicting objectives. The AAP will consider the development potential of the site and identify the type and distribution of land uses on the site.

The objective of the Longbridge AAP is to guide the redevelopment of the former MG Rover car plant site and adjoining land. The site has an area of approximately 190 hectares, covering the whole of the former MG Rover plant which straddles the Birmingham City boundary with Bromsgrove District.

The site represents possibly the largest development opportunity in the Birmingham City Region for many years. The loss of approximately 6,000 direct jobs with MG Rover going into administration has had a major effect on the economy of the city region. The aim of the AAP is therefore to ensure that the strategic redevelopment of the site is employment led but also provides for the social and environmental revitalisation of southwest Birmingham and North Worcestershire.

2.2 Purpose of Report
The purpose of this report is to set out the baseline information on Cultural Heritage within the broad Longbridge Area.

The information will be used to inform the issues, options, priorities and policies within the Area Action Plan.

This report also features a section on key recommendations for the AAP. This document has also been updated during the development of the AAP at various stages.
3  Scope of Report

3.1  Overview
It is in the interest of the local community, developer and Council that archaeological and cultural heritage issues are discussed, with an appropriately trained specialist, at an early stage in the planning process. This assessment represents such a commitment to establishing early advice to establish the Archaeological and Cultural Heritage Resource of the area.

The aims of this desk-based study are therefore to:

- Provide a baseline assessment of the key archaeological and cultural heritage resource within the area;
- Establish key themes and issues which would need to be factored into any future development plans;
- Propose an outline of future surveys and archaeological investigations which may be required ahead of development.
- Identify key research areas and potential projects
- Establish recommendation for the Area Action Plan
4 Method

4.1 Archaeological Methodology
The Archaeological assessment was conducted with regard to standards set out by the Institute of Field Archaeologists (IFA) *Standards and Guidance for archaeological desk-based assessment* (2001). The general approach and methodology has been to consider the archaeology in terms of the archaeological sites and monuments present within the defined study area.

These resources may be nationally or locally designated (by registration, listing or scheduling), may appear in the national or local archaeological record, or may be identified here from specialist scrutiny of the landscape and historic records.

In summary the work has involved:

- identifying the client’s objectives;
- identifying the sources available for consultation;
- assembling, consulting and analysing the available resources;
- consulting specialists as appropriate;
- preparing a summary report.

A gazetteer listing the cultural heritage features that fall within the study area surrounding the site is provided in Appendix 1. Each entry has been assigned a HAL number, marked on the figures and discussed in the text.

A short desk-top review of wide Cultural Heritage and history issues associated with the Longbridge area has been undertaken for this project. This has particularly focused upon the modern period (AD1800+).

4.3 Consultation
Initial consultation was undertaken with the Development Control Archaeological Advisors at Birmingham City Council and Worcestershire County Council. Birmingham City Council has provided useful advice as to the nature of the issues affecting the area.
5 Archaeological Resource Baseline Data

5.1 Statutorily/ Non Statutorily Protected Features
According to the MAGIC website, an interactive map based resource that contains information on key environmental schemes and designations, as supplied by seven government organisations including English Heritage, within the study area surrounding the proposed development site there are:

- Scheduled Ancient Monument - 1
- Listed Buildings - 2
- Area of Ancient Woodland - 1
- World Heritage Sites - 0
- Registered Battlefields - 0
- Historic Parks and Gardens - 0

The Bromsgrove Local Plan showed no Conservation Areas within or on the boundaries of the study area.

5.2 Sites and Monuments Record (SMR)
Birmingham City Council and Worcestershire County Council SMR’s were consulted to establish if any archaeological features, find spots or Cultural Heritage remains were recorded on their database within the study area surrounding this site. This identified 57 such features and/or find spots within the study area; (Figure 1).

5.3 Geology, Topography and Palaeoenvironment
For the site area the main solid and drift geology (British Geological Survey 1989) for each of the divisions of the site area is as follows:

- Former North Works Car Park: Till in west, first river terrace in east
- Former North Works: Mercian Mudstone, with a band of alluvium
- Former ‘Old’ West Works: Till
- South Works: Kidderminster formation

Although generally the site area is fairly level, the natural topography appears to have included a gentle slope up to the north-west from the western part of the
North Works and into the South Works. The land rises more steeply to the south of the south works into Worcestershire.

The study area encompasses a range of topographic conditions; the southern area is located within the south western part of the ‘Arden’ landscape in the Countryside Agency’s Landscape Character Assessment. The key characteristics of the Arden countryside include ancient landscape patterns with small fields, winding lanes and dispersed, isolated hamlets and narrow, meandering river valleys with long river meadows. The north of the study area falls within the south-western administrative area covered by Birmingham City Council.

The soils in the study area are loamy clay soils which generally drain poorly and are consistent with grassland and arable farmland.

5.4 Previous Excavation or Survey

Within the SMR records there are 6 records of archaeological interventions. These include archaeological evaluation, excavation, palaeoenvironmental assessment, building recording, desk based assessment and historic research.

5.4.1 Archaeological Intervention

A phased programme of archaeological recording and excavation has been carried out at the former MG Rover car factory in Longbridge. Various stages of work have been carried out between 2002 and 2005. In 2003 evaluation trenching revealed alluvial deposits which were further sampled and examined in 2005. Trenching revealed the remains of Longbridge Farm and Longbridge House. These structures were dated to the late 18th and early 19th centuries (HAL 25, 26).

Borehole monitoring across the former course of the River Rea extracted samples which were subject to pollen analysis and radiocarbon dating. A pollen sequence from the 10th to 15th centuries AD was recorded. A possible medieval phase of alluvial deposition across the valley floor was identified (HAL 25, 26). Further assessment work and sampling is proposed on other sections of the Rea within the Longbridge works.

5.4.2 Building Recording

Building recording has been carried out at the former MG Rover car factory ahead of redevelopment (HAL 25).
5.4.3 Desk Based Assessment and Historical Research
Two Archaeological Desk Based Assessments have been carried out within the study area, including an assessment on the Bittell Waterways System (HAL 1). This study revealed four stages to the development of the Bittell Waterways system from pre 1791 watermills which may have had origins in the medieval period as fish ponds, through to canalisation and reservoir construction during the 19th century.

To the north east of the site area an assessment was carried out in 2000 at Moat House in Longbridge (HAL 17) which is a Scheduled Ancient Monument. The assessment revealed that a medieval moated manor house stood on the site of Moat House, formally Hawkesley Farm. Documentary and archaeological evidence exists from at least the 13th century.

5.5 Archaeological and Historical Background
This section provides a brief overview of the archaeological and historical background of the study area, which will aid in understanding the likelihood of encountering currently unrecorded resources within the application site and potentially determine their significance and likely condition.

5.5.1 Undated
There are a number of monuments which have not been dated or insufficient information is available. These include a possible enclosure (HAL 56) situated in the north-west of the West Works within the former MG Rover complex. It is possible that this relates to Medieval or Post Medieval Field Boundaries. However, it is likely that these features were destroyed by the construction of the Mini Metro plant in the 1970’s.

5.5.2 Prehistoric Period (c. 750,000 BP – AD43)
Evidence for prehistoric activity within the study area is limited to find spots such as a Beaker period flint javelin point (HAL 19) and a Neolithic flint arrowhead (HAL 22) which were found either side of the Lickey Road, a flint core (HAL 43) on Bilberry Hill, an axe found at Tessal Lane (HAL 55) and unspecified artefact(s) (HAL 28, 54).

The site of an Iron Age hillfort (HAL 10) is located on the northern edge of the Lickey Hills at Bilberry Hill.

5.5.3 Romano-British Period (AD43-AD410)
One site from this period is listed on the SMR within the study area and relates to a stretch of the Gloucester to Wall Roman road (HAL 23) which runs from
Droitwich to Metchley Roman fort. The road passed through a narrow defile between Bilberry and Rednal Hills and became the main road between Birmingham and the south west until an alternative route through Rubery, with a lower elevation, was opened in 1831. The A38 (HAL 24) has its origins in the Roman period, being a continuation of the Droitwich to Metchley road.

A Roman findspot is present in the area (HAL20) which consisted of a coin dating from the 4th century found in the garden of 51 Cofton Grove.

5.5.4 Early Medieval Period (AD410-AD1066)
There are two sites within the study area dating to this period: a find spot (HAL 10) comprising a glass cone beaker, which is believed to originate from an Anglo-Saxon internment from the 5th to the 7th centuries, and the site of an Anglo-Saxon Holloway (HAL 27).

Documentary and place name evidence suggests that the settlement at Cofton Hackett originated in this period. Cofton began as a collection of dispersed settlements of Anglo-Saxon farmers, the name Cofton being Anglo Saxon for a settlement in a recess of a hill (Blount 1977). The collection of farms inhabited the eastern slope of the Lickey Hills and the upper courses of the River Arrow and was strategically placed to take advantage of the Roman Road passing through the Lickeys, as well as the water source of the River Arrow. Cofton is mentioned in several Anglo-Saxon documents with regard to land grants by either the king or the Bishops of Worcester. The Domesday Book mentions a mill at the site, which must have been present in the late Anglo-Saxon period. Probable drainage gullies an a palaeochannel at the North Work1 Car Park were dated by radiocarbon to around AD 948 (HAL 26).

5.5.5 Later Medieval Period (AD1066-AD1550)
There are a number of sites from the later medieval period within the study area. These include a number of fishponds (HAL 1) which were later modified to become part of the Bittell Waterways System in the post-medieval period. Similarly the Upper Arrow Pond (HAL 3), the Upper and Lower Bittell Reservoirs (HAL 12), the site of Bittell Mill (HAL 13), the fishpond west of Cofton Richards Farm (HAL 7) and the Lower Arrow fish and millpond (HAL 14) all have possible medieval origins.

The study area also features a number of later medieval settlement sites. High status moated sites exist at Cofton Common (HAL 5) and at Moat House (HAL 17) which is a scheduled site. The Moat House is still the site of a partially existing wet moat and was excavated in the 1950’s to reveal evidence of a manor
house dating to the 13th century (Griffin and Woodiwiss 2000). Similarly Groveley Hall (HAL 60), now demolished is recorded as having been built in 1275 and although now the site of a post medieval farm there is still surviving evidence for the former grounds and buildings associated with the hall. A medieval occupation site with manor house is present at Cofton Richards Farm (HAL 8).

There is further Bibliographic references to another moated site at Colmers Farm (HAL 51) although there is little firm evidence for this other that place name analysis and the presence of ponds.

Deserted and Shrunken medieval villages are also a feature of the study area. A set of undated earthworks (HAL 4) exist to the north east of Cofton Richards Farm which appear consistent with the later medieval forms. Adjacent to the farm is the site of a deserted and/or shrunken medieval village (HAL 16). In addition in the south-east corner of the study area documentary evidence exists for the medieval settlement of Hopwood (HAL 59).

A possible Medieval date has been established for Alluvial deposits (HAL 53) recorded by excavation along the former course of the River Rea which runs through the centre of the former North Works site. A date of CalAD 1210-1310 was achieved by radiocarbon dating. Pollen analysis suggests that the landscape at this time would have been characterised by meadowland and tree cover comprising mainly hazel and alder. Pollen analysis of a palaeochannel an alluvin--- at the North Works Car Park shows an increase in gassies and decline in tree between AD 1555 (HAL 26)

The Bristol Road South (HAL 24) is known as a later medieval thoroughfare.

A number of standing buildings have medieval origins of phases of construction including: a medieval churchyard cross (HAL 29) and St Michaels Church (HAL 30). Cofton Hall (HAL 34) is a possible location for the medieval manor house at Cofton. During work on the Hall in 2000, plans of a cellar system (HAL 33) and an old water supply were recorded which appear to relate to earlier structures.

5.5.6 Post-Medieval (AD1540-AD1800) and Modern Period (AD1800+)

There are two Listed Buildings within the study area which relate to this period. These comprise a Water Tower (HAL 49) and a Chapel (HAL 50) relating to Hollymore Hospital.

A number of sites dating to these periods are recorded on the SMR, with the Bittell Waterways System (HAL 1) comprising some of the most notable historic
features throughout the study area. The Bittell Waterways are made up of a complex of canals, reservoirs and small streams. The development of the complex falls into phases, with the first seeing the establishment of one or more watermills at Bittell which utilised existing pools of later medieval origin.

Later phases saw the River Arrow utilised as a major water source for the Worcester and Birmingham Canal, which led to the creation of the Upper Bittell reservoir as a canal feeder. Lower Bittell and Cofton reservoirs were established to feed the needs of mill owners downstream from the Canal such as Bittell water mill (HAL 6) at Mill Shrub. The need for water to replenish the Upper Bittell reservoir resulted in the construction of a steam engine (HAL 15) to pump water from the Lower Bittell to the Upper Bittell Reservoir 50 feet higher up.

The stretch of the Birmingham-Worcester Canal which was completed in 1815 runs along the south east edge of the study area (HAL 11) and is known as ‘Jacob’s Arm’. Other major transportation features in the study area include the Birmingham to Gloucester Railway, completed in 1840 (HAL 2).

The programme of archaeological investigations (HAL 26) at the MG Rover car plant revealed the remains of Longbridge House, dating to between the 18th and 19th centuries (HAL 52) in the former North Works car park and remains Of Longbridge Farm, of a similar date, near the former North works. (HAL 25)

Other post-medieval building remains exist within the study area in Cofton Hackett including the Green memorial, comprising a 19th century chest tomb and railings (HAL 31) and also a collection of 18th century farm buildings (HAL 32). Nailmakers workshops (HAL 9) behind 462 Lickey Road on the western edge of the study area are a feature of the industrial heritage of the area.

Defence of Britain records were consulted within the SMR and a number of sites were identified including: two barrage balloon sites (HAL 37 and 42); a Fougasse trench (HAL 36); anti-aircraft batteries (HAL 38 and 39); an aircraft factory amongst the Longbridge Works (HAL 40); a military billet (HAL 41) and a prisoner of war camp (HAL 35).
6 Archaeological Issues

6.1 Overview
The main issues or themes associated with Archaeology can be summarised as follows:

- Potential buried archaeology and palaeoenvironmental deposits;
- Impact on Structures and sites; and
- Remaining requirements for archaeological work at the River Rea.

Archaeological work to date within the site area has shown that significant archaeological remains survive within the former factory site and the possibility of further remains cannot be ruled out. Within the following Archaeological periods it is possible to identify the key issues which may be encountered.

6.2 Potential Buried Archaeology
6.2.1 Prehistoric Period (c. 750,000 BP – AD43)
Palaeoenvironmental analysis of deposits associated with former river channels have formed the majority of work carried out to date and present the single most significant issue within the site area, in terms of potential for further work. The course of the River Rea appears to have meandered or braided during the past and this coupled with the preponderance of other prehistoric monuments (burnt mounds) in the vicinity, makes this an important consideration for future development.

Work to date has involved a suite of scientific techniques aimed at dating the material and provided key information about the past environment. Any new development in the vicinity of the River Rea or its immediate environs has the potential to impact upon such material. There exists a requirement of an earlier planning application to further investigate such deposits within the former North Works and West A and B car parks. Archaeological consideration should be included in future optioneering regarding the River Rea corridor.
6.2.2 Romano-British Period (AD43-AD410)

Whilst the A38 Bristol road follows the course of a Roman Road there is little direct evidence for further significant deposits to exist within the study area. However, it should be noted that any ‘greenfield’ developments have the potential to uncover previously unknown archaeological sites. In this period it is generally accepted that much of the study area would probably have been utilised as farmland. However, there would have been small scale settlement sites or farmsteads. The lack of such evidence within the baseline should not be taken as proof of a negative and should any future development be focussed on previously undeveloped land it may be an issue to flag up.

Similarly human activity associated with the drainage or management of the marsh area is likely to have continued throughout this (and subsequent) periods.

6.2.3 Early Medieval Period (AD410-AD1066)

There is little direct physical evidence for archaeological deposits occurring within the site area or study area other than stray finds relating to this period, but probable drainage gullies under the North Works Car Park have produced a radiocarbon date of around AD 948.

6.2.4 Later Medieval Period (AD1066-AD1550)

There are a number of seemingly high status moated sites dating to this period throughout the study area including Moat House (HAL 17) which is a Scheduled Ancient Monument. Elsewhere there are further manorial features which point towards an active medieval landscape. There is potential for further palaeoenvironmental deposits to exist in the vicinity of the River Arrow, perhaps relating to Mill structures associated with this period. However, the potential for previously unknown archaeology remains low, although in areas which have been previously undeveloped there is always the possibility of such sites to exist. The pollen sequence from the North Works car park indicates clearance of trees during the medieval period.

6.2.5 Post-Medieval (AD1540-AD1800) and Modern Period (AD1800+)

The survival of Longbridge House and Farm within the former North Works and North Works Car Park highlight the possibility that similar remains can exist throughout the site and study area. Analysis of the current baseline shows that there is little evidence of any further such structures to be present. Limited information is available at present about the scale of Tunnel Networks and associated infrastructure connected to the former MG Rover Works. Further investigations and research is required in this area.
1. Opportunities to build on the automotive history of Longbridge are demonstrated by the success of ‘The Annual Pride of Longbridge’, a Car Rally and visitor event, evidence of the enduring cachet of Longbridge and links to transportation. Car enthusiasts, historians and many others are attracted to Pride of Longbridge at Cofton Park to learn about the Longbridge motor vehicle industry and see the vehicles produced for over a century that have travelled throughout the globe and function to this day.

2. Longbridge’s industrial and cultural heritage, inherent natural beauty and the spirit of the Longbridge community, are all ingredients critical to shaping and promoting the area’s future success, a place where people want to live, be educated, work and thrive as a community. The community itself has recognised this and rallied to sustain the community’s cultural and social networks through the establishment of the Rover Community Action Trust (RCAT) which was set up to champion the renaissance of the community.

6.3 Impact on Structures and Sites
The baseline assessment has revealed a number of structures areas for further research and three sites which have been afforded Statutory Protection. In addition the remaining sites and structures recorded on the Sites and Monuments Records may be affected by future development plans. Historic Building recording has been carried out within the site area to the satisfaction of Birmingham City Council. There are two listed buildings within the Hollymore Hospital complex which would require consent should any wholesale changes be suggested in this vicinity.

6.4 Outstanding Requirements of Planning
Currently there are two remaining planning conditions relating to works within the former MG Rover car factory. These are as follows:

- PPG16 Condition at former West A and B car parks for trenching and palaeoenvironmental sampling/analysis; and
- North Works – palaeoenvironmental work required in the form of sampling, analysis and establishing a profile of the River Rea.
7 Wider Heritage and Cultural Issues

7.1 Overview

The name of Longbridge is synonymous with innovation, invention and industrial Heritage and in particular the British motor vehicle industry. However whilst the name immediately conjures this image, the area is also renowned in terms of its air and rail transportation heritage, its inherent natural attributes and culture and its location within The Central Technology Corridor – a focus for new technologies and industry.

The area represents a myriad of cultural and tourism potential and opportunities to Develop Cultural Heritage Tourism, celebrating the area’s past and looking to the future.

7.2 The Longbridge Works

In 1905, the dawn of the motor vehicle industry, Herbert Austin, later Lord Austin founded the Austin Motor Company and selected the ideal location for the Head Quarters of what was to become an international motor manufacturing enterprise at Longbridge. Birmingham producing several icons of British car design including the Mini. He chose the Longbridge location for his company because of its inherent natural attributes, close to the Lickey Hills and an easily accessible location afforded by the Birmingham to Gloucester railway line.

The company’s physical presence at Longbridge grew exponentially over the years with progressive enlargements to the original premises on the area later known as the South Works area and grew in size to become one of the latest manufacturing plants in the world. Its physical dominance was however masked by the towering backdrop of the Lickey Hills, an ancient quartzite ridge, a natural landscape ameliorating and camouflaging the factory to a large degree. The Austin motor company also established ‘The Austin Village’ consisting of modern pre-fabricated building. The company applied for building permission in 1917.

Longbridge was also an important aircraft manufacturing facility during both World Wars. In the First World War the factory switched from car production to producing guns, shells aeroplanes and lorries. During the second war, it was one of five motor manufacturing sites utilised for airplane manufacture requiring new build to accommodate the Austin Aircraft Works. Above ground was a new Flight Shed and Aero Factory, built to complement an earlier Flying Ground. Below ground was an underground labyrinth of tunnels covering over three miles. Fairey Battles, Stirling Bombers, Miles Master and Lancaster Bombers planes or components for assembly elsewhere were all built at Longbridge.

From its inception at Longbridge the motor manufacturer attracted employees from Birmingham and the region. Local people relied on the company not only for employment but also for the social and community infrastructure and networks it sustained. Many families had a history of working for the company over successive generations and were proud to be associated with Longbridge or ‘The Austin’, as the company is fondly referred to.
7.3 The Lickey Hills

As the car industry expanded at Longbridge, the Lickey Hills continued to be a major visitor attraction for Birmingham families and beyond, the two industries existing in harmony. The Lickey Hills Country Park and Cofton Park, were a major visitor destination for Birmingham families since the 19th century when the area was the focus of a booming tourist trade. Guest houses and tea rooms were in abundance at the entrance to the Lickey Hills alongside Cofton Park, the terminus for the Tram line that ran from Birmingham to the area.

Railway enthusiasts travelled from far and wide to see the famous Lickey incline, part of railway history. This gradient on what was the Birmingham Gloucester Railway was so steep that trains required the Lickey Banker, an extra engine, to climb its gradient encompassing a 300 foot climb.

On a spiritual note, the Lickey Hills is the resting place of Cardinal John Newman, famous for his views on faith and religious toleration. The Oratory at Hagley Road was built as a memorial to him and his name is recognised in a local housing development in Longbridge and other streets in Birmingham. It is thought he may be beatified and should this be the case his resting place at the Lickeys may become a destination for Pilgrims.

7.4 Modern Culture

In terms of modern day Longbridge, its location on the Central Technology Corridor and the opportunities that emanate from this in terms new technologies and materials, including semi conductors and their applications to new modes of travel are opportunities to be developed within the Cultural Heritage plans for Longbridge and the development of the area as a Visitor attraction. The establishment of new enterprising and entrepreneurial business all have a key role to play in sustaining a new cultural environment at Longbridge.

It should be noted that there are still cultural features of value to be found on the operational aspects of the Longbridge site (Nanjing). This includes an Archive Centre and Lord Austin’s original office which has been relocated to the Conference Centre.
8 Archaeological Recommendations

8.1 Overview
The baseline assessment and issues appraisal has suggested that there are significant archaeological remains within the study area, although there is no single issue which presents an obstacle to future redevelopment. The contextual information given by analysis of the wider study area depicts a landscape rich in archaeological and historic activity ranging from the prehistoric period through to the modern day.

In order to minimise development risk and factor in archaeological issues at inception stage additional survey and investigative works are suggested in the following key areas:

- River Rea Corridor
- Former MG Rover factory complex
- Road re-alignments
- Greenfield developments

8.1.1 River Rea Corridor
Abortive attempts at obtaining a profile and dating deposits across the River Rea was carried out in 2004. A programme of archaeological recorded was undertaken which aimed at excavating a profile across the former course of the River Rea. However, due to unseasonal weather conditions resulting in a significantly raised waterside and the presence of potentially serious contaminants associated with the former car factory, this work was abandoned.

There remains a desire by Birmingham City Council’s Archaeologist to complete this work. As such it will be necessary to have an archaeological input into the design and construction impacts associated with any future plans for this part of the site. Ground remediation works and health and safety considerations are likely to take precedence over other issues, although every effort should be made to include archaeological input into this process.

The aim would be to satisfactorily record the profile of the pre-car factory landscape and river corridor and to take samples where possible for palaeoenvironmental analysis. However, it should be noted that the presence of contaminants may mean that such analysis would be ineffective.
8.1.2 **Former MG Rover Factory**

There is a remaining planning condition requiring palaeoenvironmental work to be carried out at the former West A and B car parks. This would take the form of an excavated trench designed to provide supporting evidence for the works carried out at the former North Works Car Park.

In addition it may be necessary to carry out further evaluative works in different areas as they are redeveloped. Accordingly the baseline assessment shows that there are additional sites recorded on the SMR towards the western extent of the site area, including a possible Enclosure site (**HAL 56**). The remaining field requirement at the West Works may be able to address the issues in this area, although it would be necessary to conduct further detailed consultation at an appropriate time in the development programme to scope any works which may be necessary.

There is also a requirement to undertake further evaluative work on the Tunnel Network and Linked modern period infrastructure associated with the former manufacturing plant.

8.1.3 **Realignment of Road network**

The proposed re-alignment of the A38 could uncover former road surfaces, including the Roman Road but it is unlikely that there would be any significant remains due to historic engineering works.

The Parcel Office situated adjacent to the railway on the A38 Bristol road was not recorded as part of the programme of archaeological recording which took place within the former MG Rover complex. Due to the proposed re-alignments the Parcel Office will be demolished, prior to this the structure will be recorded in accordance with a brief prepared by Birmingham City Council (BCC). Initial consultation with BCC has confirmed that building recording will be required at a level commensurate with Level 2 (English Heritage guidelines) and should be precede any demolition works.

The B4120 Lickey Road contains a tree lined avenue which is likely to represent the remnant of the former tram line which ran to a local terminus at Rednall. It is likely that there is surviving evidence for the tram lines in the road. Given the important social history associated with the tram it is likely that this would raise considerable public interest. It is recommended that archaeological monitoring is carried out during any works in these areas.

8.1.4 **Greenfield Developments**

The southern part of the study area is more rural in character and any future developments have the potential to affect previously undiscovered archaeology as
discussed above. In order to determine as far as possible the likelihood of such occurrences it would be beneficial to consider a number of non invasive techniques well in advance of any potential development to look for indicators for archaeological remains. This would include field walking, map regression, place name analysis and possibly geophysical survey. It would be advisable to continue consultations with both Birmingham City and Worcestershire County Council Archaeological advisors to determine any possible conditions they may have regarding future works.
9 Cultural Heritage Recommendations

9.1 There is a clear need within the AAP to recognise the National, Research and Local importance of the area’s history and culture. This could translate to:

- The establishment of a Heritage Centre/Community Museum, which details and celebrates the history of manufacturing at Longbridge and the role ‘The Works’ played in the life of local people and communities.

- Broadening the appeal of the centre to include a focus upon modern culture and new enterprise.

- Building upon existing networks and events to develop a wide range of cultural activities, exhibitions, festivals and programmes within Longbridge and surrounds. This will also assist supporting community cohesion.

- The identification and allocation of sufficient financial resources to deliver the recommendations detailed above.
## Appendix 1: Gazetteer of Cultural Heritage Features

<table>
<thead>
<tr>
<th>Hal No</th>
<th>Period</th>
<th>Form</th>
<th>Description</th>
<th>Designation</th>
<th>Ref</th>
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<td>Medieval – post-medieval and modern</td>
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<td>8</td>
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<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Medieval – post-medieval</td>
<td>Monument</td>
<td>Fishpond/mill pond at Upper Arrow Pond, Upper Bittell, Cofton Hackett/Alvechurch</td>
<td>WSM0180</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>Unassigned</td>
<td>Monument</td>
<td>Earthworks, NE of Cofton Richards Farm, Cofton Hackett</td>
<td>WSM0180</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>Medieval</td>
<td>Monument</td>
<td>Moat, Cofton Common, Cofton Hackett</td>
<td>WSM0185</td>
<td>0</td>
</tr>
<tr>
<td>7</td>
<td>Unassigned – medieval ?</td>
<td>Monument</td>
<td>Fishpond, west of Cofton Richards Farm, Cofton Hackett</td>
<td>WSM0317</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>Medieval</td>
<td>Monument</td>
<td>Medieval occupation and site of manor house, Cofton Richards Farm, Cofton Hackett</td>
<td>WSM0317</td>
<td>5</td>
</tr>
<tr>
<td>9</td>
<td>Post medieval</td>
<td>Monument</td>
<td>Nailmakers Workshops, behind 462 Lickey Road, Cofton Hackett</td>
<td>WSM0877</td>
<td>8</td>
</tr>
<tr>
<td>10</td>
<td>Iron Age</td>
<td>Monument</td>
<td>Hillfort at Bilberry Hill, Lickey Hills</td>
<td>WSM0966</td>
<td>6</td>
</tr>
<tr>
<td>11</td>
<td>Post medieval and modern</td>
<td>Monument</td>
<td>Stretch of canal - Jacob’s Arm, Worcester &amp; Birmingham Canal, Bittell, Alvechurch</td>
<td>WSM0967</td>
<td>5</td>
</tr>
<tr>
<td>Hal No</td>
<td>Period</td>
<td>Form</td>
<td>Description</td>
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<tr>
<td>12</td>
<td>Later medieval and post medieval</td>
<td>Monument</td>
<td>Upper &amp; Lower Bittell Reservoir, Alvechurch</td>
<td>WSM0989</td>
<td>7</td>
</tr>
<tr>
<td>13</td>
<td>Medieval to post medieval</td>
<td>Monument</td>
<td>Site of Bittell Mill (Mill and Mill Race), Cofton Hackett</td>
<td>WSM2598</td>
<td>3</td>
</tr>
<tr>
<td>14</td>
<td>Medieval to post medieval</td>
<td>Monument</td>
<td>Lower Arrow [fishpond and mill]Pond, Upper Bittell, Cofton Hackett/Alvechurch</td>
<td>WSM3242</td>
<td>0</td>
</tr>
<tr>
<td>15</td>
<td>Modern</td>
<td>Monument</td>
<td>Site of Engine House, Bittell Waterways System, Cofton Hackett</td>
<td>WSM3242</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>Later medieval</td>
<td>Monument</td>
<td>Possible site of a Deserted Medieval Village and/or Shrunken Medieval Village</td>
<td>WSM3255</td>
<td>7</td>
</tr>
<tr>
<td>17</td>
<td>Later medieval onwards</td>
<td>Monument</td>
<td>Medieval moated site, partly wet, partly dry, excavation in the late 1960’s revealed evidence for manor house. Documentary and cartographic material dated to at least the 13th century</td>
<td>SAM WM22</td>
<td>HBSMR02014</td>
</tr>
<tr>
<td>18</td>
<td>Early medieval</td>
<td>Monument</td>
<td>Findspot - Anglo Saxon glass cone beaker believed to have come from an Anglo Saxon interment c. 5th to 7th century AD</td>
<td>HBSMR</td>
<td>02937</td>
</tr>
<tr>
<td>19</td>
<td>Prehistoric</td>
<td>Monument</td>
<td>Findspot - Beaker period flint javelin point found in 1925 during the widening of the Bristol Road, at the junction of Low Hill Lane</td>
<td>HBSMR</td>
<td>02943</td>
</tr>
<tr>
<td>20</td>
<td>Roman</td>
<td>Monument</td>
<td>Findspot - Roman Coin dating from c.4th century AD found in the garden of 51 Cofton Grove</td>
<td>HBSMR</td>
<td>03330</td>
</tr>
<tr>
<td>21</td>
<td>Undated</td>
<td>Monument</td>
<td>Rednal Mill</td>
<td>HBSMR</td>
<td>20080</td>
</tr>
<tr>
<td>22</td>
<td>Prehistoric</td>
<td>Monument</td>
<td>Findspot - Neolithic flint Arrowhead – leaf shaped similar to HBSMR02943</td>
<td>HBSMR</td>
<td>20154</td>
</tr>
<tr>
<td>23</td>
<td>Roman</td>
<td>Monument</td>
<td>Roundabout at the junction of Lickey Road, Groveley Lane, Barnt Green Road and Rose Hill is the northernmost point of known line of a Roman Road from Droitwich to Metchley Fort</td>
<td>HBSMR</td>
<td>20265</td>
</tr>
<tr>
<td>24</td>
<td>Later medieval</td>
<td>Monument</td>
<td>Bristol Road South – later medieval thoroughfare which may have origins in the Roman Period</td>
<td>HBSMR</td>
<td>20712</td>
</tr>
<tr>
<td>Hal No</td>
<td>Period</td>
<td>Form</td>
<td>Description</td>
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<tr>
<td>25</td>
<td>Later medieval and post medieval</td>
<td>Archaeological Intervention</td>
<td>Alluvial deposits dated to the medieval period and remains of Longbridge Farm revealed by evaluation trenching in 2003 at the site of the former MG Rover Car Factory. Refers to broad programme of works carried out at the former North Works Site at the MG Rover Plant.</td>
<td>HBSMR 20722/207 23</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Early medieval to post medieval</td>
<td>Archaeological Intervention</td>
<td>Alluvial deposits and the remains of Longbridge house discovered by archaeological excavation in 2005. Refers to broad programme of works carried out on the former North Works Car Park at the MG Rover Plant.</td>
<td>HBSMR 20737</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Early medieval</td>
<td>Archaeological intervention</td>
<td>Holloway – interpretation from Anglo-Saxon Charter, Cofton Hackett</td>
<td>WSM 31215</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Prehistoric</td>
<td>Archaeological intervention</td>
<td>Flint findspot to the north west of Cofton Hackett Church</td>
<td>WSM 30336</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Later medieval</td>
<td>Building</td>
<td>Later medieval churchyard cross, Cofton Church Lane, Cofton Hackett</td>
<td>WSM 01875</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Later medieval</td>
<td>Building</td>
<td>St Michaels Church, Cofton Church Lane, Cofton Hackett</td>
<td>WSM 01868</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Post-medieval</td>
<td>Building</td>
<td>The Green memorial, comprising a 19th century chest tomb and railings at Cofton Church Lane, Cofton Hackett</td>
<td>WSM 31887</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Post-medieval</td>
<td>Building</td>
<td>A collection of 18th century farm buildings including a barn, a cow house and a stable at Cofton Barns, Cofton Hall Lane, Cofton Hackett</td>
<td>WSM 31888</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Medieval/post-medieval</td>
<td>Archaeological intervention</td>
<td>Plans of a cellar system and an old water supply drawn in 2000 at Cofton Hall, Cofton Hackett</td>
<td>WSM 34374</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Medieval</td>
<td>Building</td>
<td>Cofton Hall (manor house?), Cofton Church Lane, Cofton Hackett</td>
<td>WSM 01869</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Modern</td>
<td>Monument</td>
<td>Prisoner of War camp near Groveley Lane – Defence of Britain feature</td>
<td>No number assigned as of Dec.</td>
<td></td>
</tr>
<tr>
<td>Hal No</td>
<td>Period</td>
<td>Form</td>
<td>Description</td>
<td>Designation</td>
<td>Ref</td>
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<tr>
<td>36</td>
<td>Modern</td>
<td>Monument</td>
<td>Fougasse Trench – WWII Defence of Britain feature</td>
<td>No number assigned as of Dec. 2005</td>
<td>2005</td>
</tr>
<tr>
<td>37</td>
<td>Modern</td>
<td>Monument</td>
<td>Barrage Balloon Site – WWII Defence of Britain feature</td>
<td>No number assigned as of Dec. 2005</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Modern</td>
<td>Monument</td>
<td>Battery – WWII Defence of Britain feature</td>
<td>No number assigned as of Dec. 2005</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Modern</td>
<td>Monument</td>
<td>Light anti-aircraft battery – WWII Defence of Britain feature</td>
<td>No number assigned as of Dec. 2005</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Modern</td>
<td>Monument</td>
<td>Aircraft factory – WWII Defence of Britain</td>
<td>No number assigned as of Dec. 2005</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Modern</td>
<td>Monument</td>
<td>Military billet – Defence of Britain feature</td>
<td>No number assigned as of Dec. 2005</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Modern</td>
<td>Monument</td>
<td>Barrage balloon site – WWII Defence of Britain feature</td>
<td>No number assigned as of Dec. 2005</td>
<td></td>
</tr>
<tr>
<td>Hal No</td>
<td>Period</td>
<td>Form</td>
<td>Description</td>
<td>Designation</td>
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<tr>
<td>43</td>
<td>Prehistoric</td>
<td>Monument</td>
<td>Findspot – Flint core at Bilberry Hill, Cofton Hackett. Bronze Age or earlier</td>
<td></td>
<td>WSM 01883</td>
</tr>
<tr>
<td>44</td>
<td>Modern</td>
<td>Monument</td>
<td>Rednall Library – extant building built c.1909 in an arts and craft style</td>
<td></td>
<td>HBSMR 03569</td>
</tr>
<tr>
<td>45</td>
<td>Undated</td>
<td>Monument</td>
<td>Site of Frog Mill recorded as part of the Birmingham Watermill survey in 1988</td>
<td></td>
<td>HBSMR 20032</td>
</tr>
<tr>
<td>46</td>
<td>Undated – Post Medieval</td>
<td>Monument</td>
<td>Bibliographic reference for Tessal Farm, from the River Rea Valley Survey 1982</td>
<td></td>
<td>HBSMR 20078</td>
</tr>
<tr>
<td>47</td>
<td>Undated</td>
<td>Monument</td>
<td>Bibliographic Reference for Longbridge Fish Pond and Dam, from the River Rea Valley Survey 1982</td>
<td></td>
<td>HBSMR 20081</td>
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<tr>
<td>48</td>
<td>Undated</td>
<td>Monument</td>
<td>Bibliographic reference for Rubery Chapel, from the River Rea Valley Survey 1982</td>
<td></td>
<td>HBSMR 20083</td>
</tr>
<tr>
<td>49</td>
<td>Modern</td>
<td>Monument</td>
<td>Water Tower at Hollymore Hospital built in 1905, red brick with ashlar sandstone and terracotta dressing</td>
<td>LB2</td>
<td>HBSMR 20294</td>
</tr>
<tr>
<td>50</td>
<td>Modern</td>
<td>Monument</td>
<td>Hospital Chapel at Hollymore Hospital built in 1905, red brick with ashlar sandstone and terracotta dressing</td>
<td>LB2</td>
<td>HBSMR 20295</td>
</tr>
<tr>
<td>51</td>
<td>Medieval-Post Medieval</td>
<td>Monument</td>
<td>Site of Colmers Farm Moat, Bibliographic reference and site investigations revealed little trace of the moat, map evidence shows two ponds described as 'un moat like', but there are extant stone foundations uncovered in 1996 during works to the rear of 29 Kendal Rise Road</td>
<td></td>
<td>HBSMR 03009</td>
</tr>
<tr>
<td>52</td>
<td>Post Medieval</td>
<td>Monument</td>
<td>Site of Longbridge House – excavation in 2005 revealed stone and brick walls and cobbled yard surface. In addition artefactual remains suggest the building dated to the 18th century</td>
<td></td>
<td>HBSMR 20771</td>
</tr>
<tr>
<td>53</td>
<td>Medieval</td>
<td>Monument</td>
<td>Alluvial deposits along the former course of the River Rea. Programme of trenching and borehole sampling produced a radiocarbon date of CalAD 1210-1310</td>
<td></td>
<td>HBSMR 20772</td>
</tr>
<tr>
<td>No</td>
<td>Period</td>
<td>Form</td>
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<td>Designation</td>
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<tr>
<td>54</td>
<td>Prehistoric</td>
<td>Findspot</td>
<td>Flint flake, roughly rectangular with hinge fracture, possibly a core</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>rejuvenation flake</td>
<td></td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>Early Neolithic to</td>
<td>Findspot</td>
<td>Tessal Lane Axe</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Early Bronze Age</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>Undated</td>
<td>Monument</td>
<td>Longbridge Enclosure. Identified from the River Rea Valley survey, 1982 and</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>aerial photographs – trapezoidal enclosure. May have been destroyed by Metro</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>factory and may be only field boundaries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Medieval – Post Medieval</td>
<td>Monument</td>
<td>Site of Mission Church at Hopwood, Alvechurch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Modern</td>
<td>Monument</td>
<td>Sluice observed by Countryside Archaeologist – seemingly associated with</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>watercourse adaptations within the Bittell Reservoir system</td>
<td></td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>Medieval - modern</td>
<td>Monument</td>
<td>Documentary references to the medieval settlement of Hopwood. In 1299 it</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>was one of a small number of medium sized settlements in the manor of</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Alvechurch.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Medieval</td>
<td>Monument</td>
<td>Groveley Hall. Believed to have been built in 1275, house much built in</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>modern brick but central timber framework retained. Hall now demolished but</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>the grounds and buildings associated with the Hall survive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Medieval</td>
<td>Monument</td>
<td>SW-NE oriented Ridge and Furrow from aerial photography in 1968</td>
<td></td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>Medieval to modern</td>
<td>Monument</td>
<td>Site of Bittel Mill, Cofton Hackett. Mill building shown on early (possibly</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Tithe) maps c.1840. Place name evidence in the vicinity – Mill Meadow and</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Mill Close</td>
<td></td>
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Figures