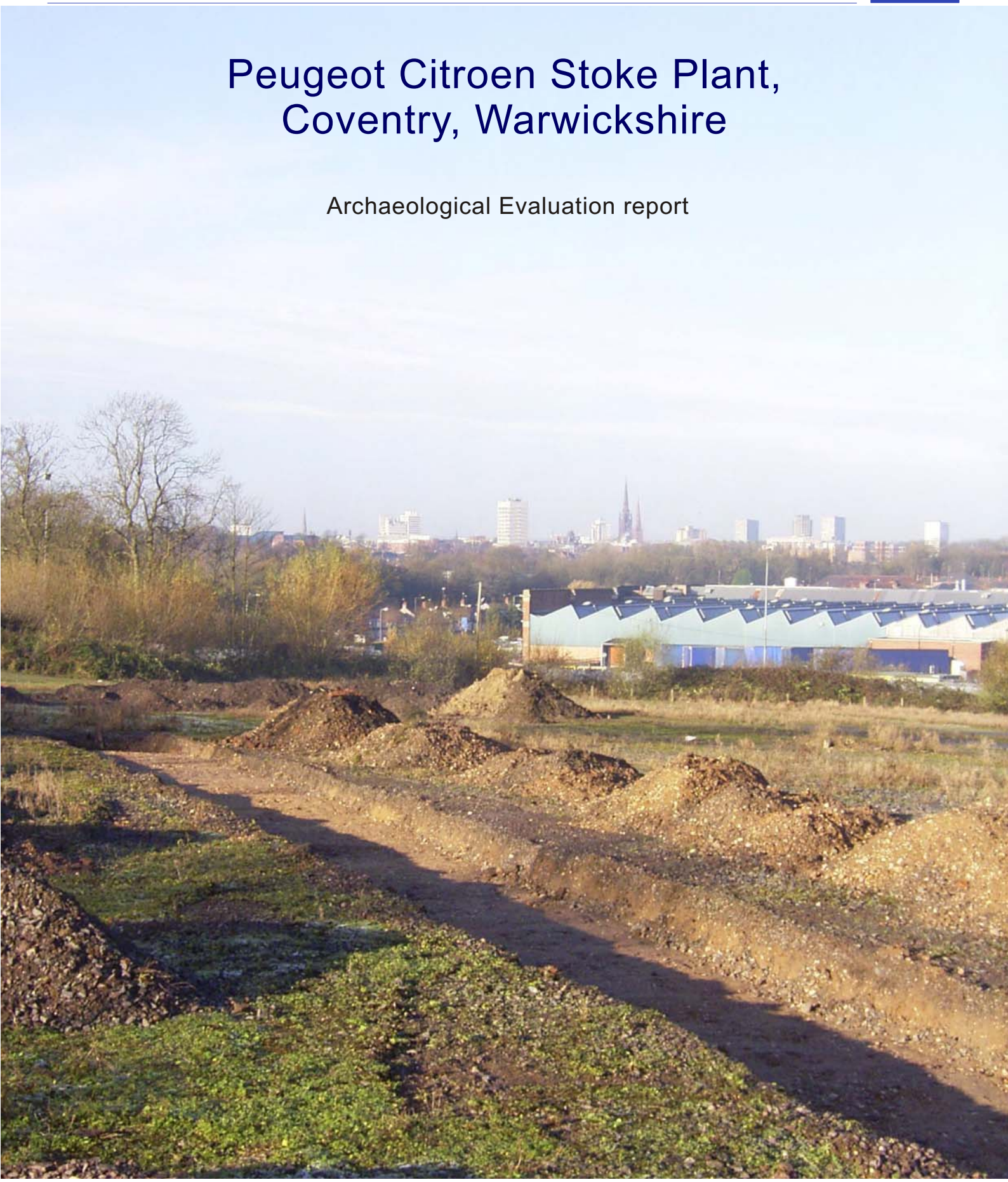
Wessex Archaeology

Peugeot Citroen Stoke Plant, Coventry, Warwickshire

Archaeological Evaluation report



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December 2005

PEUGEOT CITROEN STOKE PLANT, COVENTRY, WARWICKSHIRE

ARCHAEOLOGICAL EVALUATION REPORT

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December 2005

Reference 61640.03

PEUGEOT CITROEN STOKE PLANT,
COVENTRY, WARWICKSHIRE

ARCHAEOLOGICAL EVALUATION REPORT

SUMMARY

Wessex Archaeology was commissioned by CgMs Consulting (the Consultant), on behalf of Parkridge Land (Coventry) Ltd, to undertake an archaeological field evaluation on land at the Peugeot Citroen Stoke Plant, Coventry, Warwickshire centred on National Grid Reference (NGR) 435160 278110. This report contains the results of the evaluation within the context of relevant historical, cartographic and aerial photographic evidence for the Site and its vicinity. The fieldwork was undertaken between 28th November – 7th December 2005.

Although both evaluation areas (Areas A and B) had moderate to high potential for medieval settlement remains (based upon earlier researches on the cartographic, historical and aerial photographic evidence), no archaeological deposits, features or artefacts pre-dating the early 20th century were recorded. A visual and metal detector survey of the spoilheaps failed to recover any artefacts of note. The south-eastern extent of Area A showed that in some places *in-situ* topsoil/subsoil horizons were buried with modern dumped material, which included redeposited natural clay which had obviously been disturbed locally. This same sequence of quarrying, modern dumping and burying of *in-situ* soil horizons was recorded in the excavations at Carter Road, bordering the east of the site, suggesting this activity is widespread. Although a majority of the trenches (11) in Area A contained *in-situ* buried subsoil deposits because of modern dumping, no (pre-20th century) archaeological features or artefacts were recorded sealed below these horizons.

The extensive modern concrete slab of the car factory workshop floor recorded over Area B, directly overlaid modern hard core layers which in turn rested directly on the natural alluvial clay of the area. This information, in conjunction with the sharp change in the prevailing natural topography of the slope of this part of the site down from the high ground to the south-west, would indicate that extensive modern terracing related to the development of the car factory in the early 20th century has removed the original soil profile and any archaeological evidence that may have been present.

Overall, in both areas there has been major modern disturbances associated with factory or house construction, quarrying and dumping of modern material associated with these 20th century structures. The truncation of the original soil profile has probably removed any archaeological evidence, possibly of medieval settlement, that may have been in these areas. However, the lack of any residual material pre-dating the early 20th century would suggest, that unless it was removed during modern disturbances of these areas, it was not originally present.

On current and earlier evidence the present development within the evaluated Phase 1 area is unlikely to have any impact on any archaeological remains.

PEUGEOT CITROEN STOKE PLANT,
COVENTRY, WARWICKSHIRE

ARCHAEOLOGICAL EVALUATION REPORT

ACKNOWLEDGEMENTS

The evaluation was commissioned by CgMs Ltd and the help of Steve Weaver is gratefully acknowledged. Wessex Archaeology would also like to thank David Metcalf (Peugeot) for his assistance in organising access for the fieldwork.

Wessex Archaeology would also like to acknowledge the support and assistance from Chris Patrick (Coventry City Council) who monitored the work on behalf of the Local Planning Authority and Anna Wilson (Coventry City Historic Environment Record Officer) for her help in supplying aerial photographic, cartographic, historical and HER information.

The project was managed for Wessex Archaeology by Jonathan Nowell. The fieldwork was directed by Chris Ellis, with assistance from John Powell and Laura Catlin. This report was compiled by Chris Ellis. The report illustrations were prepared by Linda Coleman.

PEUGEOT CITROEN STOKE PLANT,
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ARCHAEOLOGICAL EVALUATION REPORT

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Cover and rear photo: Looking north from the south-west of Area A (TR 16 in the foreground)

PEUGEOT CITROEN STOKE PLANT, COVENTRY, WARWICKSHIRE

ARCHAEOLOGICAL EVALUATION REPORT

1 INTRODUCTION

1.1.1 Wessex Archaeology was commissioned by CgMs Consulting (the Consultant), on behalf of Parkridge Land (Coventry) Ltd, to undertake an archaeological field evaluation on land at the Peugeot Citroen Stoke Plant, Coventry, Warwickshire (hereafter referred to as the 'Site') centred on National Grid Reference (NGR) 435160 278110 (Figure 1). This report contains the results of the evaluation within the context of relevant historical, cartographic and aerial photographic evidence for the Site and its vicinity. The fieldwork was undertaken between 28th November – 7th December 2005.

2 PLANNING BACKGROUND

2.1.1 Planning consent (Ref 52546) has been granted for re-development by Coventry City Council. The consent was granted subject to a number of conditions, of which Condition 32 required a programme of archaeological works to be undertaken prior to development. Initially this programme comprises trial trench evaluation to be undertaken in accordance with an approved scheme of archaeological works.

2.1.2 An archaeological desk-based assessment has already been compiled by CgMs Consulting (CgMs 2005a) and a Written Scheme of Investigation (WSI) for the trial trench evaluation (CgMs 2005b) has been submitted and approved by Coventry City Council from which Wessex Archaeology compiled a Project Design (Wessex Archaeology 2005). The evaluation comprised a total of 21 machine-excavated trenches in two areas (Areas A and B).

3 THE SITE

3.1 Introduction

3.1.1 The Site comprises approximately 30ha of land which contains the Peugeot Citroen Stoke Plant. This is situated to the south-east of central Coventry and lies between Aldermoor Lane and Humber Road (east/west), it is also bounded by a railway cutting to the south and Bolingbroke Road to the north.

3.1.2 Currently, usage of the Site mainly comprises office accommodation, car parking, large Factory and Assembly Shop Floors with associated storage facilities, hard standing, with a recreation ground on the western part of the Site. Area A comprises an area of hard standing with rough grass bordered by rough vegetation and scrub as well as tarmaced areas and roads. The area has been used for many years to park cars from the car plant. Area B comprises a large area of concrete slab, part of earlier car factory workshop floors, now open.

3.2 Geology and Topography

3.2.1 The Site is underlain by superficial deposits consisting of Boulder Clay and Morainic drift. It overlies solid geology consisting of sedimentary rock: Westphalian and Stephanian, undivided, Barren Red lithology, of the Palaeozoic Era and Carboniferous Period.

3.2.2 Geotechnic data for the Site records the underlying geology as Wolston Clay that in areas is overlain by Dunsmore Gravel (WSP 2005). In the area of Pinley Gardens (Area A) natural geology is overlain by a varying thickness of made ground measuring between 0.20 m to 1 m. See Section 8.2, *Natural deposits and soil sequence* below for detailed deposit descriptions. To the north of Pinley Gardens (Area B) extensive hard standing is present.

3.2.3 The development area lies between the Rivers Sowe to the east and Sherbourne to the west, but is not crossed, or passed under, by either. Area A slopes gently, but noticeably from 90m above Ordnance Datum (aOD) in the south-east to 87m aOD in the north along Humber Road, and down to c.74m aOD along Aldermoor Lane. Area B lies in a large expanse of concrete slab (engine workshop floors) at a general height of 77m aOD.

4 OBJECTIVES

4.1.1 The objectives of the evaluation were to determine, as far as reasonably possible, the presence/absence, location, nature, extent, date, quality, condition and significance of any surviving archaeological remains within the area of the Site.

4.1.2 These objectives include the production of this report which presents the project results in sufficient detail to allow interpretation without recourse to the project archive. This will facilitate judgements on the status of the archaeological resource and allow the formulation of an appropriate response ('a mitigation strategy') to the impact of the proposed development, if required.

4.2 Area A

4.2.1 The southern most part of the Site is thought to be the location of the medieval village and manor of Pinley. Documentary evidence (see below) suggests that Area A forms part of the area recorded as Castle Hill with adjoining fields as Moat Close. The area of Castle Hill was divided by the

construction of the railway in the 19th century. Recently excavations to the south of the railway (WFMS 2005) produced settlement evidence dating to the 13th/14th century.

4.2.2 The specific objective of the evaluation in Area A therefore is to determine whether medieval settlement evidence recorded to the south extends into the current development area.

4.3 Area B

4.3.1 Aldermoor Lane (Area B) is also noted from medieval documents as an early road running from Coventry to Stoke and onto London. The early settlement of Pinley appears likely to have focused around the common known as Stoke Aldermoor and potentially along Aldermoor Lane. The area along Aldermoor Lane also has the potential to contain evidence of clay extraction for the tile industry that was present within the area from medieval times up until the 19th century, evidence of which has been revealed by recent fieldwork undertaken to the east of the Site (Birmingham Archaeology 2004). A moderate to high potential for remains of this period to survive on the Site has therefore been identified.

4.3.2 The objective of the evaluation in Area B is to further test this potential.

5 METHODOLOGY

5.1 Introduction

5.1.1 The methodology for the evaluation has been described in great detail in other documents (CgMs 2005b; Wessex Archaeology 2005) and the reader is referred to these as this will not be reiterated in this report. As per the Written Scheme of Investigation (CgMs 2005b – *para* 5.2) other published and unpublished material held at the Coventry Historic Environment Record (HER) offices was consulted to place the results of the evaluation in context, which included:

- HER information
- Aerial photographs
- Excavation reports
- Historic mapping

6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

6.1.1 The archaeological background to the Site is set out within the desk-based assessment (CgMs 2005a) and is only presented in the form of the summary from the WSI (CgMs 2005b) with some additional information (Figure 1). A gazetteer of all the Coventry HER sites pertinent to the present fieldwork is listed in Appendix 1.

6.1.2 There are no known archaeological sites dated to the prehistoric, Roman or early medieval periods within the Site, although the Coventry Historic Environment Record (HER) does record a Neolithic handaxe (HER 6239) being found in 1919 some 350m to the south west of the Site. Beyond the area of the Site itself prehistoric and Romano-British sites have been found in the suburbs of the city (Soden 2003). Evidence of Early or Middle Saxon occupation still remains notably absent although the 'ley' names (meaning clearing or wood) of settlements such as Pinley, Whitley and Shortley within the suburbs would suggest an early Saxon presence. The name Pinley might refer to *Pinna's* clearing or woods (EPNS 1936). In general, however, a low potential for remains of these periods was identified for the Site (CgMS 2005a, 6).

6.1.3 The Site lies within an area where extensive medieval landscape evidence has been recognised. This has been the subject of detailed research and has been reconstructed from early maps and documents (Soden 2003). The site of Shortley Manor (HER 9358) first described in 12th century documents, containing a manor house from at least the 15th century, lies only *c*. 200m to the north of the Site. The extensive (14ha) site of the Carthusian Priory of St. Anne (St. Anne's Charterhouse – Scheduled Monument 10) lies only *c*.300m to the west of the Site and was founded in 1381-82, the foundation stone of the church being laid by Richard II in 1385 (VCH 1969, 129). After the Dissolution the priory became a private household and part of the Priory still exists within a present building on the site, adjacent to the great cloister. A number of archaeological excavations have been undertaken on the site of the Priory between 1968 – 87 (COVE 135- 141) which have confirmed the location of the cloister and ranges of cells associated with it. Two medieval mills (HER 9055) downstream of the Charterhouse Mill existed until the 1880s.

6.1.4 Walter de Langley's chapel at Pinley (HER 3174) stood nearby at the south-east end of Stoke Green and it is possible the medieval hamlet of Pinley, shrunken by the end of the medieval period, lay strung out along Aldermoor Lane and clustered around the common known as Stoke Aldermoor. Recent excavations adjacent to the east of the Site (COVE 212) failed to record any features, deposits or artefacts pre-dating the post-medieval period though much post-medieval disturbance had occurred on the site (Birmingham Archaeology 2004).

6.1.5 The southern area of the Site is thought to be the location of the former village and manor house of Pinley first documented in the early 13th century. Documentary evidence referring to the extreme southern extent of the Site (Area A) records it as Castle Hill with adjoining fields noted as Moat Close with a possible moated site clearly visible on aerial photographs (HER 6571). Suggestion is also made that during the time of enclosure there was still some memory of surviving features and earthworks, possibly relating to the manor house, being visible that gave rise to the name Castle Hill (C. Patrick *pers. comm.*).

6.1.6 The area of Castle Hill was divided by the construction of the railway in the 19th century and recent excavation undertaken by Warwickshire Museum Field Services in September 2005 (WMFS 2005) on land to the south of the railway and development area has produced evidence of medieval settlement remains characterised by cobbled yard surfaces, and boundary ditches dated to the 13th/14th century (HER 9229). Aldermoor Lane (Area B) is also noted from medieval documents as an early road running from Coventry to Stoke and onto London. Another deserted medieval settlement called 'Biggin' also existed along this road, adjacent to the southern end of Stoke Green (HER 6240).

6.1.7 The early settlement of Pinley appears likely to have focused around the common known as Stoke Aldermoor and potentially along Aldermoor Lane. The area along Aldermoor Lane also has the potential to contain evidence of clay extraction for the tile industry that was present within the area from medieval times up until the 19th century, evidence of which has been revealed by recent fieldwork undertaken to the east of the Site (Birmingham Archaeology 2004). A moderate to high potential for remains of this period to survive on the Site has therefore been identified.

6.1.8 Cartographic evidence from the 18th century onwards suggests that the development area remained predominantly an agricultural landscape. The Coventry HER contains one entry for the development area for this period which is the site of Pinley House (HER 9359). This was the centre of the principal holding of the area in the 19th century which may have been on or near the old manor house known to have been in existence in 1703, standing within an extensive parkland. Pinley House existed until the Hillman and Humber plants were constructed from *c*.1907 onwards.

6.1.9 The current Peugeot Citroen Stoke Plant consists of both the former Hillman and Humber plants. The Humber plant was laid out formally in the northern half of the Site whereas the Hillman factory developed piecemeal in the southern part of the Site as illustrated on early 20th century OS mapping. Collins and Stretton's 1994 study of the Coventry Car Industry (from which the above is derived) gave the Hillman Humber complex three stars (out of a possible five) when evaluating its importance.

6.1.10 Clearly there is potential for below ground remains relating to Pinley House. Similarly much of both the Humber and Hillman factories remain standing and these too represent an industrial archaeological resource. The archaeological potential of the study Site was therefore considered to comprise a possibility of medieval and post-medieval artefactual material and occupation evidence.

7 THE ARCHIVE

7.1.1 There are no artefacts or environmental samples, but the documentary and photographic records from the present fieldwork have been compiled into a stable, fully cross-referenced and indexed archive in accordance with Appendix 6 of *Management of Archaeological Projects* (2nd Edition, English Heritage 1991). The archives are currently held at the offices of Wessex Archaeology, Old Sarum Park, Salisbury, Wiltshire, under the project code PCSP05. The full list of the contents of this archive is detailed in Appendix 2 of this report.

8 RESULTS

8.1 Introduction

8.1.1 This section summarises the significant results from the evaluation, including information on the natural deposits encountered, the archaeological features and deposits recorded (detailed summaries of contexts and features are contained in Appendix 3).

8.1.2 A total of 21 evaluation trenches (TRs) were excavated and recorded (Figure 2) which totalled *c*. 1380m^2, comprising a 4% sample (by area) of both Areas A and B. Both areas were targeted for archaeological evaluation because of the moderate to high potential for Castle Hill and areas along Aldemoor Road to contain medieval (13th/14th century) settlement remains.

8.1.3 A few trenches were moved slightly from their proposed locations to avoid modern services. Trenches 9 and 12 were moved 3m northwards to avoid a known electrical cable trench. TR 4 was rotated 45 degrees from an origin at its south end to avoid a floodlight column. TR 19 (Area B) was moved westwards slightly to avoid a concentration of service ducts visible in the concrete slab in the vicinity.

8.2 Natural deposits and soil sequence

Area A

8.2.1 Overall, this area had a complex natural geology that was changeable across the evaluated area and ranged from sandy clays, clays and sands, all with varying quantities of sub-angular/sub-rounded flint/chert gravels. These all lay below modern dumps of material or modern 'scalpings' and gravel/tarmaced surfaces for the parking of vehicles. All but one of the trenches (TR 13) contained modern features (pits, postholes, ditches, land drains, bottle dump, disturbance) which cut the natural geology and from their stratigraphic relationships, fill characteristics and their finds, were clearly modern (early 20th century) in origin. In the eastern part of the area the trenches were 1.06 – 1.9m deep (TRs 1-5) because of the make-up of modern refuse over natural topsoil/subsoil horizons.

<u>Modern overburden</u>

8.2.2 The whole area was until recently used to park vehicles from the car plant and has therefore a gravel or tarmaced surface over the whole area. The uppermost of all the trenches comprise 0.05 – 0.20m of gravel surfacing or tarmac surfacing. Below this many of the trenches, especially TRs 2-6 contained between 0.41 – 1.09m (mostly *c*. 0.9m) of modern dumped material. Less material was recorded in TRs 9-12 where this deposit was only *c*. 0.25m thick. This deposit included modern brick rubble, coal, ash, ferrous and non-ferrous metal, glass, fibreglass, asbestos and household ceramics which reflect the early 20th century (1920s – 1960s) uses of this area of land including houses and allotments which were present prior to use by the car plant.

8.2.3 Most of the trenches in this area (TRs 1, 5-7, 9-12, 14) contained between 0.1 – 0.47m of dark red sandstone which contained abundant sub-angular sandstone blocks (<0.6m, but generally <0.15m) within a mid reddish-brown coarse sand matrix. This material has obviously been quarried locally and utilised in this area to landscape prior to modern surfacing.

8.2.4 Within the modern dumped material redeposited natural light yellowish-brown sandy clay dumps were clearly visible generally at a depth of *c*. 1m suggesting the quarrying/disturbance on a large scale of the natural geology in this area of Area A whilst refuse was being dumped, or reworked.

Buried soil horizons

8.2.5 Two trenches (TRs 1, 4), contained a buried topsoil horizon, characterised by a very dark sandy clay loam which contains occasional, poorly sorted, sub-rounded flint gravels (<40mm) which contained modern ceramic building material (cbm) and charcoal flecks. A larger number of trenches (TRs 2-9, 13, 16-17) contained a buried subsoil horizon which was characterised by a mid greyish-brown silty clay loam with sparse (<10%), poorly sorted, sub-rounded flint gravel (<40mm). The number of trenches lacking a buried topsoil but containing a buried subsoil would suggest topsoil removal before the incorporation of modern bedding layers, or modern surfacing materials (for car parking). The only trenches with buried topsoil (TRs 1, 4) were deep trenches in the eastern part of Area A suggesting that the modern refuse layers were dumped directly on them when reworked or dumped, to landscape the eastern extent of Area A.

Natural geology

8.2.6 This was changeable across the area, but at least two definite sterile, homogenous natural deposits were recorded. An upper (later) natural geology (recorded in TRs 10-11) was characterised by a light to dark greenish-grey or light bluish-grey gleyed, stiff sandy clay/clay, generally *c*. 0.3m thick underlying modern deposits. In places (TR9) this deposit could be seen lying within wide, shallow concave features (natural 'channels') running downslope to the north-east corner of the area.

8.2.7 Below this deposit, or the modern material, the more extensive natural geology of the area was recorded. This was characterised by a light to mid yellowish-brown, clay or sandy clay with sparse to abundant, poorly sorted, sub-rounded/sub-angular flint gravel (<60mm). Generally, the more clayey the deposit, the less gravel inclusions it contained. In many places this deposit contained light bluish-grey or greenish-grey sandy clay/clay mottles derived from the stratigraphically later deposit. In some places the basal yellowish-brown clay/sandy clay had a slight reddish tinge. This was also recorded in trenches in Area B (see below).

Area B

8.2.8 Overall, the modern disturbance in Area B showed that natural geology laid directly below the modern concrete slab of the car engine machine and assembly buildings originally on this part of the Site. This, along with the sharp change in topography between this area and the land to the south/south-west, suggests the whole of Area B had been truncated and terraced during the construction of the car factory. The northern extent of Area B, lying to the immediate north of the evaluated area, had a *c*.1m drop in height, indicating even further truncation of the area's stratigraphic sequence to the north.

Modern overburden

8.2.9 Below a 0.15 – 0.25m thick concrete slab covering the whole area a *c*. 0.1m thick deposit of modern brick rubble hard core and bituminous chippings were recorded in all the trenches. In only one trench (TR 20) was a buried soil horizon recorded below this, which was characterised by a dark greyish-brown silty clay which contained rare, small brick fragments and charcoal.

8.2.10 All the trenches contained modern structural remains, including brick and concrete service ducts, walls and structural column bases in deep pits which had an extensive impact on the prevailing stratigraphy around each structure. These modern structures, associated with the car assembly factory, were present in all the trenches in the area, though were particularly extensive in TR 20.

Natural geology

8.2.11 The natural geology in this area was consistent in all the trenches. It was characterised by a 0.53m (+) light yellowish-brown, stiff, sterile homogenous clay with a slight reddish-tinge and sparse mottles of reddish-brown clay. The natural also contained sparse to moderate light bluish-grey, gleyed clay mottles suggesting this was alluvial in origin and water laid.

8.3 Archaeological and historical information

8.3.1 Nothing of note was recorded from a review of the aerial photographic evidence of the Site available at the HER Offices. The photo's covered the years 1946, 55, 77 and 1980, including both oblique and vertical examples. Nothing of note was recorded on the Site except an area of dumping (or disturbance) in the very south-east of Area A on the 1980 photo's which covered a smaller area than the extent revealed in the recorded trenches in the east of Area A (Figure 2).

8.3.2 Mapping evidence checked both at the HER Offices and from Warwickshire County Records Office do not add to the information already obtained in earlier investigations (CgMs 2005a).

8.3.3 Nearly all the historical evidence for the area of the Site derives from extensive medieval documents of Walter de Langley and his descendants, which give an unprecedented picture of manorial estate management in the early medieval period, not just for Pinley, but Warwickshire also.

8.3.4 Overall, the current review of cartographic, historical, archaeological and aerial photographic evidence has not added materially to the information previously available in the area of the Site in which to place the current evaluation work results.

9 FINDS AND ENVIRONMENTAL

9.1 Finds

9.1.1 All of the artefacts recorded during the evaluation were of the early 20th century or later and as per the *Project Design* (para 10.2.2) were not retained. Although all spoilheaps were scanned, both visually and with a metal detector no residual finds pre-dating the early 20th century were recorded.

9.2 Environmental Sampling

9.2.1 No dateable deposits with palaeoenvironmental potential were recorded within the present scheme of works, therefore no environmental samples were taken.

10 CONCLUSIONS

10.1.1 Although both Areas A and B had moderate to high potential for medieval settlement remains (based upon cartographic, historical and aerial photographic evidence), no archaeological deposits, features or objects pre-dating the early 20th century were recorded. A visual and metal detector survey of the spoilheaps failed to recover any artefacts of note.

10.1.2 The south-eastern extent of Area A showed that *in-situ* soil horizons were buried with modern dumped material, which included redeposited natural clay which had obviously been disturbed locally. This same sequence of quarrying, modern dumping and burying of *in-situ* soil horizons was recorded in the excavations at Carter Road nearby, suggesting this activity is widespread. Although a majority of the trenches (11) in Area A contained *in-situ* buried subsoil deposits, no archaeological features or artefacts were recorded within or below these horizons. The presence of these soils would indicate that had any archaeological features been present they would have largely been protected from the impact of modern dumping. Consequently the lack of archaeological features is likely to represent a true absence of past activity in this area.

10.1.3 The extensive modern concrete slab of the car factory workshop floor recorded over Area B directly overlaid modern hard core layers which in turn rested directly on the natural alluvial clay of the area. This information, in conjunction with the sharp change in the prevailing natural topography of the slope of this part of the Site down to the north-east would indicate that extensive modern terracing related to the development of the car factory in the early 20th century has removed the original soil profile and any archaeological evidence that may have been present.

10.1.4 Overall, in both areas there has been major modern disturbances associated with factory or house construction, quarrying and dumping of modern material associated with these 20th century structures. Truncation of the original soil profile in Area B has probably removed any archaeological evidence, possibly of medieval settlement, that may once have been present. In Area A however the presence of a largely intact buried soil horizon would suggest that the absence of archaeological features, reflects a true absence of past activity in the area.

10.1.5 On current and earlier evidence the present development within the evaluated Phase 1 area is unlikely to have any impact on any archaeological remains.

11 INTERPRETATION OF RESULTS

11.1.1 The evaluation trenches represent a 4% sample (by area) of the two evaluated areas on the Site. The lack of pre-early 20th century features as well as the total lack of earlier residual artefacts (from visual and metal detector scanning) in any of the deposits, would suggest that there are no remaining archaeological remains of significance in these areas. The degree of sampling of the areas, the detailed scanning for finds and the referencing of other archaeological and historical information for the Site would be sufficient to record the presence, nature, extent and significance of any archaeological remains, were they present.

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13 APPENDIX 1 – GAZETTEER OF COVENTRY HER SITES

HER No.	Site Name	Description
3174	Pinley Chapel	In King Stevens days, Ranulph. Earl of Chester rendered the chapel (at Pinley) to the Monks of Coventry. The site is now built over. The First edition OS map shows Pinley Chapel (site of) south of Hollies at south end of Stoke Green. Walter de Langley had chapel since 1222, gave to his son Geoffrey in 1238.
3191	Swifts Corber Mill (site)	Licence to build mill granted in 1596. Continued to work until mid-19th century. Thought to have been worked by George & John Liggins from 1820s until *c*.1850. By 1886 the watercourses had been obliterated by Coventry Sewage Works, mill must have been using steam power. Certainly out of use by 1910, buildings demolished.
5583	17 Stoke Green (site)	Formerly on Local List. Now demolished and rebuilt with modern flats.
5584	19 Stoke Green (site)	Formerly on Local List. Now Demolished and replaced with modern flats.
5585	21 Stoke Green (site)	Formerly on Local List. Now Demolished and replaced with modern flats.
5586	25-7 Stoke Green (site)	Formerly on Local List. Now Demolished and replaced with modern flats.
6240	'Biggin'. Deserted Medieval Village; East of Stoke Green.	'Biggin' deserted village, of medieval origin, listed in gazetteer at SP355786.Bigging near Stoke is of old Scandinavian origin, leet and jurisdiction of manor of Cheylesmore said in 1355 to extend over a number of vills. 2 med hamlets, nature and relationship unclear, reports of chapel discovered in 1817.
6571	Moat ?; East of Humber Road, Pinley.	Trapezoidal earthwork clearly visible on aerial photographs; a small moated site?
6609	Humber Hotel; Humber Avenue/26 Humber Road; Lower Stoke	Public house built as part of Humber factory employees estate. Section facing Humber Ave had been built by 1912, but Humber Rd section later. Largely 'Arts & Crafts' in style, but with classical elements. Large and striking building. Humber Ave elevation has greater architectural unity and merit.
6618	Pinley Green Farm, Humber Road, Pinley Green.	Post medieval farm on OS mapping (1:10,000).
9055	Dilcocks Mill, Coventry	Dilcocks Mill & Alderford Mill were the next two mills downstream from Charterhouse Mill. Both had totally disappeared by the 1880s.
9229	Pinley Settlement	Prevalence of ley names (meaning wood or clearing) in vicinity, leet jurisdiction of Cheylesmore manor 1355, Between Sherbourne and Sowe, S of Shortley. Walter de Langley in early 13th century, son Geoffrey from 1238 had chapel, also license to empark. Included 9 cottages at Pinley 1219, but no evidence of medieval centre. Probably strung along Aldemoor Lane.
9248	Pinley Park	Owned by Walter de Langley in early 13th century, then son Geoffrey in 1238. In 1251 license to divert highway from Pinley to Coventry to empark his woods.
9358	Shortley Manor House (site)	12th century vill of Bisseley granted to Liulph de Brinklow, apparently manor house in 15th century. Described in 1489 as totally desolate and waster. Site may have been marked by group of uninhabited farm buildings still standing near the pound on Folly Lane in the late 19th century.

HER No.	Site Name	Description
9359	Pinley House (site)	Principal holding in 19th century was that of Pinley House. Possibly Pinley House built on or near the site of the old manor house. Probably in existence by 1703, standing in an extensive park 1822. A close called Castle Close said in 19th century to mark the site of the medieval house (in 1238 Geoff de Langley received timber to build the manor house).
10178	Sherbourne Bridge; near Humber Road, Whitley.	Carries the railway over the River Sherbourne at charterhouse.
COVE136	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968-87 (CH73). A single 80m by 2m trench, machine dug. Details are to be found in the site archive.
COVE137	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968-87 (CH84-87)
COVE138	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968-87 (CH87). An 8m by 4m trench in the cloister garth abandoned due to flooding after clearance of post medieval layers.
COVE139	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968 - 87 (CH86). Excavations to the rear of Cell 1.
COVE140	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968 - 87 (CH87). Excavations on the west cloister range.
COVE141	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968 - 87 (CH80 - 82). Excavations on the east cloister range.
COVE135	St Anne's Charterhouse	Excavations at St Anne's Charterhouse, Coventry, 1968-87 (CH68). A total of 10 trial trenches excavated in the west and south cloister alleys and behind cells of east cloister. Details are to be found in the site archive.
COVE212	Land at Carter Road, Pinley	Land at Carter Road, Pinley, Coventry, West Midlands (Birmingham Archaeology October 2004). The evaluation comprised four trenches. No archaeological features, deposits or artefacts of note recorded. Buried soil horizons below modern dumps with redeposited natural clay in dumped material suggesting localizing disturbances/quarrying of post-medieval date.
COVE257	Seven Stars Industrial Estate, Wheler Road, Coventry	Archaeological Recording at the Seven Stars Industrial Estate, Wheler Road, Coventry (WMFS September 2005 - PW05). Medieval settlement (13th/14th century) recorded including cobbled surfaces and boundary ditches.

14 APPENDIX 2 – ARCHIVE INDEX

File No.	NAR Cat.	Details	Format	No. Sheets
1	-	Index to Archive	A4	1
1	A	Client Report	A4	29
1	-	Project Design	A4	11
1	-	Project WSI	A4	40
1	B	Day Book (photocopy)	A4	7
1	B	Trial trench records	A4	27
1	B	Survey Data Index	A4	8
1	B	Survey Data Print-out	A4	3
1	B	Graphics Register	A4	2
1	B	Site Graphics	A4	2
1	B	Site Graphics	A3	19
1	D	Photographic Register	A4	11
1	D	CD-Rom – Digital photo's	-	1
2	-	B+W Negatives	35mm	144
2	-	Colour slides	35mm	144
FINDS	NONE			

15 APPENDIX 3 – TRENCH SUMMARY TABLES

All archaeological deposits/features shown in **bold**.
All (+) indicate deposits/features not fully excavated.
'Depth' equals depth from present ground surface.

Trench No. 1	**Co-ordinates: 435391.36/277629.50(SW) 435420.39/277621.36(SE) Ground Level (m AOD): 90.60(SW); 90.19(SE)**	**Dimensions: 30 x 1.9 Max.depth: 1.31**
Context	**Description**	**Depth (m)**
100	Scalping Layer - dark red layer composed of stone and grit, make up layer of car park.	0 – 0.15
101	Modern Dump Material – mid red coarse sand with abundant large inclusions of sandstone (<200mm).Some root disturbance towards base of layer. Above 102.	0.15 – 0.59
102	Buried topsoil – very dark brown sandy clay loam medium compaction with occasional gravels (<40mm). Contained charcoal flecks and CBM.	0.59 – 0.72
103	Buried subsoil – mid brown sandy clay with occasional gravels (<50mm).Very diffuse boundary between 102 and 103.	0.72 – 0.86
104	Natural Sand – light brown sand with loose compaction and abundant gravels (<80mm).	0.86(+)

Trench No. 2	**Co-ordinates: 435412.07/277642.92 (SW) 435414.96/277672.43 (NW) Ground Level (m AOD): 89.90(SW); 89.11(NW)**	**Dimensions:30 x 1.9 Max.depth: 1.49**
Context	**Description**	**Depth (m)**
200	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 – 0.20
201	Modern Dump Material – reddish grey sandy clay with frequent inclusions of brick and building rubble, Fe objects, and glass. Multiple dumps of rubbish.	0.20 – 0.92
202	Buried subsoil – dark grey brown sandy clay with sparse pebbles (<30mm) and Fe staining throughout.	0.92 – 1.32
203	Natural Clay – light grey sandy clay with sparse pebbles (<10mm) Fe staining and root disturbance.	1.32 – 1.49 (+)
204	**Cut of Modern Pit** – at Northern end of trench.	
205	**Fill of Pit [204]** – Dark grey brown sandy clay with high % of building rubble and modern refuse brick, CBM, slate, Fe objects, and glass.	-
206	Cut of Land Drain running NE-SW across trench.	
207	Natural Clay – mid blue grey sandy clay possible gleyed alluvial deposit seen in base of trench. Contained moderate pebbles (<40mm)	1.49 (+)

Trench No. 3	Co-ordinates: 435405.68/277694.25 (SW) 435425.85/277715.17 (NW) Ground Level (m AOD): 89.04 (SW); 87.26 (NW)	Dimensions: 30 x 1.9 Max.depth: 1.45
Context	**Description**	**Depth (m)**
300	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 – 0.10
301	Made Up Ground – dark grey brown compact sandy clay. Mixed backfill of modern refuse contained dumps of building rubble (brick and concrete), Fe objects, glass, asbestos and patches of clay natural.	0.10 – 1.15
302	Buried subsoil – mid grey brown sandy clay loam with sparse pebbles (<30mm), Fe staining, flecks and charcoal and CBM.	1.15 – 1.40
303	Natural Clay – light yellowish grey sandy clay with moderate pebbles (<40mm).	1.40 – 1.45 (+)
304	Natural Clay – light blue-grey sandy clay with moderate pebbles (<40mm). Possible gleyed alluvial clays.	1.45 (+)

Trench No. 4	Co-ordinates: 435384.48/277717.44 (NW) 435397.90/277689.82 (SW) Ground Level (m AOD): 87.88 (NW); 89.33 (SW)	Dimensions: 30 x 1.9 Max.depth: 1.72
Context	**Description**	**Depth (m)**
400	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 – 0.14
401	Made Up Ground – contained multiple dumps of modern refuse materials including CBM, Fe objects, wood and building rubble. Various lenses of dumping within context.	0.14 – 1.23
402	Buried topsoil – dark brown humic sandy clay loam with occasional gravels (<50mm) and extensive root activity	1.23 – 1.45
403	Buried subsoil – mid brown sandy clay with occasional gravels (<30mm), occasional charcoal flecks and minor root disturbance.	1.45 – 1.67
404	Natural Sands – mid yellow brown sand with patches of grey green sandy clay. Occasional gravel (<60mm)	1.67 (+)

Trench No. 5	Co-ordinates: 435372.79/277678.16 (SW) 435401.47/277671.32 (SE) Ground Level (m AOD): 89.54 (SW); 89.62 (SE)	Dimensions: 30 x 1.9 Max.depth: 1.06
Context	**Description**	**Depth (m)**
500	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 - 0.17
501	Made Up Ground – mid greyish red sandy clay with high concentration of stone and building rubble.	0.17 – 0..65
502	Modern Dump - charcoal rich layer dark black sandy clay with high charcoal and coke content.	0.65 – 0.74
503	Buried subsoil – mid grey brown sandy clay with occasional gravels (<40mm) and minor root disturbance.	0.74 – 1.00
504	Natural Clay – mid yellow brown sandy clay with occasional gravels (<60mm).	1.00 – 1.06 (+)

Trench No. 6	Co-ordinates: 435376.73/277630.57 (SW) 435385.87/277658.24 (NW) Ground Level (m AOD): 90.76 (SW); 90.02 (NW)	Dimensions: 30 x 1.9 Max.depth: 0.86
Context	**Description**	**Depth (m)**
600	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 – 0.19
601	Modern Dump Material – very mixed layer of dumps of refuse and building rubble, occurred as lenses of mid reds to mid brown sandy clays with stone, CBM, and charcoal inclusions. Clear horizon to 602.	0.19 – 0.60
602	Buried subsoil – mid brown sandy clay loam with occasional gravels (<50mm) and minor root disturbance.	0.60 – 0.86
603	Natural Sand and gravels – mid yellowish brown sands with abundant gravels (<70mm).	0.86 (+)

Trench No. 7	Co-ordinates: 435335.51/277654.35 (SW) 435363.71/277654.72 (SE) Ground Level (m AOD): 90.54 (SW); 90.62 (SE)	Dimensions: 30 x 1.9 Max.depth: 1.9
Context	**Description**	**Depth (m)**
700	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 – 0.08
701	Dump Material – mid red gritty sand layer with stone, CBM, Fe objects and charcoal. Formed thin distinct modern dump.	0.08 – 0.18
702	Modern Dump – mid grey black ash and charcoal layer with Fe objects. Above topsoil/subsoil.	0.18- 0.21
703	Buried subsoil – mid grey brown sandy clay with occasional gravels (<40mm) and minor root disturbance.	0.21 – 0.42
704	Natural Sand and gravels – mid yellowish brown sands with abundant gravels (<60mm).	0.42 – 0.48

Trench No. 8	Co-ordinates: 435352.06/277668.09 (SW) 435360.81/277695.82 (NW) Ground Level (m AOD): 89.84 (SW); 88.86 (NW)	Dimensions: 30 x 1.9 Max.depth: 0.53
Context	**Description**	**Depth (m)**
800	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 – 0.24
801	Buried subsoil – mid grey brown sandy clay with occasional gravels (<30mm) and occasional charcoal flecks. Some minor root disturbance.	0.24 – 0.41
802	Natural Clay – mid yellow brown sandy clay with occasional gravels (<50mm).	0.41 – 0.53 (+)

Trench No. 9	Co-ordinates: 435344.33/277729.55 (SW) 435374.30/277729.35 (SE) Ground Level (m AOD): 86.82 (SW); 87.07(SE)	Dimensions: 30 x 1.9 Max.depth: 0.56
Context	**Description**	**Depth (m)**
900	Tarmac – modern at western end of trench. Above 902.	0 – 0.04
901	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park at eastern end of trench. Above 902.	0 - 0.04
902	Made Up Ground – dark greyish red sandy clay with high concentration of stone and building rubble.	0.04 – 0.29
903	Buried subsoil – mid grey brown sandy clay with occasional gravels (<40mm) and occasional charcoal flecks. Some minor root disturbance.	0.29 – 0.50
904	Natural Clay – mid yellow brown sandy clay with occasional gravels (<30mm).	0.50 – 0.56 (+)

Trench No. 10	Co-ordinates: 435379.49/277738.86 (SW) 435379.55/277769.22 (NW) Ground Level (m AOD): 86.71 (SW); 85.33 (NW)	Dimensions: 30 x 1.9 Max.depth: 0.75
Context	**Description**	**Depth (m)**
1000	Tarmac – Modern.	0 – 0.05
1001	Made Up Ground – mid greyish red sandy clay with high concentration of stone and building rubble.	0.05 – 0.22
1002	Subsoil – dark grey green sandy clay, possible alluvial clays, with occasional gravels (<30mm) and charcoal flecks.	0.22 – 0.46
1003	Natural Sandy clay – light green grey with rare gravels (<30mm) and minor root disturbance.	0.46 – 0.75
1004	Natural Clay – mid yellow brown sandy clay with rare gravels (<20mm).	0.75 (+)

Trench No. 11	Co-ordinates: 435336.37/277771.33 (SW) 435364.34/277759.82 (SE) Ground Level (m AOD): 84.60 (SW); 85.67 (SE)	Dimensions: 30 x 1.9 Max.depth: 0.87
Context	**Description**	**Depth (m)**
1100	Tarmac – Modern	0-0.04
1101	Made Up Ground – dark greyish red gritty sandy clay with high concentration of stone and building rubble, which form main component of deposit.	0.04 – 0.31
1102	Natural – dark grey green sandy clay, possible alluvial clays, with occasional gravels (<40mm) and charcoal flecks and minor root disturbance.	0.31 – 0.62
1103	Natural Clay – mid yellow brown sandy clay with grey green partially gleyed patches.	0.62 – 0.87 (+)

Trench No. 12	Co-ordinates: 435312.61/277739.53 (SW) 435335.09/277760.33 (NW) Ground Level (m AOD): 85.87 (SW); 85.23 (NW)	Dimensions: 30 x 1.9 Max.depth: 0.69
Context	**Description**	**Depth (m)**
1200	Tarmac – Modern	0- 0.05
1201	Made Up Ground – upper layers dark greyish red gritty sandy with high concentration of stone and building rubble. Towards base deposit was a dark grey gritty clay with abundant small stone (<30mm).	0.05 – 0.40
1202	Natural – dark grey green clay, possible alluvial clays, with occasional gravels (<50mm) and fairly high charcoal content, more profuse towards top of layer.	0.40 – 0.69
1203	Natural Clay – mid yellow brown clay with rare gravels (<30mm) and patches of grey green clays.	0.69 (+)

Trench No. 13	Co-ordinates: 435315.42/277695.85 (SW) 435343.51/277687.05 (SE) Ground Level (m AOD): 88.53 (SW); 89.15 (SE)	Dimensions: 30 x1.9 Max.depth: 0.54
Context	**Description**	**Depth (m)**
1300	Tarmac – Modern	0 - 0.06
1301	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0.06 – 0.25
1302	Buried subsoil - mid grey brown sandy clay with occasional gravels (<40mm) and occasional charcoal flecks. Some minor root disturbance.	0.25 – 0.43
1303	Natural Clay – mid yellow brown sandy clay with occasional to common gravels (<30mm) and limited root disturbance	0.43 – 0.54 (+)

Trench No. 14	Co-ordinates: 435274.70/277707.17 (NW) 435296.95/277687.74 (SW) Ground Level (m AOD): 87.24 (NW); 88.89 (SW)	Dimensions: 30 x 1.9 Max.depth: 0.96
Context	**Description**	**Depth (m)**
1400	Tarmac – Modern	0 – 0.03
1401	Scalping Layer – mid grey gritty sand layer composed of angular stone and grit, make up layer of car park or bedding of tarmac.	0.03 – 0.23
1402	Made ground – mid to dark purplish red gritty sand derived from multiple modern dumps. Deposit contained abundant angular stone and building rubble.	0.23 – 0.74
1403	Natural - light blue grey sandy clay with occasional gravels (<40mm).	0.74 – 0.90
1404	Natural Clay – mid yellow clay with rare gravels (<30mm).	0.90(+)

Trench No. 15	Co-ordinates: 435241.63/277672.27 (SW) 435262.69/277692.94 (NW) Ground Level (m AOD): 88.48 (SW); 87.81(NW)	Dimensions: 30 x 1.9 Max.depth: 0.96
Context	**Description**	**Depth (m)**
1500	Scalping Layer – dark red layer composed of stone and grit, make up layer of car park.	0 - 0.12
1501	Modern dump layer – dark grey gritty sand with dumps of building rubble, Fe objects, charcoal and ash. Clear boundary to natural.	0.12 – 0.19
1502	Natural – light yellowish brown sandy clay with common gravels (<40mm). Above natural clay 1503.	0.19 – 0.25
1503	Natural – yellowish grey with reddish tinge, compact clay with rare gravels (<30mm).	0.25 – 0.68
1504	Natural – mid red gritty sand with loose compaction only small amount visible in rep. section	0.68(+)

Trench No. 16	Co-ordinates: 435277.18/277670.68 (SW) 435305.55/277663.05 (SE) Ground Level (m AOD): 89.43 (SW) 90.30 (SE)	Dimensions: 30 x 1.9 Max.depth: 0.88
Context	**Description**	**Depth (m)**
1600	Scalping Layer – dark reddish grey gritty sand layer composed of stone and grit, make up layer of car park some minor root disturbance.	0 – 0.10
1601	Buried subsoil - mid brown sandy clay with occasional gravels (<40mm) and occasional charcoal flecks. Some minor root disturbance. Very thin layer not present across whole of trench.	0.10 – 0.13
1602	Natural – mid yellowish brown sand with abundant gravels (<70mm).	0.13 – 0.88 (+)

Trench No. 17	Co-ordinates: 435315.77/277650.58 (SW) 435327.91/277677.64 (NW) Ground Level (m AOD): 90.84(SW); 89.59 (NW)	Dimensions: 30 x 1.9 Max.depth: 0.44
Context	**Description**	**Depth (m)**
1700	Scalping Layer – dark reddish grey gritty sand layer composed of stone and grit, make up layer of car park.	0 – 0.08
1701	Modern Dump – very dark grey sandy clay with CBM, charcoal and ash inclusions. Only seen at North end of trench.	0.08 – 0.16
1702	Buried subsoil - mid grey brown sandy clay with rare gravels (<30mm) and occasional charcoal flecks. Some minor root disturbance.	0.16 – 0.30
1703	Natural – mid yellowish brown sand with abundant gravels (<60mm).	0.30 – 0.44 (+)

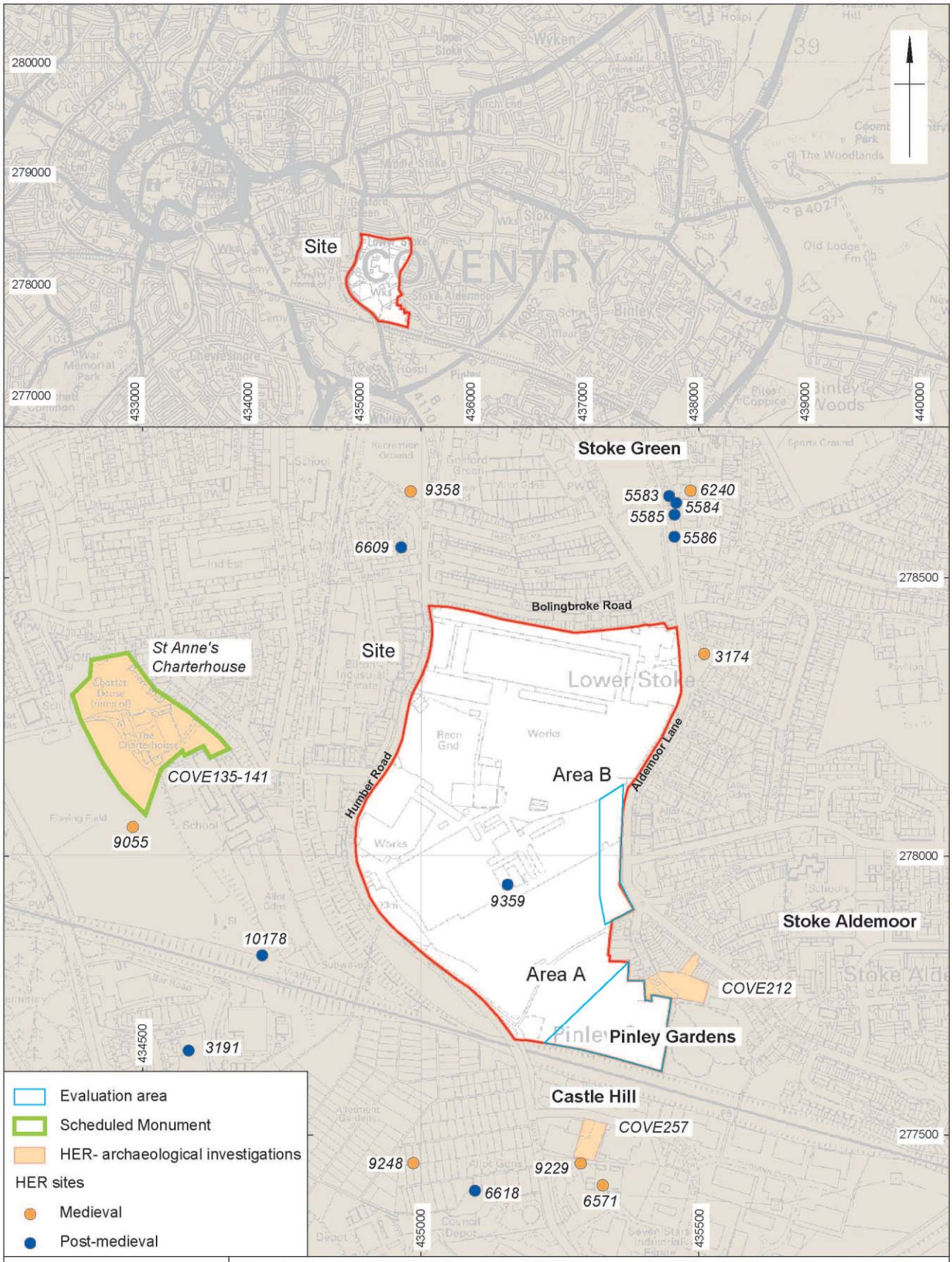
Trench No. 18	Co-ordinates: 435343.91/277892.09 (NW) 435370.19/277906.76 (NE) Ground Level (m AOD): 77.39 (NW); 77.40 (NE)	Dimensions: 30.1 x 2.8 Max.depth: 0.45
Context	**Description**	**Depth (m)**
1800	Concrete slab – modern factory floor. Above 1801.	0 – 0.18
1801	Hard Core – modern bedding layer for concrete contained post medieval brick fragments.	0.18 – 0.30

1802	Natural Clay – light brown clay with slight reddish tinge. Sterile homogenous deposit possible natural alluvium.	0.30 – 0.35 (+)

Trench No. 19	**Co-ordinates: 435344.56/277907.52 (SW) 435330.17/277933.77 (NW) Ground Level (m AOD): 77.40 (SW); 77.38 (NW)**	**Dimensions: 29.9 x 3 Max.depth: 0.60**
Context	**Description**	**Depth (m)**
1900	Concrete slab – modern factory floor.	0 -0.15
1901	Hard Core – modern bedding layer for concrete contained post medieval brick and tarmac fragments.	0.15 – 0.25
1902	Natural Clay – light brown clay with slight reddish tinge with areas of vivid bluish grey gleyed clays. Sterile homogenous deposit possible natural alluvium.	0.25 – 0.60 (+)

Trench No. 20	**Co-ordinates: 435319.04/277958.54 (SW) 4353449.53/277952.69 (SE) Ground Level (m AOD): 77.30 (SW); 77.39 (SE)**	**Dimensions:30.20 x 2.8 Max.depth: 0.62**
Context	**Description**	**Depth (m)**
2000	Concrete slab – modern factory floor.	0 – 0.20
2001	Buried soil horizon – dark greyish brown silty clay with rare flint inclusions (<20mm). Probable post-med date.	0.20 – 0.28
2002	Modern bituminous chippings – layer of tarmac fragments dark black brown.	0.28 – 0.33
2003	Buried Soil – dark greyish brown silty clay with rare fragments of brick (<30mm) and very rare fragments charcoal, coal and shell. Probable post medieval in date.	0.33 – 0.53
2004	Natural Clay – light yellowish brown clay with slight reddish tinge with sparse to moderate areas of bluish grey gleyed clays. Sterile homogenous deposit possible natural alluvium.	0.53 – 0.62 (+)

Trench No. 21	**Co-ordinates: 435323.25/277980.12 (NW) 4353449. 35/277995.46 (NE) Ground Level (m AOD): 77.19 (NW); 77.27 (NE)**	**Dimensions: 29.88 x 2.37 Max.depth: 0.74**
Context	**Description**	**Depth (m)**
2100	Concrete slab – modern factory floor.	0 – 0.20
2101	Modern Bedding Layer – dark black brown layer composed from abundant tarmac fragments brick and Fe objects. Above natural clay 2102.	0.20 – 0.26
2102	Natural Clay – light yellowish brown clay with slight reddish tinge with sparse areas of bluish grey gleyed clays. A sterile, stiff and homogenous deposit possible natural alluvium.	0.26 – 0.74 (+)



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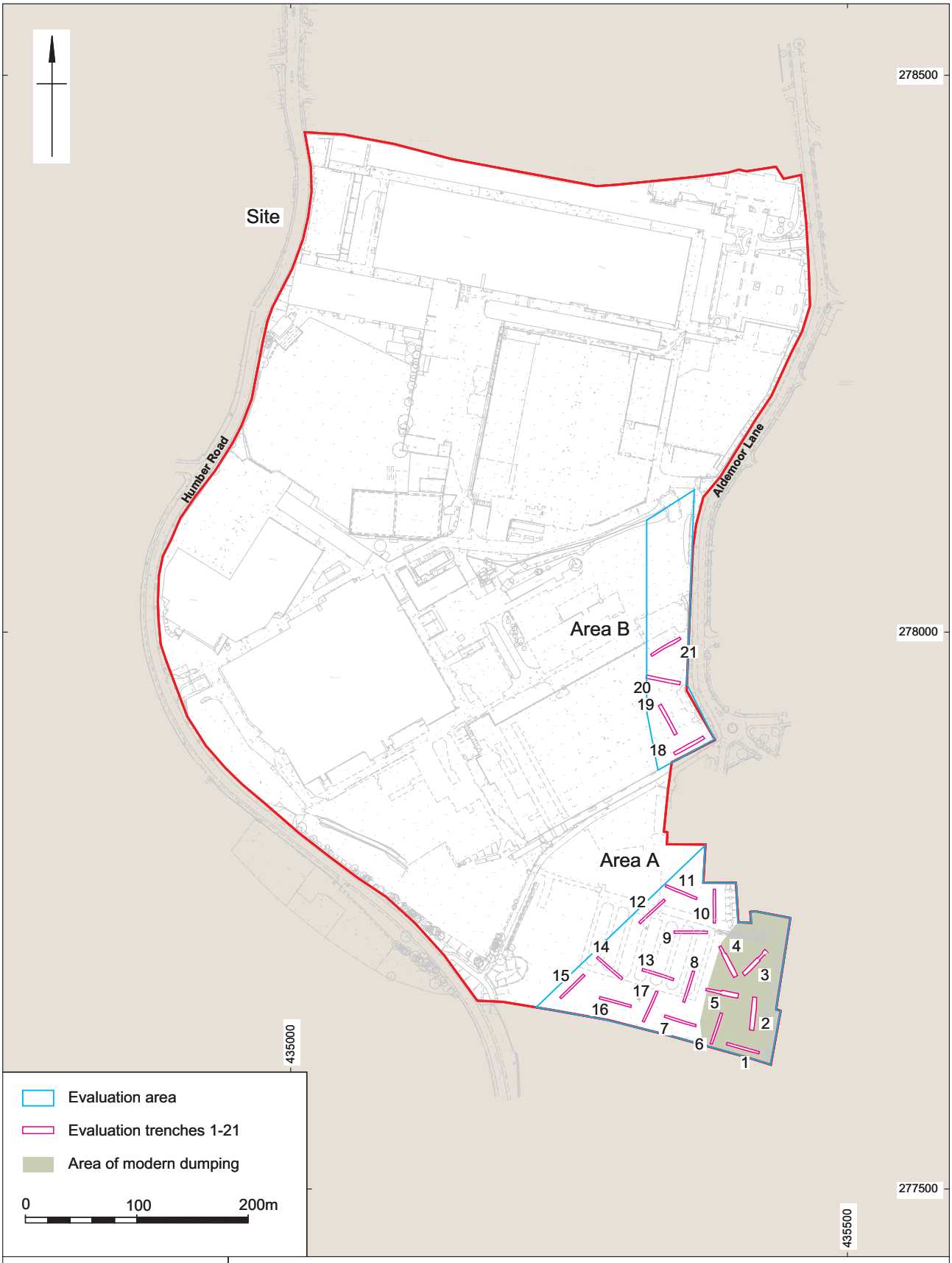
Wessex Archaeology

Site location plan

Figure 1



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Wessex Archaeology

Trench location plan

Figure 2

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