

Stonebridge Character Area

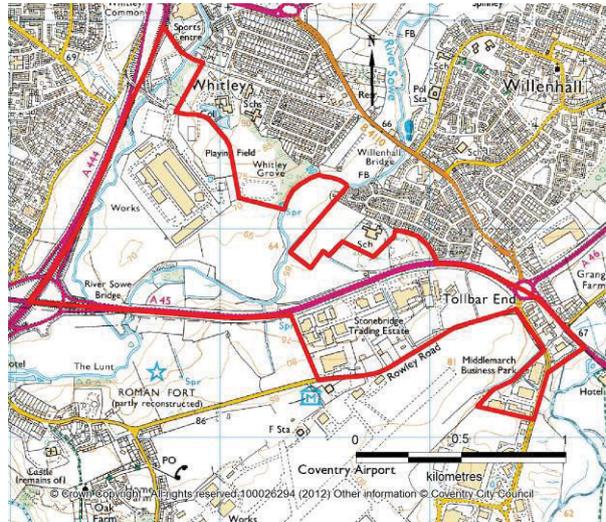
HLC Area 1

Location and Context

A mixed-use light industrial and commercial area located on the southern fringe of the Coventry border. The area is bounded by the A444 to the west, settlement to the east and the border of Warwickshire to the south. Just outside the character area to the south is the location of Coventry Airport.

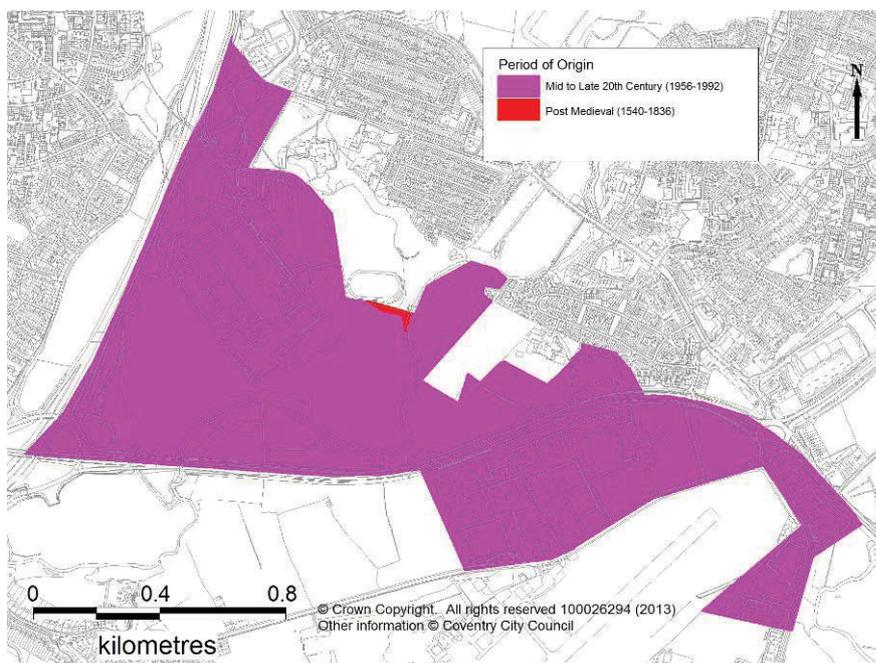
Heritage Designations in the Area

Scheduled Ancient Monuments: 0
 Archaeological Constraint Areas: 6
 Listed Buildings: 1
 Locally Listed Buildings: 0
 Conservation Areas: 0
 Registered Parks and Gardens: 0



Historic Development

The earliest mapping of the area is the 1841 Baginton Tithe Survey recorded a pattern of enclosed fields and two farmsteads south of the River Sowe. The northern part of the Character Area was described as 'Whitley Abbey and Lands' in the 1849 St. Michael's Tithe Survey but no further details are depicted. Whitley Abbey Farm is shown for the first time on the 1888 OS map on the eastern edge of the area but there were few further changes to the landscape until the First World War when the farm was requisitioned by the government and the fields were laid out as an airfield. The land to the south and east of the farm buildings was levelled for a grass landing strip. Three large hangars, workshops and store buildings were constructed immediately to the west and south of the farm and outbuildings. The original farm buildings were retained and continued in use as offices, workshops and storage until the final clearance of the site in 1968. The airfield was used as an operational military base by the Royal Flying Corps for fighter aircraft.



In 1920, the newly formed Armstrong Whitworth Aircraft Company bought Whitley airfield and in subsequent years produced a number of aircraft here under the name of Armstrong Siddeley. Aircraft production and testing continued at the site until the late 1960s when the site was bought by the Rootes Group and the open ground to the south and west of the factory site was allowed to

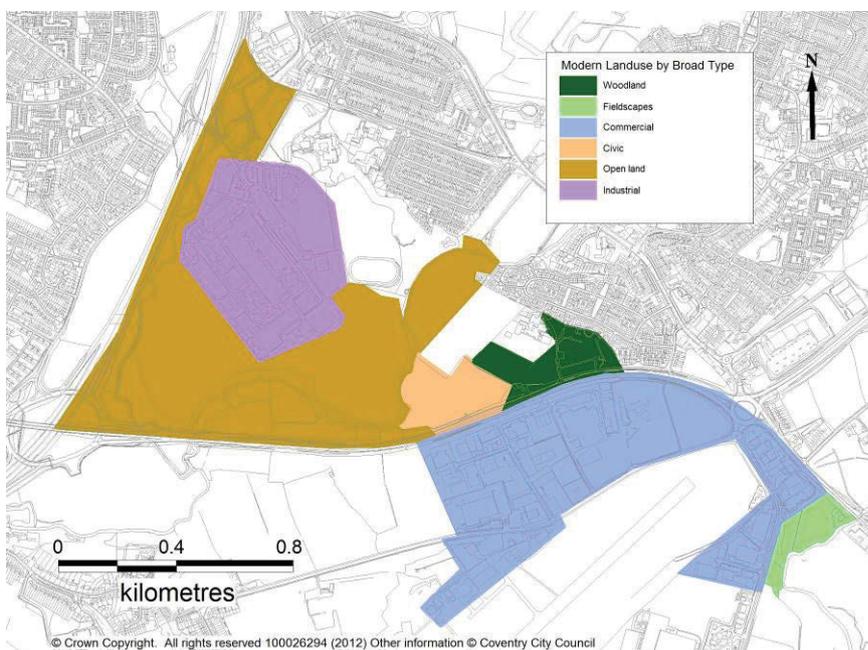
revert back to open pasture. The main part of the old Armstrong Siddeley factory site was redeveloped for as new engineering research and development centre with associated access road, landscaping and car parks. The site was eventually acquired by Jaguar Cars in 1985 and became the new headquarters for the company.

The Stonebridge Highway had been built by 1936 and the area to its south remained in agricultural use until the late 1960s/early 1970s, at which an industrial estate was built. This remains largely the same today.

Modern Character

The area is located on the outskirts of the city and is dominated by the road infrastructure of the A444 and A46. Two water courses, the River Sherbourne and the River Sowe, meet in this character area and the corresponding floodplains have had a strong influence on the pattern of development. The industrial and commercial areas are divided into two main pockets by the courses of the rivers with the areas of development mostly surrounded by scrubland and flood plain, part of which is a local nature reserve. The area is mostly green

and well wooded but has a slightly neglected, isolated character.



A tightly contained area of industry was developed on farmland between 1925 and 1936 in the north of the Character Area on a former World War 1 air field. The buildings and airstrip soon became too small and aircraft production was expanded on to the present Coventry Airport site at Baginton to the south. The present Jaguar

Engineering Centre buildings comprise large scale, rectangular sheds on a common alignment.

The industrial estate to the south had a more gradual development with the majority of buildings dating to the late 20th century. Offices are square in shaped and low-lying with planned space for extensive car parking facilities. Neither development is sensitive to former field boundaries. The development of the business park is influenced by the Stonebridge Highway which was developed between 1925 and 1936. There is a general feeling of openness and isolation due to development being surrounded by scrubland the few remaining agricultural fields, although the area is noisy due to the dual carriage way and airport to the south.

Geology and Topography

The Character Area overlies sandstone to the west and mudstone to the east with sand and gravel drift geology. It is relatively flat and low lying with the highest point to the northwest at 75m above sea level and the lowest area in the south at 65m.



Jaguar Engineering Centre

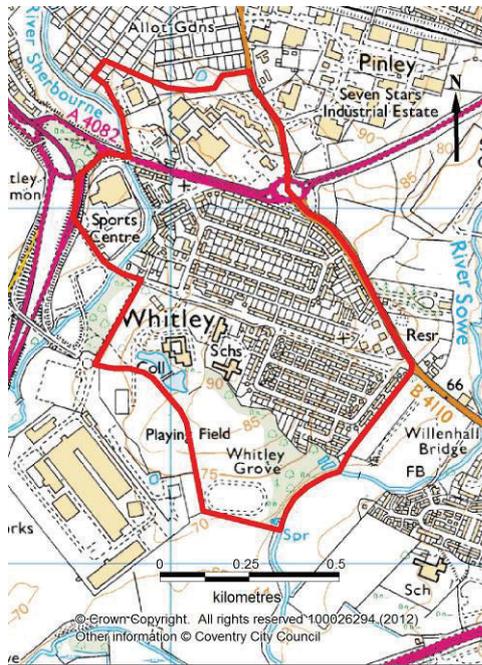


Stonebridge Meadows Nature Reserve

Whitley Character Area

HLC Area 2

Location and Context



An area of settlement to the south of the city centre that is surrounded by industry to the north and west, and the River Sowe Valley to the south and east.

Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 6
- Listed Buildings: 1
- Locally Listed Buildings: 0
- Conservation Areas: 0
- Registered Parks and Gardens: 0

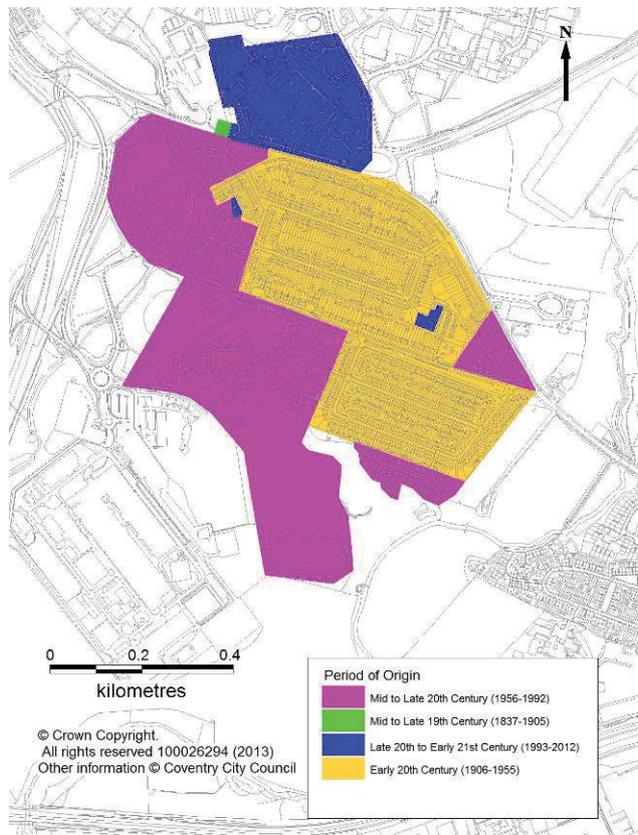
Historic Development

The medieval settlement of Whitley is believed to have existed in the western part of the Character Area to the south of Abbey Road. A manor house and chapel may have been located to its south and

Whitley Mill just outside the Character Area to the west. Towards the east is Whitley Grove which originated as a medieval quarry. The extensive lands of Whitley Common lay to the west.

Little else is known of the landscape during this period but it was probably a combination of areas of common land, open fields and enclosures.

During the 17th Century Whitley Abbey was built replacing the earlier manor house. The building was subsequently enlarged and by the 19th Century it was a grand country house in landscaped gardens owned by Viscount Hood. It was not until the period between 1914 and 1936 that this agricultural landscape saw dramatic changes. By 1936 much of the area between Abbey Road and London Road was developed for housing and to the north of London Road an isolation hospital was built. Between 1936 and 1955 a further housing development and a school was built to the south of Abbey Road. Whitley Abbey was finally demolished in the 1940's and Whitley Abbey School was built on the site. The Whitley isolation hospital buildings were replaced in the late 20th/early 21st Century with a supermarket, nursing home and depot buildings.



Modern Character

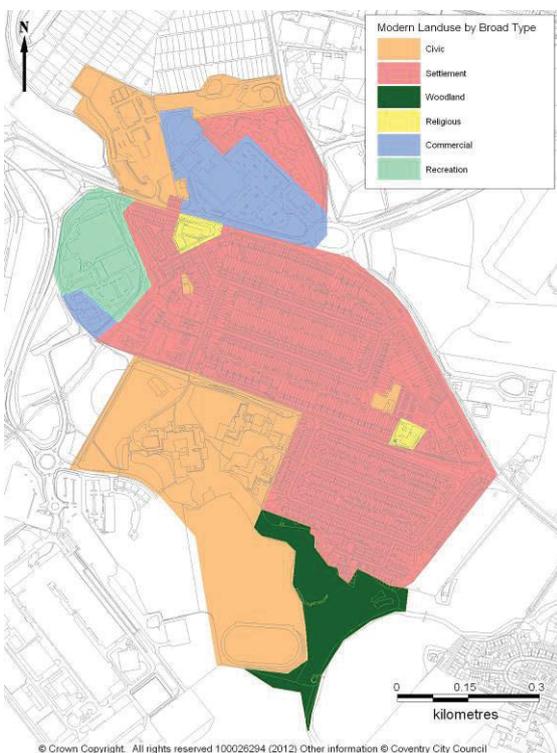
This is an isolated pocket of concentrated housing, the majority of development having been undertaken between 1925 and 1955, with small areas of later development present on the fringes of the 1930s housing. The south west of the character area used to be the location of Whitley Abbey, a country house which survived into the 20th Century. A park and



gardens was associated with the house which included Whitley Grove, a small woodland in a medieval quarry that is still present to the south of the developed area.

The layout of the housing development comprises straight roads forming a grid pattern, with house plots built right up into the street corners. Houses are mainly small semi-detached and terraced dwellings with small gardens to the front and rear. Many of the front gardens have been

Typical 1930s residential properties Rutherglen Avenue



converted into driveways and there is adequate access between the semi-detached houses for cars to be parked to the rear. Consequently, although the streets are narrow they are not as cluttered in comparison to other areas of 1930s housing. There are some variations with the different colours of painted pebbledash, but the houses are built in a uniform size and shape, and in the same design and materials giving a strong sense of homogeneity. The houses have a plain style with arched, recessed front doors as the only form of decoration. The regularity of the architectural design creates channelled views at street level and a distinctive roofscape from higher ground. Amenities including a school, leisure centre and superstore are arranged around the outskirts of this area of dense housing.

Geology and Topography

This area overlies sandstone with a gravel drift geology. There are also coal measures to the centre of the character area. The settlement is built on a plateau of 90m above sea level. The land surrounding the plateau falls away in all directions to 75m.

Lower Stoke Character Area

HLC Area 3

Location and Context

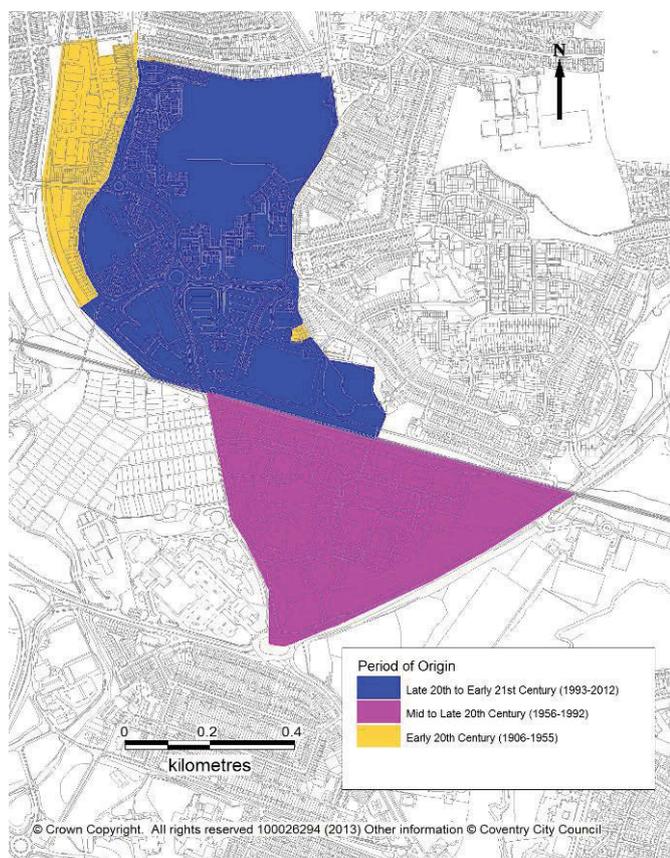
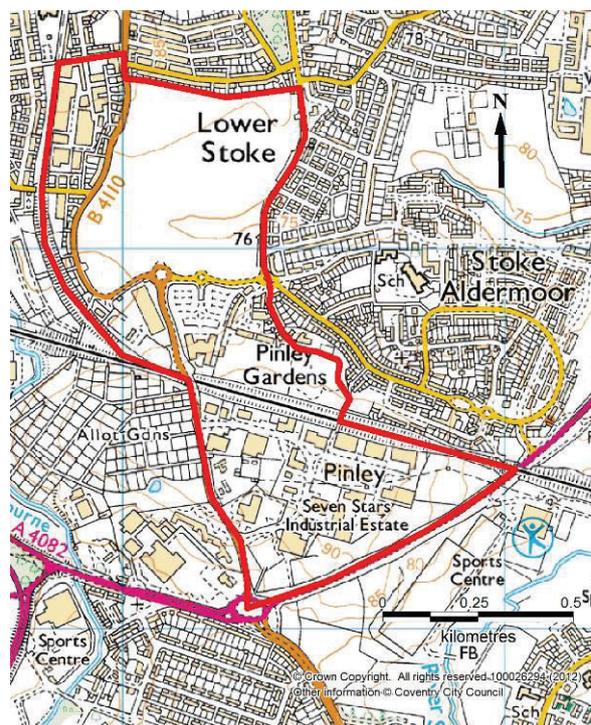
An area of light industry located to the south east of the city centre with housing currently being developed on the northern part. The character area is traversed by the Coventry-Rugby railway line and is predominantly surrounded by areas of settlement.

Heritage Designations in the Area

Scheduled Ancient Monuments: 0
 Archaeological Constraint Areas: 4
 Listed Buildings: 0
 Locally Listed Buildings: 0
 Conservation Areas: 0
 Registered Parks and Gardens: 0

Historic Development

The name Pinley suggests Saxon origins (Pinna's clearing or wood) but the earliest reference to activity is from a document of the early 13th century. This referred to Walter de Langley holding land there and in 1238 Walter's son Geoffrey is recorded as having obtained timber to build a house at Pinley. Geoffrey enclosed Wood Moor and other land in Pinley. He had a chapel there from at least 1222 when he obtained a licence to found a chantry. In the hundred rolls (1280) Pinley manor (the territory) is recorded as containing about 360 acres of demesne. This directly managed land must have had a home farm so during this period the manorial complex consisted of the main house, the home farm and perhaps the chapel. Excavations prior to re-development of the site in the area of Wheeler Road discovered the remains of a medieval high-status building that may have been the manor house and/or chapel. A possible moat can be seen to the south of Wheeler Road in an aerial photograph of 1946.

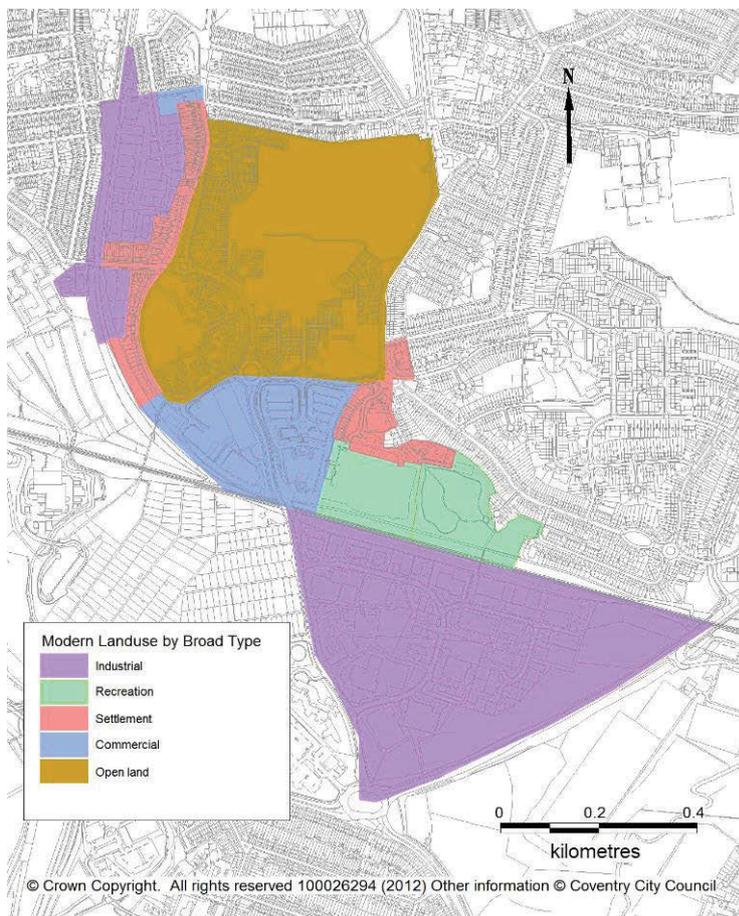


The landscape had changed little by the mid-19th Century. Pinley House, which stood at the centre of the Character Area, had been built by the early 1700s, and Pinley Hill Farm was recorded on the tithe map of 1849. The London and Birmingham Railway line, which

opened in 1838, was built through the middle of the Character Area bisecting a field known as Castle Hill. Other than these two settlements and the railway line the landscape was dominated by agricultural enclosures.

The 20th Century saw significant changes to the landscape with the establishment of two car factories, Humber to the north and Hillman to the south. Between 1905 and 1913 Humber Cars moved from nearby Gosford Green and developed a new factory producing cars and cycles to the east of Folly Lane (present day Humber Road), while around the same time Mr Hillman who resided at Pinley House began developing a factory in his grounds. The Humber and Hillman companies would later merge creating a single large car plant operated by the Rootes Group and latterly by Peugeot Citroen. By 1925 an area either side of the railway line had been converted from agricultural fields to an area of allotments known as Pinley Gardens. Part of this area was developed for houses by 1936 and the Humber Factory expanded southwards. To the south of Pinley Gardens the land remained in allotment use until the period 1982-1992 when the Seven Stars Industrial Estate was built. The Humber Works closed and was demolished after 2006 and replaced by a housing estate over much of the site with a new office complex for Peugeot to the south. Pinley Gardens is now a public open space.

Modern Character



The northwest boundary of the character area, which is a very strong division between settlement and industry, was created by the former course of the Coventry Loop railway line which was closed and abandoned in the 1970's. The north of the character area is currently under redevelopment following the closure of the Peugeot factory (Humber Works), in c2005. The loss of such a significant factory freed up an extensive part of the Character Area for redevelopment. Consequently, it comprises two phases of development divided by the Coventry-Rugby railway line, with older light industrial estates and offices to the south and a new, residential area to the north. Until the 20th Century most of the Character Area was agricultural, but probably due its proximity to the city centre, most of the Character Area has been

under constant development resulting in former features and boundaries being replaced. One of the few remaining features is the northern half of Humber Road whose alignment seems to follow that of Colepit Lane recorded in 1798 and 1726. The majority of buildings comprise small, square shaped, tightly packed factories and warehouses. With the exception of a large, spacious car park associated with an office built after 2005, car parking facilities are small and intermittent. In the south of the character area the streets have grass

verges, but other areas are very cramped. The area is characterised by a mix of building styles representing the several large scale re-developments.

Geology and Topography

This area overlies sandstone to the east and a mix of sandstone and mudstone to the west. To the south of the Character Area is a drift geology of sand and gravel. The land slopes down to the north and to the south from the railway line which crosses the highest point of the area.



New development at Sunbeam Way on the site of the former Humber Works

London Road / Whitley Character Area

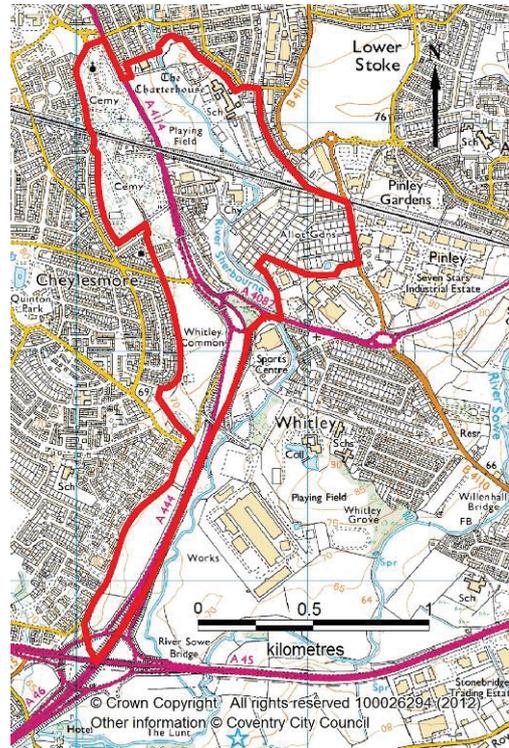
HLC Area 4

Location and Context

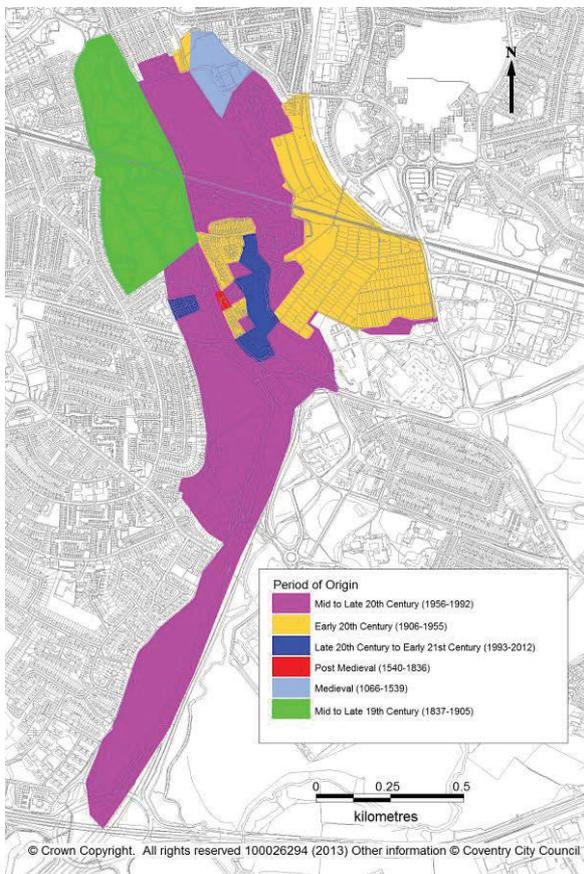
The character area is located just to the southeast of the city centre and runs along the London Road, one of the main arterial routes in to central Coventry. The area includes a section of the River Sherbourne which passes through the northern part of the character area in a north-south alignment and then continues just outside the character area to the east. The Coventry – Rugby railway line also crosses the north of the character area. The area is predominantly bordered by settlement with some industry.

Heritage Designations in the Area

- Scheduled Ancient Monuments: 1
- Archaeological Constraint Areas: 9
- Listed Buildings: 10
- Locally Listed Buildings: 0
- Conservation Areas: 1
- Registered Parks and Gardens: 1



Historic Development



Little is known about the landscape of the Character Area prior to the Medieval period but by this time there were a variety of land use types. In the north there was a quarry which belonged to St. Mary's Priory and which is thought to have provided stone for the city walls. The quarry was later incorporated into the London Road Cemetery designed by Joseph Paxton during the mid-19th Century and the resultant landscape of hillocks and hollows, surrounded by rows of mature elms, was one of the main features of the cemetery's design. Immediately to the south during the medieval period was an enclosed field and beyond this Whitley Common, an area of common or waste which stretched as far as Whitley village.

The present London Road is thought to have existed as a major route to and from the medieval city and to the east of it was situated Charterhouse, the Carthusian Monastery of St. Anne which was founded in 1381. The monastery was surrounded by agricultural land, including Lammas land, apart from Bisseley Mill to the northwest and

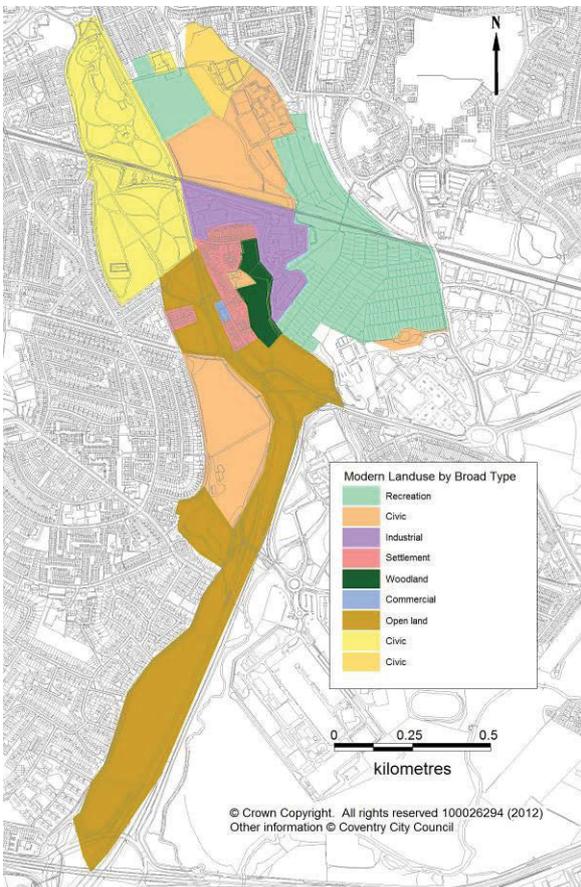


New Mill / Dilcock's Mill further south on the River Sherbourne. St Anne's Chapel, which was later used as a dye house lay to the west.

At the Dissolution of the Monasteries in 1539 the church and other parts of the monastery were demolished but the Prior's Lodge/east range survived and was converted to a house, which still survives today, although its use has changed several times over the years.

Charterhouse with the River Sherbourne in the foreground

There were relatively few changes to the landscape by the mid-19th Century and it remained largely agricultural. Apart from Whitley Common, which remained open, all agricultural land was enclosed. A small number of houses had been built either side of London Road towards the middle part of the common and the London Road Cemetery was created in the north in the site of the medieval quarry. The London and North Western Railway line was opened in 1838 and runs through the north of the Character Area.



As Coventry's population grew in the early 20th Century new areas of housing were built and there was also pressure on the land for recreational use. An area of allotment gardens was developed between 1905 and 1913 south of the railway line and east of London Road. This had expanded further east by 1936 and the area also saw the building of houses along Swifts Corner, Peggmill Close and Shortley Road. The final major development within the Character Area was between 1969 and 1977 with the building of the Bluecoat School to the south of Charterhouse.

Modern Character

In general, this area comprises much open space, either in the form of allotment gardens, agricultural land or common which together forms a green corridor from the city centre to the southern edge of the Coventry border. The presence of the railway line and of the dual carriageway, however, makes this quite noisy and busy environment. The predominant feature is the London Road Cemetery which borders the city. Opened in

1847 it makes use of the contours created by medieval quarrying to create a landscaped parkland. The character area contains a large number of listed monuments and buildings many of which are associated with the cemetery. Another key feature within the character area is the grade I listed medieval Carthusian Monastery of Charterhouse with associated grounds. The presence of the railway line and the dual carriageway makes this area quite noisy and busy even though it is a predominantly green and open space. Areas such as the playing fields are also areas of great activity at particular times.

Geology and Topography

This area lies over an area of mudstone and sandstone with a drift geology of sand and gravel. The topography is influenced by the River Sherbourne which passes through the north of the character area and continues its course just outside the character area to the east on a north – south alignment. The lowest point of the river valley is 75m and rises to the east and west to 90m above sea level.

Central Civic Character Area

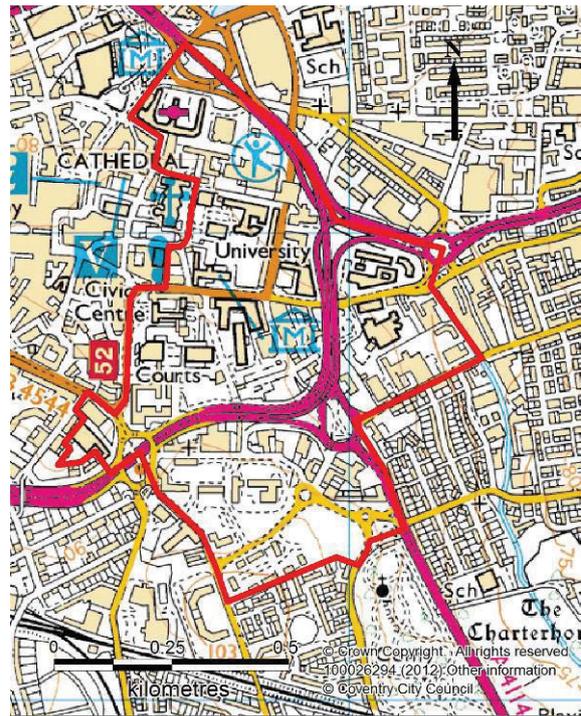
HLC Area 5

Location and Context

This covers the eastern section of the city centre which predominantly comprises Council offices and university buildings. The dominant feature in this Character Area is the ring road which has elevated sections at this location as well as junctions, associated fly-overs and pedestrian subways. The Character Area is bordered by residential areas to the east and a central commercial area to the west.

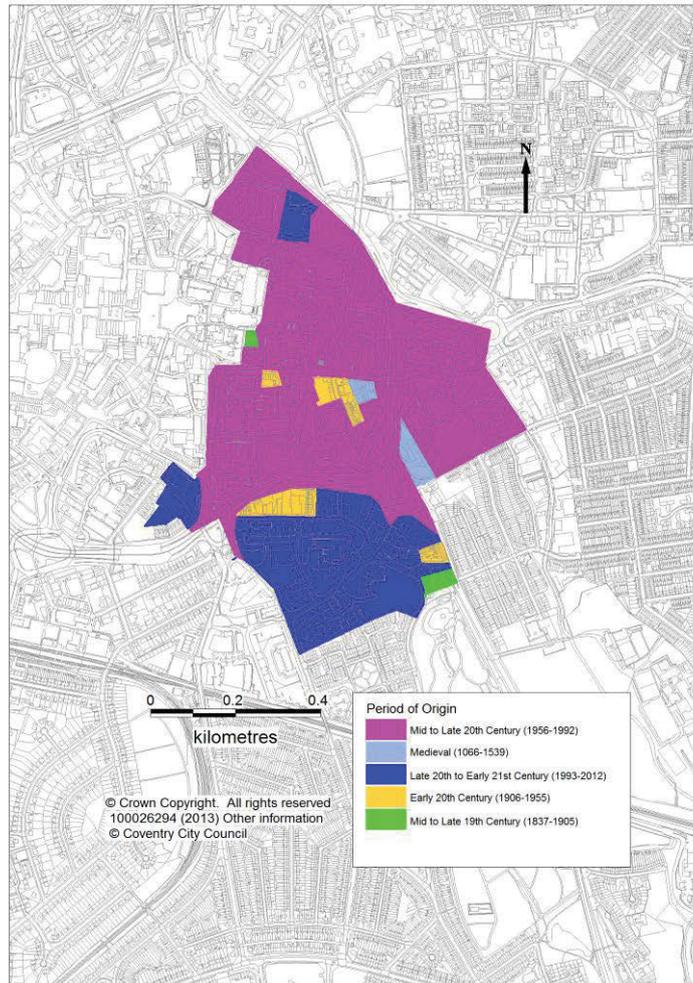
Heritage Designations in the Area

- Scheduled Ancient Monuments: 4
- Archaeological Constraint Areas: 1
- Listed Buildings: 10
- Locally Listed Buildings: 7
- Conservation Areas: 2
- Registered Parks and Gardens: 1



Historic Development

The early development of this area of the city was centred along Earl Street, Jordan Well and Gosford Street which formed the main east to west route through the medieval city towards the River Sherbourne to the east. The name Gosford is derived from 'Goose Ford' where the road crossed the river. The earliest settlement appears to have been at the western, Earl Street end close to the Earl's castle and appears to have expanded eastwards with burgage plots lining the whole length of the street by the early 13th century. Coventry castle is believed to have stood to the north of Earl Street with the Earl's hunting park located to the south and separated from the town by the substantial Hersum Ditch or Red Ditch. The park is thought to have been created in the late 11th century but by the mid-13th century the northern portion had been given over to accommodate the expanding city with the creation of Much Park Street and Little Park



Street. The two streets seem to have begun as an industrial area before an increase of activity in the mid -14th century when it became one of the wealthiest neighbourhoods in the medieval city. The reason for this upturn in its fortunes is possibly the result of the main road to London being diverted to run down it. The reason for the diversion is thought to have been due to the establishment of the Carmelite Friary from 1342 whose precinct blocked the previous route along Whitefriars Lane. The Friary was dissolved in 1538 and was converted into a private house, remaining so until the early 19th century when the surviving buildings were used as a workhouse and then a Salvation Army Hostel. The only remaining buildings are the east range of the cloister and the Precinct gate on Much Park Street. Cox Street which runs north off Gosford Street is also of medieval origin and was previously called Earls Mill Lane. The mill is likely to have been in existence by the early 12th century and it is likely that the street also dates from this time.

Construction of Coventry's city wall was started at the London Road in the 1350s and would have formed the eastern boundary for much of the Character Area running east along Parkside and Gulson Road, before turning north along the River Sherbourne, crossing Gosford Street and heading northwest towards Fairfax Street and Pool Meadow. The complete circuit of the walls consisted of 3.6km of wall with an outer ditch, 12 gates, 20 towers which together enclosed an area similar that enclosed by the present ring-road. Much of the wall was demolished in the late 17th century onwards but it's alignment remained an important topographical feature in the city until the late 19th century, delineating the area of settlement from the agricultural and common land beyond. After the expansion of the 14th and 15th centuries the city stagnated in the early post-medieval period fossilising much of the city centre area with only some minor development on the former monastic sites. This picture remained largely unaltered until the 19th century when industries such as ribbon weaving led to a gradual increase in Coventry's population which was initially accommodated by the building of courts of houses in the medieval back plots along streets like Gosford Street, with only very little building of housing beyond the walled area until the late 19th century. The rapid industrial expansion of the late 19th and early 20th century centred on the bicycle and motor trades resulted in housing and industry being closely intermingled in the city centre so that by the Second World War the substantial factories of Triumph on Priory Street and Morris on Gosford Street sat cheek by jowl with the timber framed houses which still accommodated much of the population. Elsewhere, an area of gardens beyond the line of the city wall on Parkside, was gradually expanded over by motor works which eventually amalgamated into the giant Armstrong Siddeley works.

The presence of industry in the city centre resulted in extensive damage from the air raids of 1940-41, although much of the medieval and early post-medieval fabric of the area survived intact along the southern part Much Park Street and the eastern stretch of Gosford Street. Almost all pre-war buildings were removed as the Character Area was included in the land declared as an extensive area of war damage by the government. This designation gave the Council sweeping powers and funds for its acquisition and re-planning and it is shown as a Civic Area on the 1945 plan for the city centre with all industrial and residential uses removed. By the 1950s the area required for civic buildings was reduced to the area between Little Park Street and Much Park Street, while the remainder of the area was allocated for the development of the Lanchester College of Technology and the Coventry College of Art which eventually became Coventry University. Work on the ring-road started at the south of the area in 1959 and was completed in the early 1970s.

Modern Character

The basic street plan of the medieval city still survives although almost all evidence for the buildings of the pre-war city has been removed. A group of medieval and later buildings survive on the southern side of Gosford Street and this is the only place where the layout of the medieval burgage plots are still discernible. The surviving range of buildings from the Carmelite Friary remain adjacent to the ring-road with its gate on Much Park Street, while

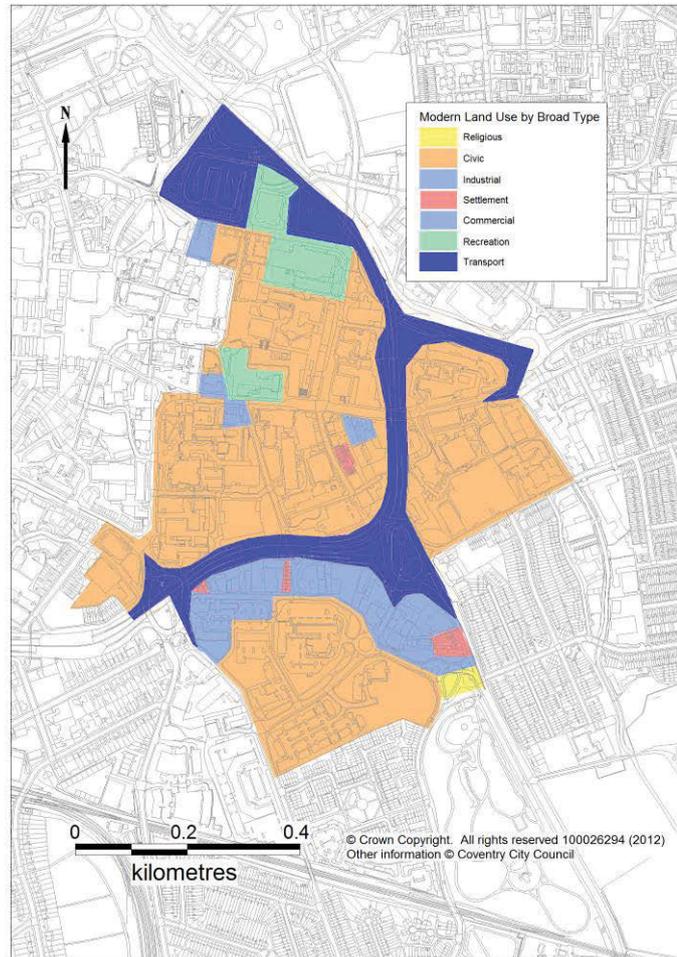
lengths of the city wall remain along Gulson Road and close to Cox Street. Some early 20th century terraced housing survives on Whitefriars Street while the former Morris engine factory on Gosford Street is the only survivor of the pre-war factories having been converted by Coventry University in the 1990s.

The area is dominated by civic buildings and the buildings of Coventry University. The buildings are in a range of scales, styles and materials ranging from the 1950s, three storey, brick-built 'Festival of Britain' style Council offices on Earl Street, to the brutalist concrete, multi-storey tower block of Priory Hall. The diverse range of buildings is surrounded by generous areas of landscaping which helps them to sit comfortably together. The ring-road with its elevated sections, fly-overs, roundabouts and pedestrian walk ways dominates the northern and eastern edges of the character area. The elevated sections give little visibility to the areas beyond the city centre and create a series of dark, inaccessible spaces below and adjacent to them that are used as surface car parks.

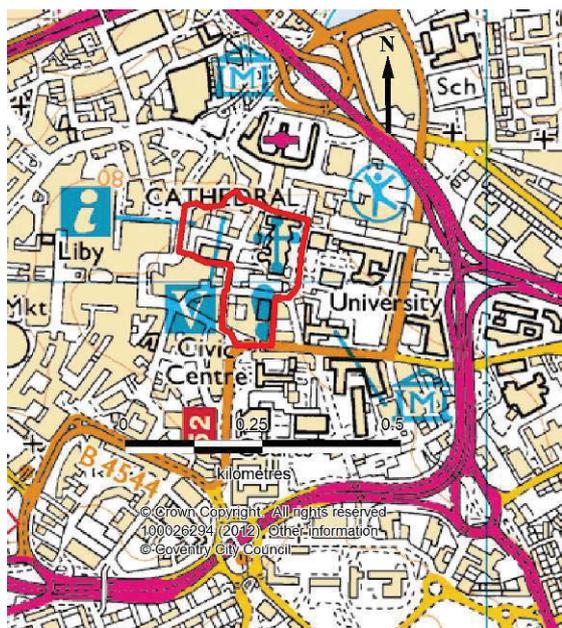
The former Armstrong and Siddeley and latterly Rolls Royce works on Parkside closed in the 1990s and have been demolished and replaced by Coventry University's Technology Park. This consists of a series of four storey brick built blocks set amongst areas of soft landscaping and surface car parks.

Geology and Topography

This is an area of high ground overlooking the valley of the River Sherbourne which runs around the north edge of the area before turning south. The geology consists of sandstone overlain in places by mudstone.



Jordan Well, looking east towards Gosford Street

Central Religious Core Character Area**HLC Area 6****Location and Context**

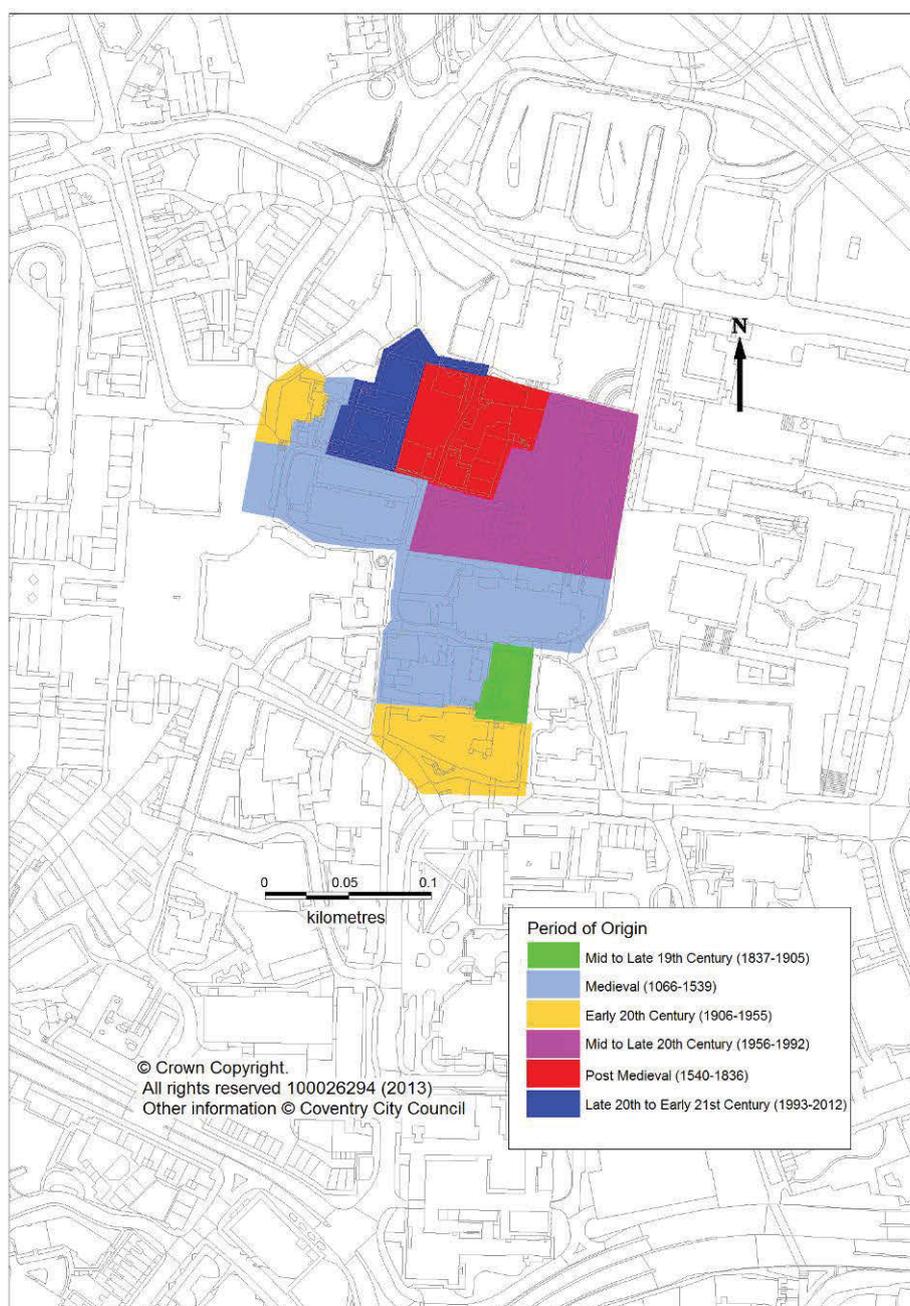
This area, often referred to as Hill Top, is the historic core of the city centre and is dominated by the medieval and modern Cathedrals of St. Michael and Holy Trinity Church. The area also includes a range of historic buildings dating from the medieval period to the early 20th century and the open spaces of the churchyards. As well as being an area of architectural importance it is also one of high archaeological significance. The Character Area is surrounded by a commercial area to the west and a civic area including Council offices and university buildings to the east.

Heritage Designations in the Area

Scheduled Ancient Monuments: 1
 Archaeological Constraint Areas: 1
 Listed Buildings: 12
 Locally Listed Buildings: 2
 Conservation Areas: 1
 Registered Parks and Gardens: 0

Historic Development

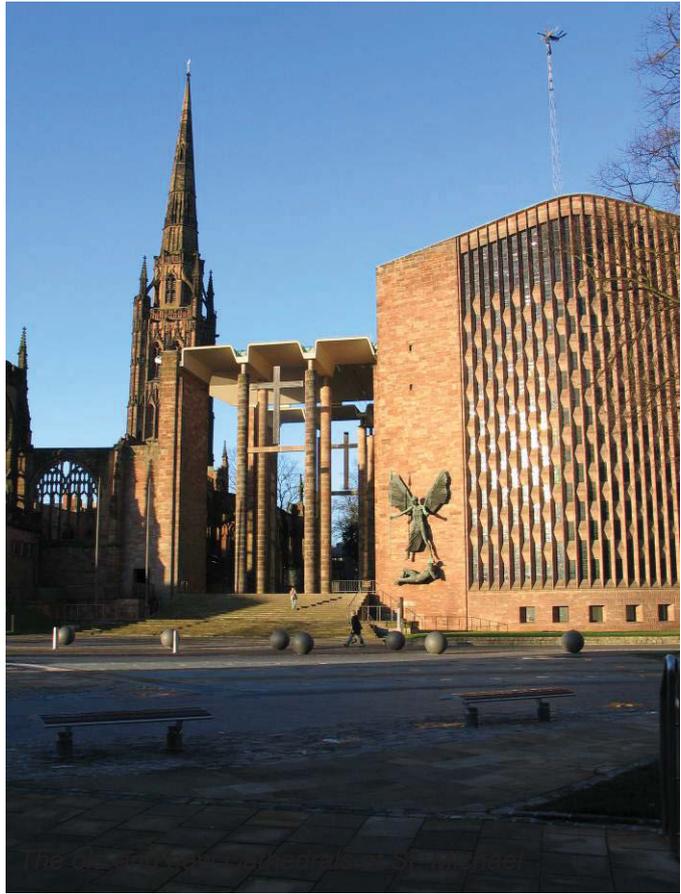
This area is the highest point in Coventry city centre and is known to have been a religious centre since at least the late Saxon period. Archaeological excavations on the site of the Norman St Mary's Benedictine Cathedral Priory identified the remains of an earlier church below it which is believed to be the Abbey founded in 1043 by Leofric, Earl of Mercia and his wife the Countess Godiva. Human remains found below this structure were radiocarbon dated and demonstrated that Christian burial had been taking place here since the 9th century and gave credence to the existence of St Osburg's 9th century nunnery which was previously regarded as a mere legend. It is now thought likely that Coventry was the site of an Anglo-Saxon minster and that Holy Trinity Church located on the top of the hill, to the south of the Priory, with its cruciform plan is the most likely candidate for the minster church. Recent excavations ahead of the extension of the Herbert Museum on Bayley Lane recovered Middle and Late Saxon pottery and give further support to this area being the site of Anglo-Saxon Coventry. As the Bayley Lane name suggests the incoming Norman Earl of Chester's built his castle to the south of Holy Trinity Church sometime in the late 11th century. The castle would have extended from Broadgate in the west to Jordan Well in the east, but seems to have been relatively short lived and had disappeared by the late 13th century. The castle's chief surviving relic is St Michael's Cathedral which is thought to have started life as the castle chapel. The land released by the removal of the castle became the heart of the booming medieval city as evidenced by the foundation of St Mary's Guildhall on Bayley Lane in the mid-14th century. The wealth of the medieval city was invested in the repeated extension of the parish church and by the late-15th century St Michael's had grown to be one of the largest churches in England.



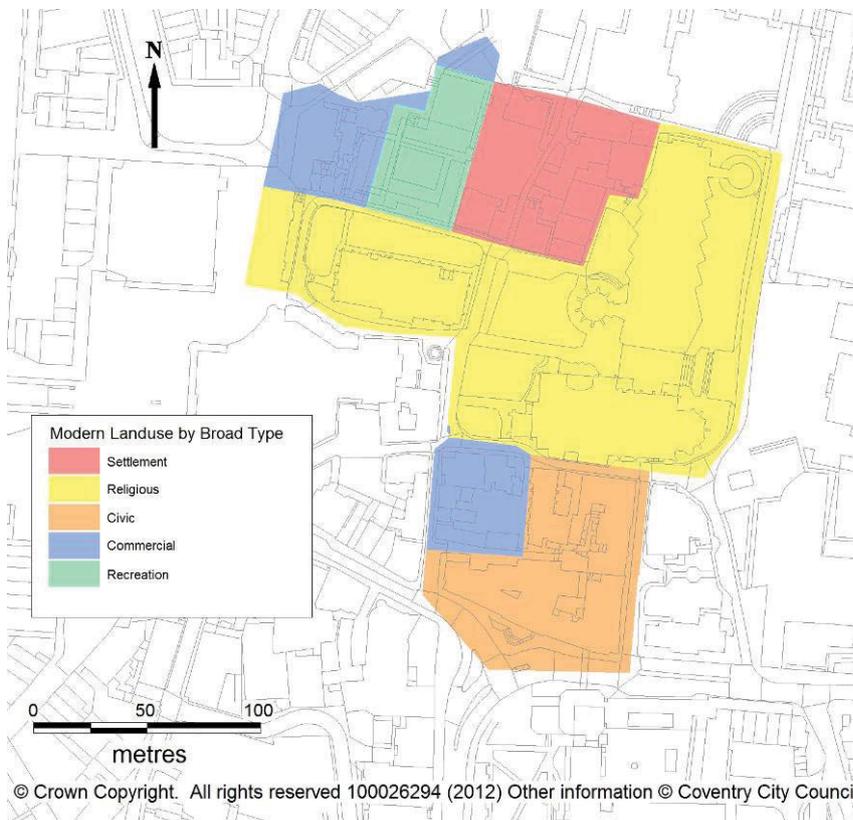
The Benedictine Priory was dissolved in 1545 and gradually demolished in the years that followed leaving a space in the city centre that remained empty until it was eventually filled by the Georgian houses along Priory Row in the 18th century. The Cathedral Priory's northwest tower survived and was used as a home until 1714 when the Bluecoat School was founded there, while the site of the nave became an extension to Holy Trinity's burial ground.

St Michael's became a cathedral with the creation of the Diocese of Coventry in 1918 and while other areas of the city underwent dramatic change in the inter-war years the Hill Top area remained almost unaffected.

The Cathedral was severely damaged in the air raids of November 1940 but by comparison with the destruction immediately to the west in Broadgate, the area had had a miraculous escape with relatively light damage to Holy Trinity church, the Guild Hall and the other historic buildings. The radical plans for the city centre that were under preparation from the late 1930's had always proposed the retention of the ecclesiastical buildings and the Guildhall and Council House while the remaining buildings were to be cleared. In the event the buildings that survived the war were retained and some bomb damaged properties were even restored. The significant addition to the area in the post-war period was Sir Basil Spence's new St Michael's Cathedral which was completed in 1962. Another more recent addition is the display in Priory Place of the remains of St Mary's Cathedral Priory that was excavated in c2000.



The old and new Cathedrals of St. Michael



Modern Character

The Hill Top area is the most intact area of the pre-war city centre and this is reflected in its conservation area status. The historic street plan survives, as do many of the historic buildings dating from the medieval period through to the early 20th century. Where post-war additions have been made they are mostly of high quality and compliment the older fabric. There is an eclectic mix of high architecture of varying periods, styles and building materials including timber-frame, sandstone and red brick.

The scale and style of the buildings and the palette of traditional materials in the area contrast with the rest of the city centre which overwhelmingly comprises of larger post-war buildings. There is also a contrast within the Character Area between narrow, winding, high-walled streets which give a sense of intimacy and create closed views, and formal open spaces such as the cathedral ruins and the Priory Gardens which enable views through spaces. The unplanned medieval streets juxtapose with the highly planned surroundings of the Phoenix Initiative development. There are few parking facilities and poor access for cars resulting in a tranquil atmosphere in comparison to the rest of the city. The cobbled streets, green churchyards and trees combine harmoniously with the architecture create a scenic and relaxing location.



*The medieval St. Mary's Guildhall,
Bayley Lane*

Geology and Topography

This area overlies sandstone. This character area and the surrounding location is relatively flat lying at 85m above sea level.

Willenhall Character Area

HLC Area 7

Location and Context



An area of predominantly residential development located on the southern edge of the city and divided by the West Coast main railway line. There is relatively poor accessibility to the city centre due to the presence of the Sowe River along the western boundary of the character area. The A46 Coventry by-pass is situated immediately to the southeast and an industrial estate to the east.

Heritage Designations in the Area

Scheduled Ancient Monuments: 1
 Archaeological Constraint Areas: 11
 Listed Buildings: 2
 Locally Listed Buildings: 4
 Conservation Areas: 0
 Registered Parks and Gardens: 0

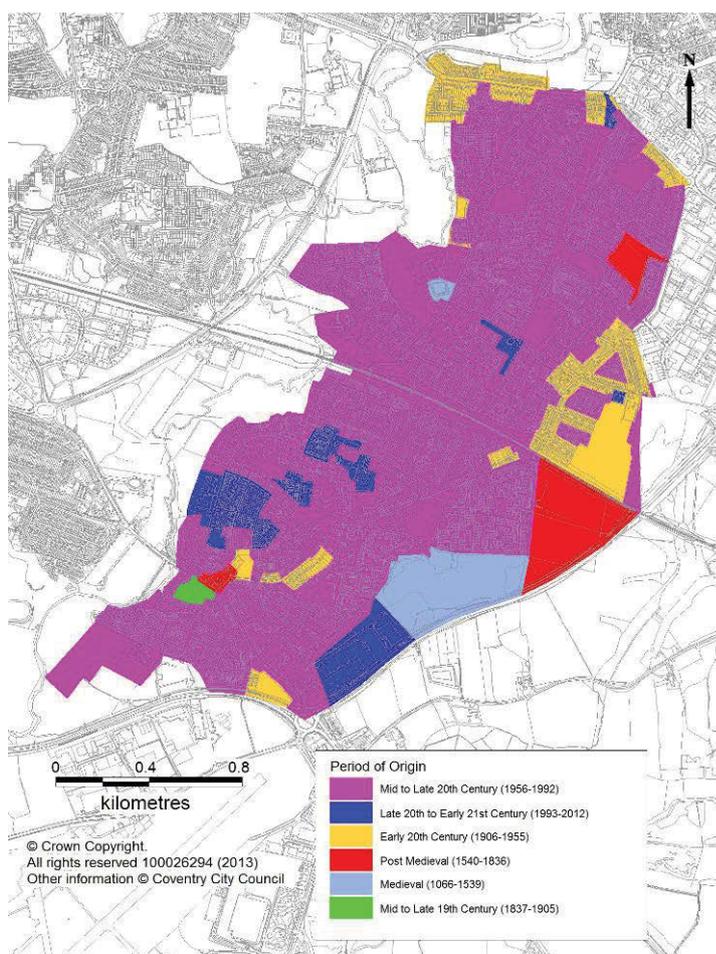
Historic Development

We know from documentary sources that there was a manor at Willenhall from the 12th Century onwards taking its name from the Willenhall family. The Manor was owned by St. Mary's Priory in Coventry and a chapel of ease dedicated to St James existed here from the 2nd century close to what is now Gunton Avenue. To the north was Ernesford Grange which was owned by the Cistercian Monastery at Combe Abbey, the site of the grange and its moat can still be seen off Princethorpe Way. The remainder of the Character Area was probably a mix of common land, agricultural enclosures, open fields and woodland in the medieval period.



17th Century cottages on St. James' Lane

Some of the medieval woodland survives today at Willenhall Wood. By the 15th Century the village of Willenhall was centred around the junction of London Road and St. James' Lane. Between the junction and the bridge over the River Sowe were several cottages, the village tithe barn, and the Priory's 'chamber'. Further cottages were located along the south-western stretch of St. James Lane, (then called Newton Lane), towards the site of the chapel.



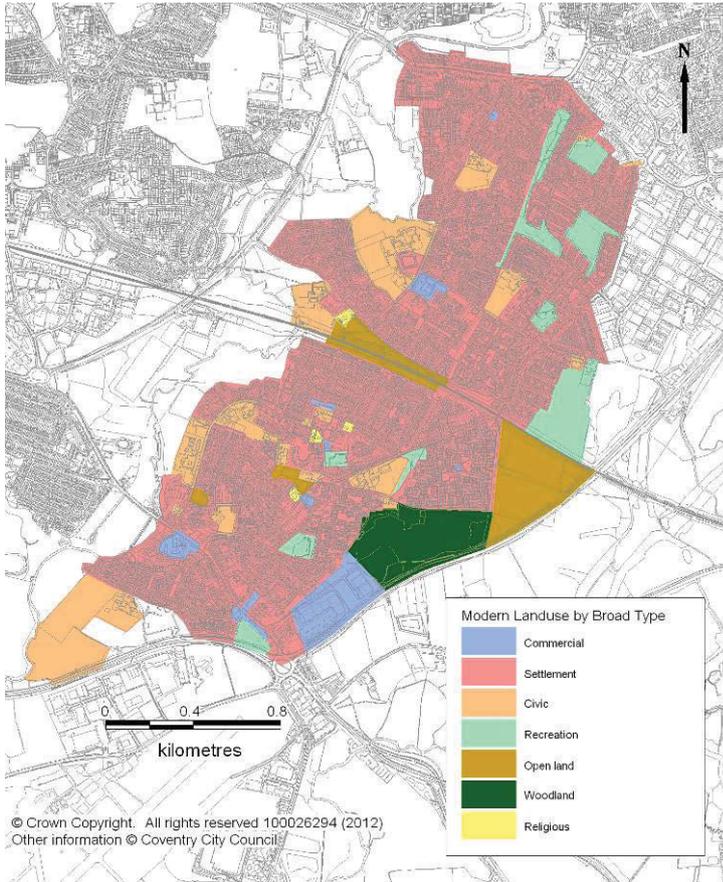
The north-eastern stretch of St. James Lane, towards Binley, was called Wood Lane. The turnpiking of London Road in the late 18th Century seems to have encouraged building along the road to the south of the old village and by 1801 the population stood at 126 people. By the end of the 19th Century the area was largely covered by enclosed fields belonging to the interspersed farmsteads of Stone House Farm, Upper Farm, Chapel Farm and Binley Grange. Between 1918 and the late 1930s about a hundred houses were built in the area of St. James Lane and London Road, while several large workers hostels were built in the area during World War II. In 1950 Coventry Corporation began to develop Willenhall Wood as one of its three new self-contained communities on the outskirts of the city. The nucleus of the development, contained a shopping precinct', communal buildings, and the new parish church of St. John the Divine designed by Sir Basil Spence. This

new development covered the area of the Willenhall Hall Farm and the 17th Century gabled stone farmhouse was demolished. A few chestnut trees from the avenue leading to the farm were left standing in Robin Hood Road.

Two of the housing estates at Willenhall completed in 1960 were among the first in England to be laid out on 'Radburn' lines, a design which keeps traffic and pedestrians completely separate. Vehicular access is by roads along the back of properties while the front of the houses open-out onto a green space and are accessed by footpaths.

By the late 1960s much of the area south of the railway line had been developed and the remaining area was built upon in stages up until the 1980s (including the redevelopment of the hostel sites), although there are some small pockets of very late 20th century housing also.

A few buildings from the old village survive along London Road. At the corner of St. James Lane are two pairs of cottages, which are now rendered, but were probably originally timber-framed and dating from the 17th century. Stone House Farm, just south of the former parish boundary, is one of the older buildings which still stand on the south-west side of London Road.



Modern Character

The suburban area comprises of a mix of predominantly semi-detached houses and terraces with some detached houses and small apartments. Although there is some variation in architectural style and street pattern within the character area, all of the properties are built on small plots set way from roadside with small front gardens. Within the character area are pockets of very distinctive housing layouts, such as the ‘Radburn’ style housing, but generally the streets comprise of long, curving roads with curved and sometimes multi-headed cul de sacs. The area is characterised by small pockets of housing of homogenous style located next to housing of a contrasting style. Generally, many of the houses include garages. Overall, the housing is condensed but there are pocket parks squeezed between

some properties, particularly in the south of the Character Area. Some trees are present, usually on the corner of roads. Integrated within the suburban area are schools, churches and sometimes a small shop or garage.

Geology and Topography

This area overlies mudstone with a sand and gravel drift geology. The land rises from 75m above sea level in the northwest of the character area to 90m in the southeast.



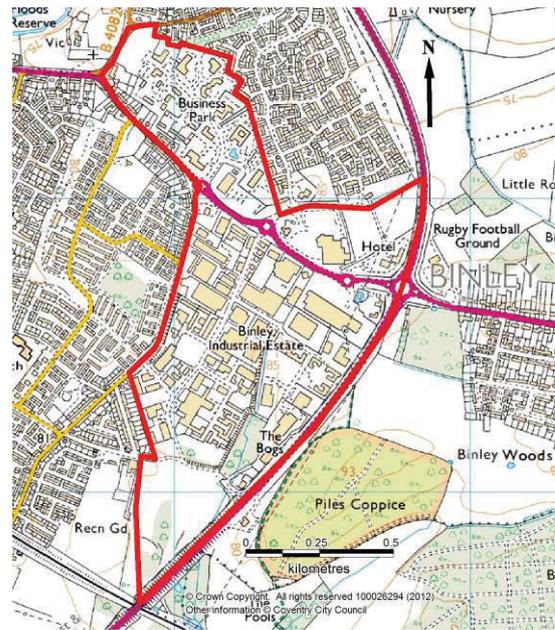
1960s/1970s residential development, Yarningale Road, Willenhall

Binley Character Area

HLC Area 8

Location and Context

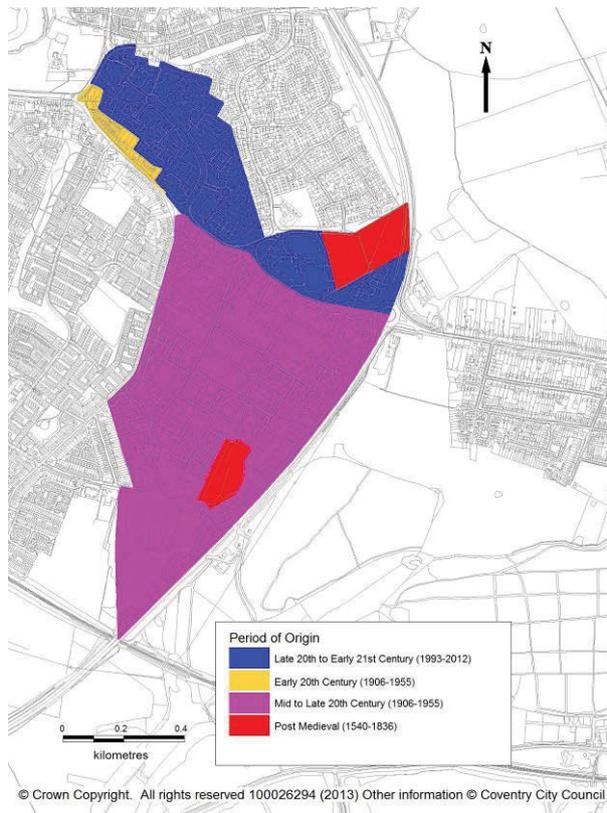
The Character Area is located on the south-east fringe of Coventry. It is surrounded by housing developments on all sides except to the southeast, where it is bounded by the A46 Coventry By-Pass. It is dominated by a large area of industrial estate, with some commercial activity in the north of the area and some small pockets of open land, woodland and agricultural land elsewhere.



Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 1
- Listed Buildings: 1
- Locally Listed Buildings: 0
- Conservation Areas: 0
- Registered Parks and Gardens: 0

Historic Development

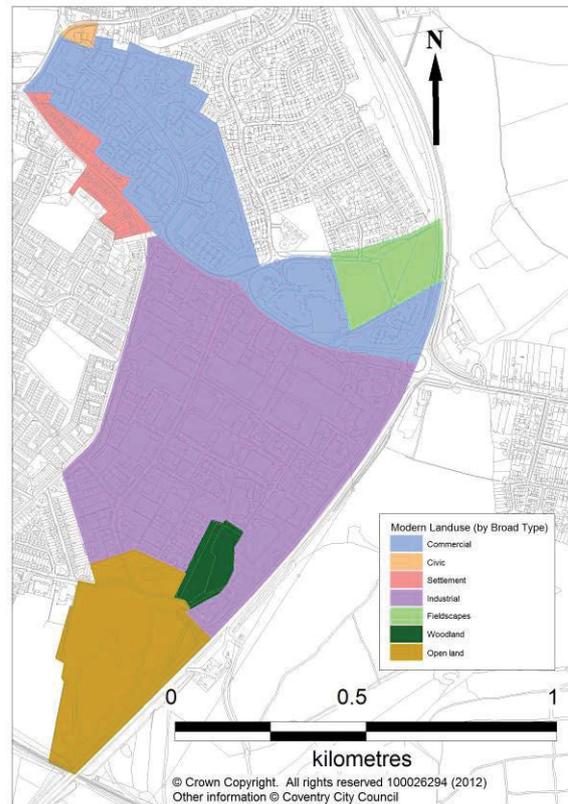


This was a rural, agricultural area whose field pattern can be traced back to at least 1746 when it was recorded on a Craven Estate Map. This remained the dominant land use into the 20th Century and remained so even as Binley Colliery developed in the south of the Character Area between 1925 and 1935. This was closely followed by the development of a small area in the north for housing and a school. The colliery closed at some point between 1967 and 1973 and part of the site was used as a refuse dump. Today the site is an area of open scrubland.

Much of the southern half of the Character Area was developed for light industry in the second half of the 20th Century with just two small areas of agricultural land remaining. The northern most part of the area was re-developed in the late 20th and early 21st Century largely for commercial use.

Modern Character

To the north of the character area is Binley Business Park. The business park comprises red brick two and three-storey buildings arranged in courtyards surrounded by parking. The buildings are compactly arranged with offices belonging to different companies closely neighbouring each other, but grass verges and shrubbery prevent the area from feeling crowded. The uniformity of the building style is broken by curving roads and cul de sacs. The architecture changes in the south of the Character Area, and consists predominantly of warehouses although some offices are also present. The buildings are larger, rectangular, low lying and arranged in blocks. Many of the buildings are surrounded by high wire fencing. In the south of the Character Area there are fewer grass verges and smaller parking lots with space surrounding the warehouses used as depots. There is a distinct difference in style between the north and south of the character area, but generally the buildings are smaller and more densely laid out in comparison to other out of town business parks and estates. The area to the far south is a public open space.



Geology and Topography

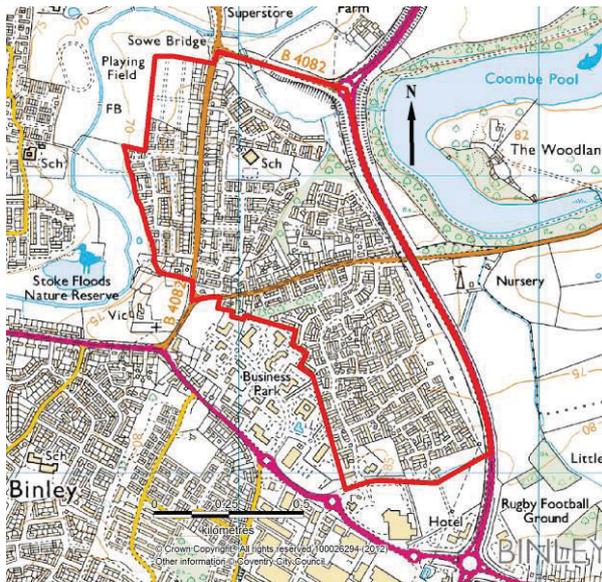
This area lies entirely over mudstone with a drift geology of sand and gravel. There are coal measures here indicated by the presence of Binley Colliery on the 1925 to 1955 Ordnance Surveys. This is a flat, relatively low lying area of land between 75m and 80m above sea level.



Typical industrial units in the Hotchkiss Lane area

East Binley Character Area

HLC Area 9



Location and Context

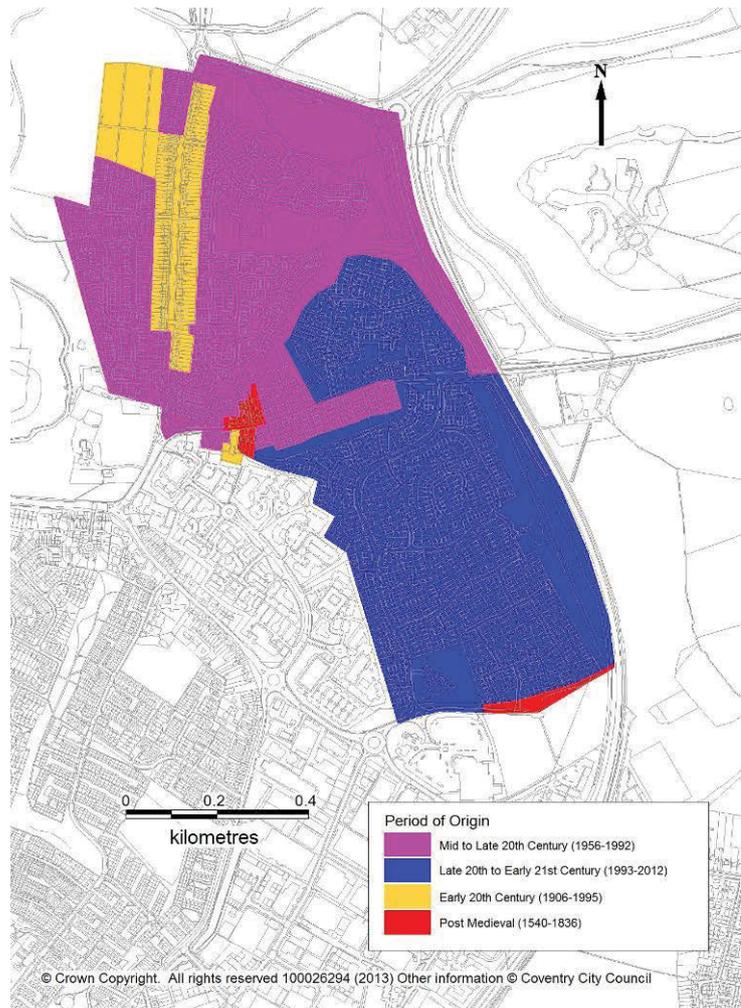
An area consisting predominantly of residential settlement located on the eastern fringe of Coventry. The location of the River Soave to the west of the character area restricts transport links to the city centre.

Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 1
- Listed Buildings: 4
- Locally Listed Buildings: 3
- Conservation Areas: 0
- Registered Parks and Gardens: 0

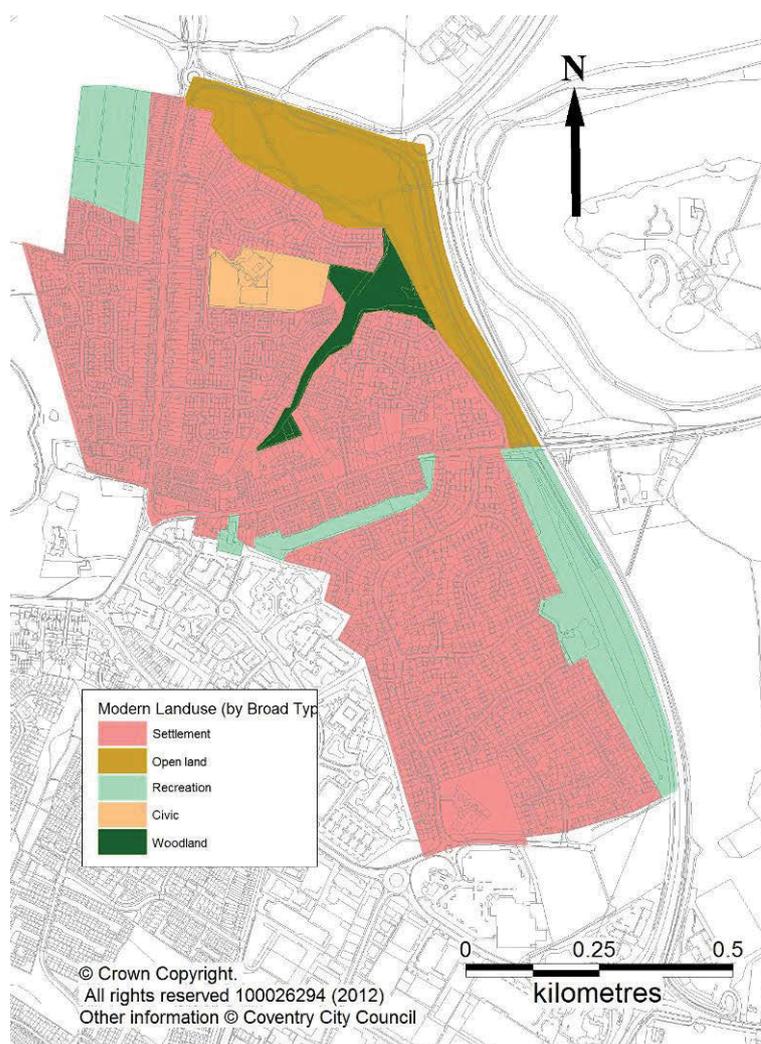
Historic Development

The earliest evidence for the landscape history of this area comes from the 1746 Craven Estate Map which shows that it comprised almost entirely of enclosed fields at this time. There were also a small number of houses towards the west end of Brinklow Road, forming the historic core of Binley village which dates back to the medieval period. This agricultural landscape remained unchanged until the period 1925-1936 when houses were built along either side of Clifford Bridge Road and two areas of allotments were laid out. To the north of Brinklow Road there appears to have been quarrying for gravel. Between 1955 and 1992 most of this area was gradually developed with housing. A narrow strip of former quarry workings was left undeveloped and an area of woodland has developed here. The northeast extremity of the Character Area was also left as open land. The area to the south of Brinklow Road remained in agricultural use until the period 1992-2005 when almost the whole area was developed for housing.



Modern Character

The character area comprises small semi-detached and detached houses mostly built in the 1960s and 1970s, although housing along Clifford Bridge Road is slightly older, dating to between 1925 and 1936. With the exception of a small area of medieval settlement located where Brinklow Road and Mill Lane meet, the development took place on former agricultural land. The historic core of Binley village, which is thought to date back to the medieval period, falls within the character area and the surviving buildings, which include a school depicted on the 1888 Ordnance Survey map, have been given locally listed or listed building status. The church associated with the medieval settlement also survives but this is located outside the character area. Although Brinklow Road and Clifford Bridge Road are present on the 1st Edition Ordnance Survey map, none of the other roads or current boundaries reflect those of previous periods. The streets are characterised by long, curving roads which lead into curving, multi-headed cul de sacs. There is strong uniformity and all of the houses comprise small house plots with small gardens to the front and rear. The houses all have their own garages and the front gardens have large driveways. The front gardens have low boundaries comprising hedges or often no boundary with the pavement at all. The roads are wide and some of the pavements have grass verges. Houses in the south of the character area were built after 1992 and are detached. They have decorative brick work, particularly on the corners of the buildings, but also small motifs made from different coloured bricks often above first floor windows. Some of the houses in the north of the Character Area have mock timber frames, but in the main the semi-detached houses tend to be quite plain. There are very few amenities within the suburban area apart from a school. A church, leisure facilities and a superstore are present on the edge of the settlement.



Geology and Topography

The underlying geology is mudstone with a drift geology of sand and gravel. It is generally flat land between 75m and 85m above sea level.



Recent housing development typical of the southern half of the character area

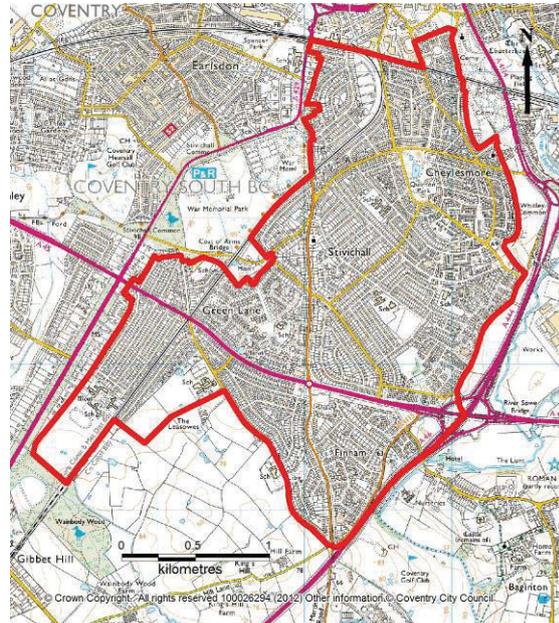


Cheylesmore and Stivichall Character Area

HLC Area 10

Location and Context

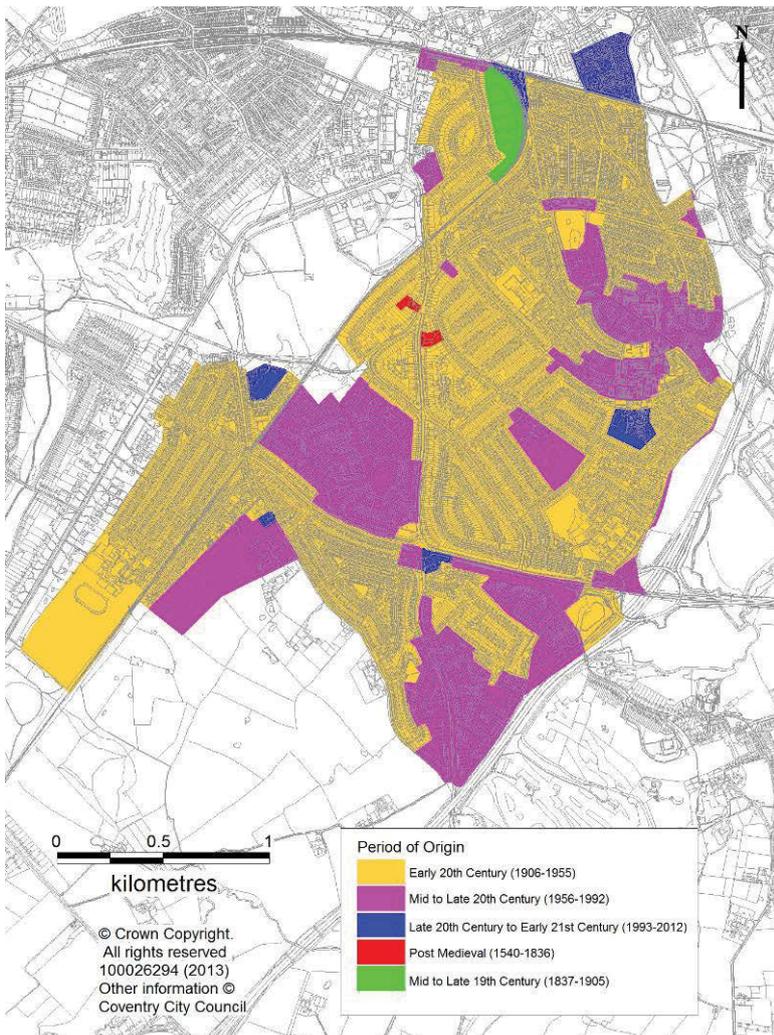
An area of extensive, rapidly built housing developed between 1936 and 1955. Located to the south of the city centre, the Character Area loosely falls within the boundaries created by railway lines to the north and west. It stretches to the edge of the Coventry border in the south. To the east is the London Road / A444, one of the main arterial routes to the city centre.



Heritage Designations in the Area

- Scheduled Ancient Monuments: 1
- Archaeological Constraint Areas: 12
- Listed Buildings: 10
- Locally Listed Buildings: 4
- Conservation Areas: 0
- Registered Parks and Gardens: 1

Historic Development



The Character Area falls largely within the ancient parish of Stivichall and a settlement is thought to have existed here from at least the 12th Century, being located along what are now the Leamington Road and Stivichall Croft. There were two moated sites in Stivichall in the medieval period; le Overhallstede, which lay opposite the site of the later Stivichall Hall at the corner of what is now Stamford Avenue and Knoll Drive, and le Netherhallstede which lay to the northwest on the site of the former Bremond College, at the junction of Stivichall Croft and Leamington Road. An open field system lay to the south of the settlement and covered much of the remainder of the Character Area. The site of le Overhallstede was probably abandoned in the late 16th Century in favour of a new courtyard-style house built

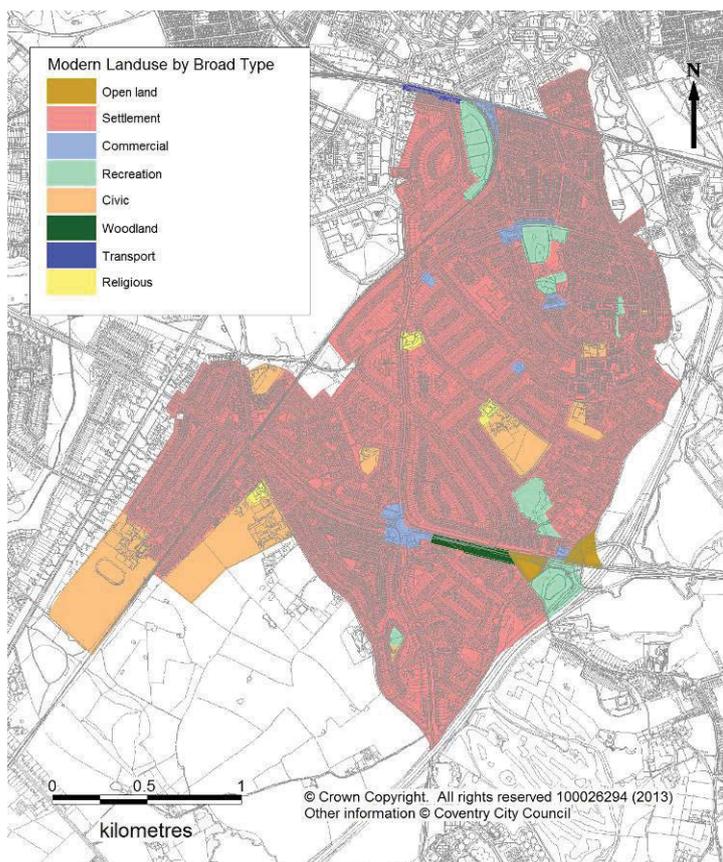
close-by, which in turn was replaced in the mid-18th Century by Stivichall Hall. The hall was gradually demolished during the first half of the 20th Century and finally disappeared soon after the Second World War. All that remains is the icehouse in the back garden of a house built later in Knoll Croft.

The medieval open fields were enclosed by 1755 and the pattern of enclosures remained largely unchanged until the development of housing commenced between 1925 and 1936. At about the same time the construction of the Stonebridge Highway began through the middle of the Character Area.

The northwest part of the Character Area falls within the area of the former medieval deer park of Cheylesmore Manor. The park was created by the Earls of Chester and dates back to at least 1154. The enclosing of the park began in 1795 but its large oval form, typical of medieval deer parks, was still discernible stretching south 2.5 miles as far as the Sherbourne at Whitley Common. By 1888 much of the northern portion of the park had been turned into allotments and between 1925 and 1936 much of this area was being developed for housing. The following two decades saw the development of the remainder of the area. The park boundary is still reflected today by the alignment of some of the roads in this area, such as a stretch of Warwick Road, Dillotford Avenue, The Park Paling and Frankpledge Road. Housing development in other areas of the Character Area also took place during this period, with the remaining areas being developed in the second half of the 20th Century.

Modern Character

In north of the character area, which was developed within the site of Cheylesmore Manor deer park, the park boundary is still reflected today by the alignment of some of the roads in this area, such as a stretch of Warwick Road, Dillotford Avenue, The Park Paling and Frankpledge Road. The current focal point of the settlement area, Quinton Park, makes use of a medieval mill pool. The south of the character area was developed on the area of agricultural enclosures. Although the majority of current boundaries do not reflect former field boundaries, the former field pattern is reflected in the layout of St Martin's Road and Howes Lane. Some property boundaries also follow the former field boundaries to the north of Droyson Park Road. The rear property boundaries of housing to the west of Jacklin Drive follow a Parliamentary County Division Boundary recorded on the 1st Edition Ordnance Survey. The street pattern is typical of the post war period with long curving or straight streets connecting cul de sacs. The street corners are rounded and open. There is strong uniformity to the properties with house plots and gardens of equal size and a homogenized layout. Front gardens are typically divided by low walls, although some boundaries have been removed and gardens converted for parking. Pavements are narrow



with no grass verges or trees. Roads cluttered with on street parking. The north of the Character Area mainly comprises small terraced housing with small semi-detached housing and some small detached properties present to the south, further away from the city centre. Facilities associated with suburban settlement, including an area of allotments gardens adjacent to the railway line, small clusters of shops – the most prominent being the Daventry Parade - and schools, are all present within the Character Area.



Typical residential properties in Brayford Avenue



Residential properties around Quinton Pool

Geology and Topography

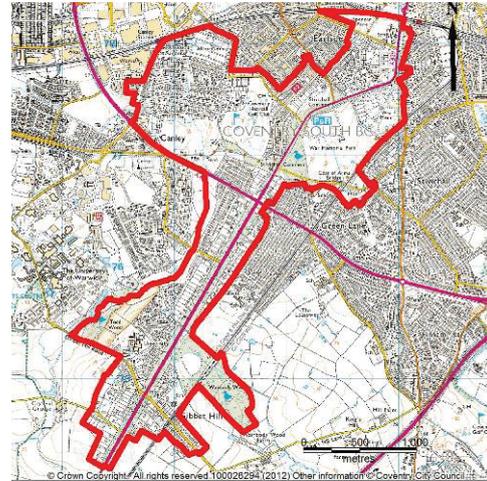
This area lies over sandstone and argillaceous rock (rock formed from clay deposits). The highest point of the character area is in the northwest at 100m above sea level. The land gradually slopes towards the south west, with the lowest point of the character area to the south at 75m.

Kenilworth Road/Stivichall Character Area

HLC Area 11

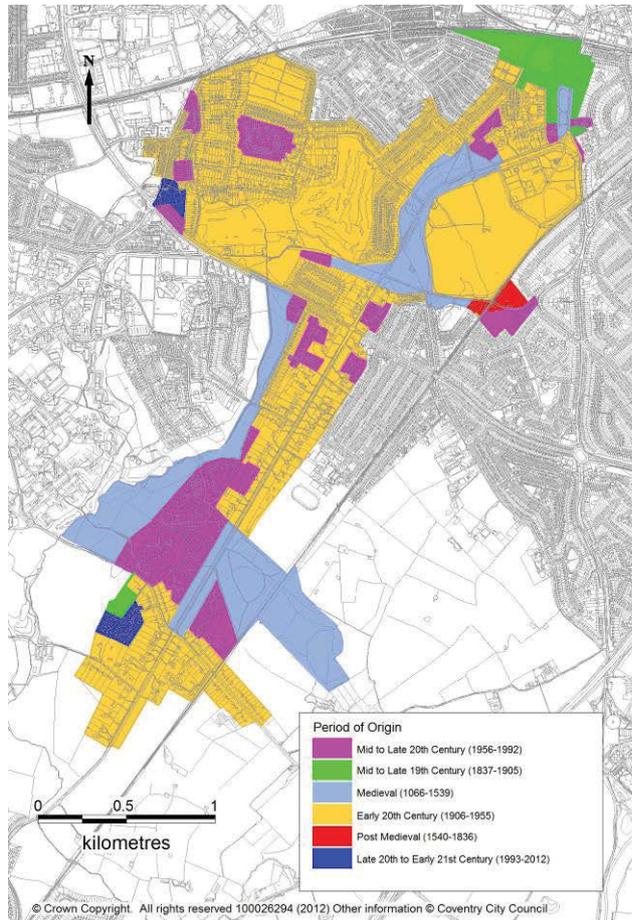
Location and Context

An area of settlement located to the south of the city centre. The Character area stretches to the edge of the Coventry border and edges onto agricultural land in Warwickshire to the south. It is bounded by the Canley Brook to the west and later settlement to the east.



Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 8
- Listed Buildings: 11
- Locally Listed Buildings: 3
- Conservation Areas – 1
- Registered Parks and Gardens: 1



Historic Development

The earliest evidence of occupation within the Character Area has been attributed to the Iron Age and takes the form of a sub-rectangular enclosure in Tocil Wood whose bank and ditch earthworks are substantial. A road to Kenilworth from Coventry was first mentioned in 1313 and it followed a narrow belt of common land along the north and west of Stivichall Parish. It is thought that Kenilworth Road was once part of the old cloth trade route linking the city to the Cotswolds when Coventry was the cloth capital of the Midlands. The road was turnpiked in 1775 and an avenue of oak trees, three rows deep, was planted in the eighteenth century. The present line of Kenilworth Road turns sharply near Earlsdon Avenue South but the earlier track probably went straight on across Stivichall Common and followed the present route of the footpath to the rear of Morningside into Dalton Road, across the end of Spencer Park and Grosvenor Road to the end of Queen Victoria Road. At its southern end

Kenilworth Road met Stoneleigh Common but certainly by the late 16th century much of the remainder of the Character Area comprised enclosed land. This was an agricultural landscape that remained relatively unchanged until the 20th Century.

Documentary evidence shows there being an area of settlement along Coat of Arms Bridge Road from the 17th Century and the first record of the animal pound at Stivichall Croft was

from 1663. The Pound stands, west of the bridge on Stivichall Common where freemen of the city had grazing rights until 1881. Stivichall Croft comprises a former smithy and three cottages, the oldest of which, to west of the bridge, is an early seventeenth century timber framed building with a tiled roof and hipped gables which is Grade II listed. Coat of Arms Bridge was built in 1842 to take the Coventry-Leamington railway line. The coat-of-arms belong to the Gregory family, owners of the Manor of Stivichall for more than 400 years. The bridge is built in red sandstone and is listed as Grade II. To the east of the bridge is Smithy Cottage which is brick built and probably of late 17th century origin.

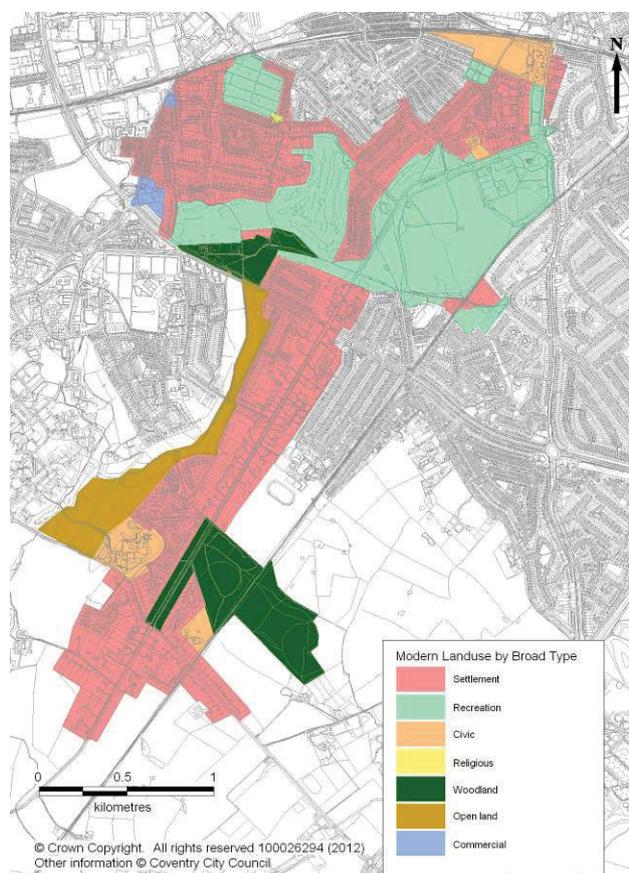
There was some development of land north of what is now the War Memorial Park during the early to mid-19th Century when several large residences with substantial gardens were built, but it wasn't until the first quarter of the 20th Century that significant areas of agricultural land were given over to development. This began with the building of housing along Davenport Road, Dalton Road and Spencer Road between 1888 and 1905. This was followed by the creation of Hearsall Golf Course on agricultural land to the northwest of Stivichall Common. Between 1905 and 1925 a number of large detached houses and gardens were built on either side of the woodland along Kenilworth Road, just to the north of Cryfield Grange Road. Further housing was built at the southern end of Kenilworth Road between 1925 and 1936 while Earlsdon Avenue and Beechwood Avenue were laid out to the north. Around the same time a large complex of allotments known as Canley Gardens, was created to the north of Hearsall Golf Course and developed for housing on a piecemeal basis. It was in this period that the War Memorial Park was designed and laid out on agricultural land that had belonged to the Gregory Family.

During the second half of the 20th Century small pockets of land were in-filled with housing throughout the Character Area. One larger development was The Shrubberies and Moreall Meadows, developed at the southern end of Kenilworth Road from 1977.

Modern Character

The wooded area known as the Spinney consists of a strip of land approximately 30m wide on both sides of Kenilworth Road, with wide grass verges and mature deciduous trees which merge into Wainbody Wood and Stivichall Common. Behind this tree belt are large detached houses with extensive gardens. To the north of the Fletchampstead/Kenpas Highway (A45) the axial form becomes less marked. Nevertheless, Stivichall Common, the War Memorial Park, The Grove and Top Green all combine to create continuity of a predominantly mature green landscape environment.

In terms of housing within the Character Area, this predominantly consists of medium and large detached and semi-detached houses with medium or large gardens to the front and rear. The majority of houses along the Kenilworth Road were built at the beginning of the 20th century. They are large, detached houses set far back from the road with driveways that lead through a wide grass



verge into a thick band of trees lining the road and then through a large front garden. Less grand housing is present in the north of the Character Area comprising detached and semi-detached houses. Although these houses are smaller and closer to each other, they are still set back from the road in an area with many trees and green spaces. Although most development is not sensitive to former field patterns, the alignment of houses in the northwest is. Pockets of mid to late-20th Century housing are also present. The sense of



spaciousness present in the suburban development is furthered by the presence of the War Memorial Park and the Hearsall Golf Course in the north of the Character Area and Wainbody Wood and Tocil Wood in the south, which are both ancient woodlands. The remains of former field boundaries are still present in the southern part of War Memorial Park but have been replaced by formal gardens to the north. Many of the roads in the character area are present on the 1888 Ordnance Survey.

Grade II Listed Memorial in War Memorial Park*



Detached residential properties in Belvedere Road

Geology and Topography

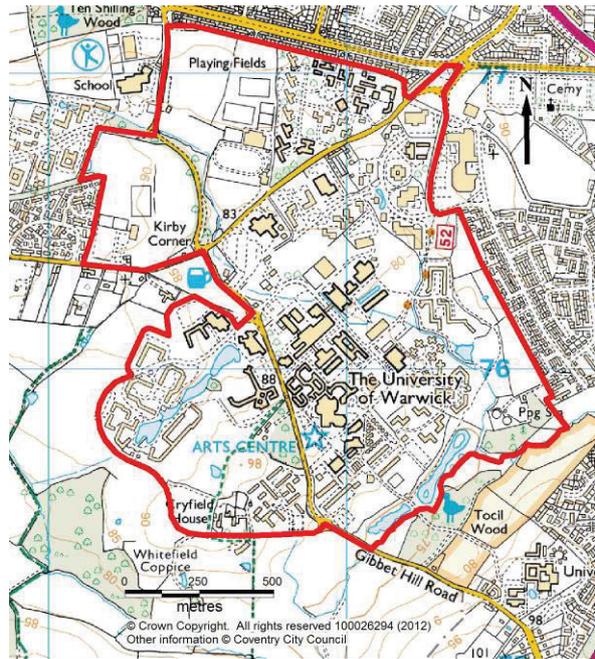
The area overlies a mixture of argillaceous rock (rock formed from clay deposits) and sandstone. The area gradually falls from 100m to the north of the character area to 80m above sea level to the south.

University of Warwick Character Area

HLC Area 12

Location and Context

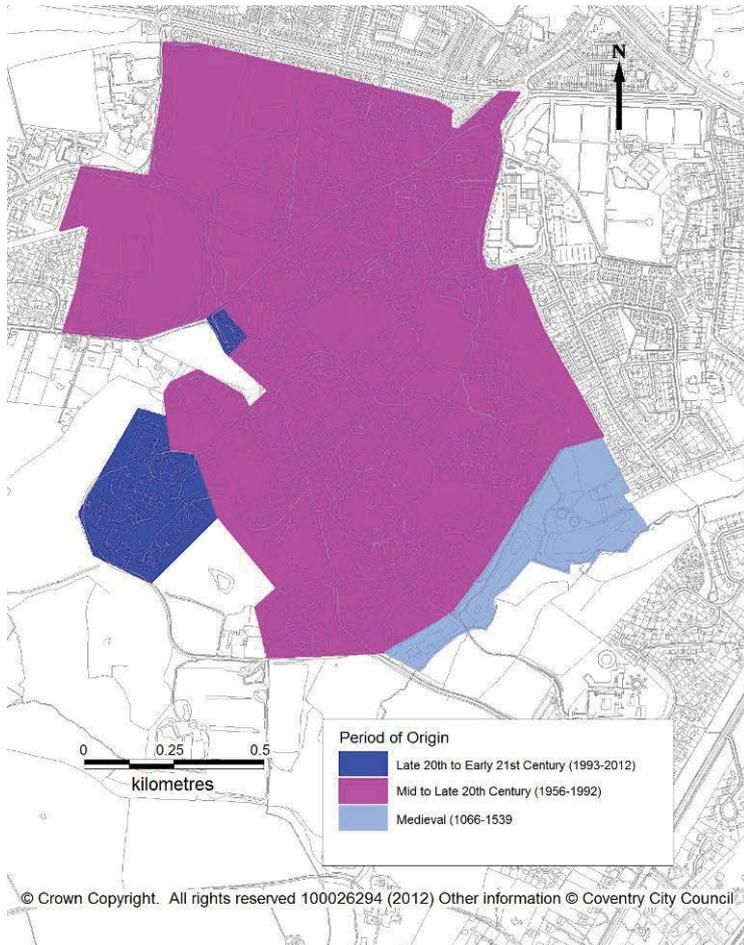
A Character Area located to the south west of the city centre on the fringes of the Coventry–Warwickshire border. The Character Area encompasses the whole of the University of Warwick Campus including Halls of Residence, sports facilities and all University buildings. It is surrounded by fields to the southwest and by residential areas on all other sides. The Canley Brook runs along its southeast border.



Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 4
- Listed Buildings: 0
- Locally Listed Buildings: 0
- Conservation Areas: 0
- Registered Parks and Gardens: 0

Historic Development



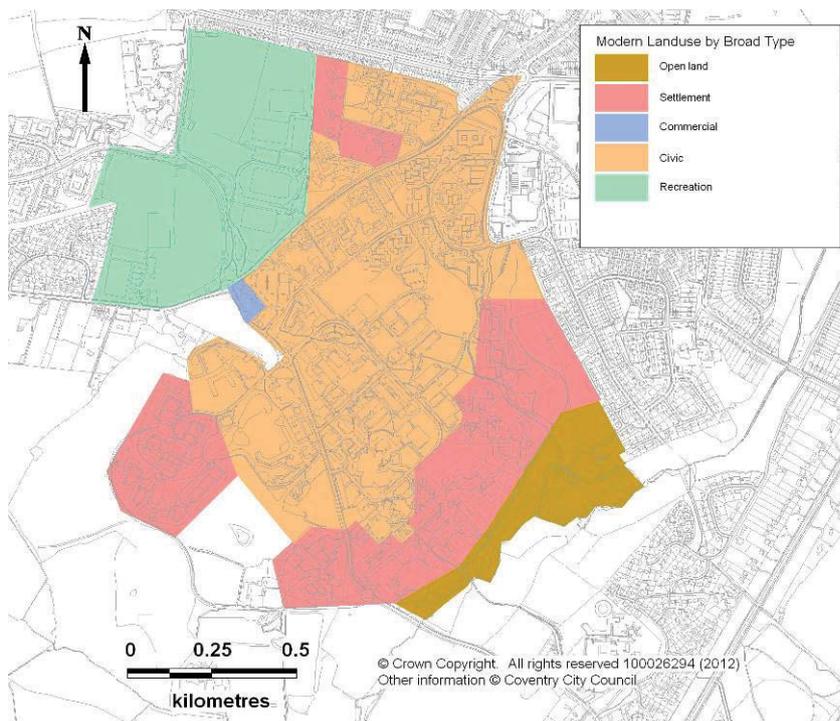
The Character Area incorporates archaeological evidence for one of Coventry’s earliest occupation sites, an Iron Age settlement to the north of Kirby Corner Road. Archaeological excavations revealed Iron Age round houses with pits, gullies and ditches and recovered pottery and bone. Aerial photography suggests the presence of more Iron Age enclosures and pits along Westwood Way and an Iron Age/Roman banjo enclosure located east of Westwood Way.

The only evidence dating to the medieval period is a possible motte that is located to the west of Kirby Corner Road. By 1597, however, an estate map records small, enclosed fields in the northern half of the Character Area, whilst the south may have been an area of common land or waste. The 1597 survey also records a road on the same alignment as the current Kirby Corner Road.

By the late 18th Century a small hamlet had grown around the edge of the common and on roadside waste at Kirby Corner and another existed at the north end of Kirby Corner Road and much of the remaining common had been enclosed as fields. The pattern of 16th Century enclosures further north remained unchanged. A farmstead, later called Tocil House Farm and comprising a house and three outbuildings, existed to the north of today's Health Centre Road.

For the next hundred years or so there were few major changes to the landscape, which remained agricultural. The alignment of Gibbet Hill Road, which had previously run north towards Tocil House Farm before taking a sharp bend westwards towards Kirby Corner, changed between 1846 and 1888 and now took a more direct route across the enclosed fields. It wasn't until the period immediately after the Second World War that an area in the north was used for the building of a teacher training college and two areas along Kirby Corner Road were changed to sports fields. The site of the college was redeveloped between 1955 and 1977 and new college buildings were built. Further south Warwick University also built its first campus buildings during this period and created playing fields on the agricultural land immediately to its north. Subsequent years saw the development of much of this area for Warwick University including halls of residence, sports facilities and departmental buildings. Although much of the area is now built up, development seems to have respected the former landscape in places, and some former hedgerow boundaries have been retained, particularly in the north of the Character Area.

Modern Character



The Character Area comprises almost entirely of buildings and facilities associated with the University of Warwick. The core, original 1970s lecture buildings are arranged in a central block around University Road and the rest of the university gradually expanded outwards from this area. There is a mix of building styles and materials which reflects the gradual development of the University. In general, however, the buildings are large, flat-roofed and rectangular in plan with large areas

allocated for parking. There are trees, grass verges and other landscaping along the roadsides, many historic hedgerows and landscape features have been retained and incorporated in the University's landscaping. Halls of Residence are located around the edges of the campus. They comprise of small, red-brick, roofed buildings generally arranged in courtyards and / or geometric shapes. The Halls of Residence are located in an open green setting with areas of woodland nearby. Sports facilities including extensive playing fields are present to the northwest of the Character Area.



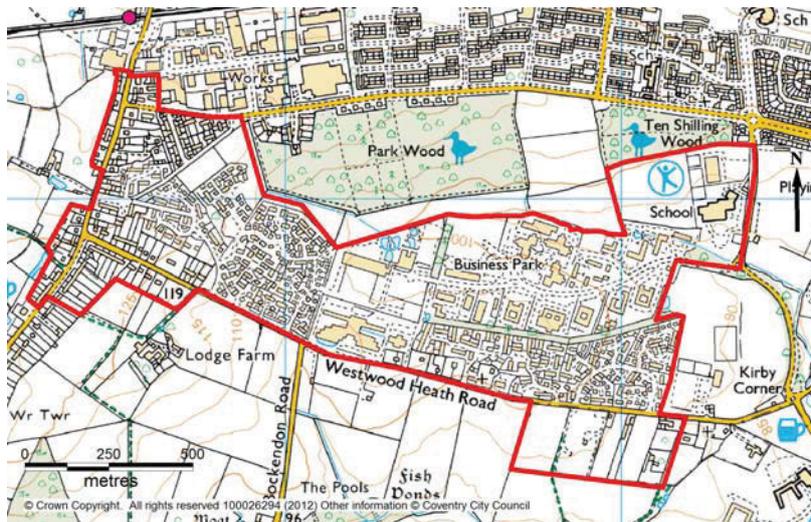
University of Warwick's Grade II Listed Houses for Visiting Mathematicians.

Geology and Topography

The character area overlies a mixture of mudstone and sandstone with an alluvium deposit of sand, clay and gravel along the course of the river. The land rises gradually from 75m above sea level to the south east to 95m to the northwest.

Westwood Heath Character Area

HLC Area 13



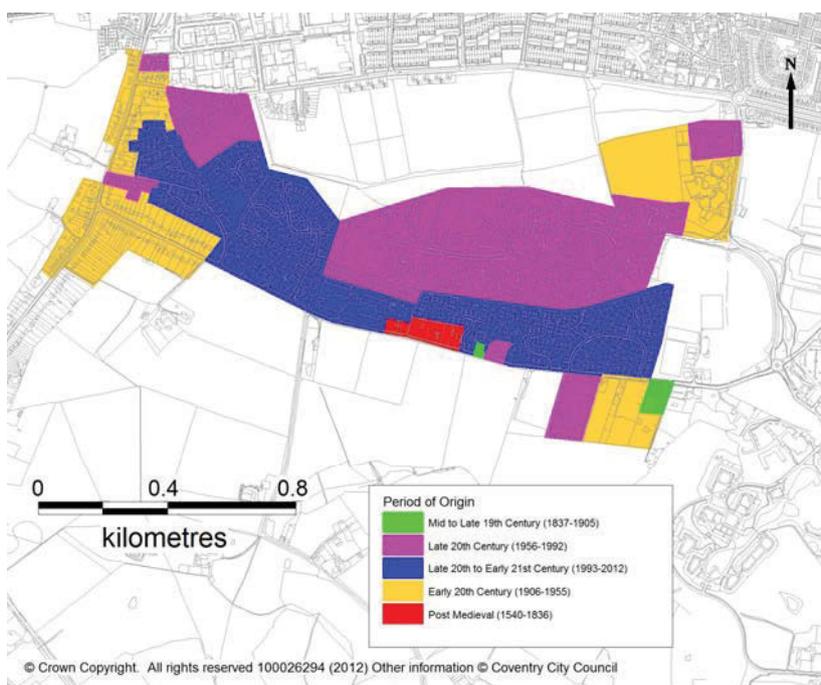
Location and Context

A Character Area located on the south west edge of the Coventry which is a mix of offices and residential development. The character area is located between woodland to the north and farmland to the south and is not easy to access from the city centre

Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 0
- Listed Buildings: 2
- Locally Listed Buildings: 1
- Conservation Areas: 0
- Registered Parks and Gardens: 0

Historic Development



AS the name Westwood Heath suggests the area was likely to have been common land in the medieval period. By the end of the 16th Century the eastern half of the Character Area was covered by enclosed fields whilst the west remained an area of common or waste land. It is not until the second half of the 18th Century that there is any evidence of settlement in this area. By 1766 the pattern of enclosures and common remained

unchanged except for small hamlets that had developed on the common land on the north side of Westwood Heath Road and either side of Cromwell Lane. These are likely to have originated as roadside squatter settlements for people without land. There was little change throughout the 19th century apart from the enclosure of the remaining areas of common land, and some housing ribbon development between 1925 and 1936 mostly along Cromwell Lane.

The area remained predominantly agricultural until the end of the 20th Century/beginning of the 21st Century when a business park and residential development were built on much of the farmland. With the exception of a water course, which is the boundary of the northern edge of the business park, none of the development reflects the former field patterns.



Network Rail Training College, Westwood Heath

Modern Character

Offices within the business park are clearly pre-planned with ample car parking available between buildings. The buildings have a similar architectural style and are constructed of brick and have large windows. The business park layout comprises long curving roads with offices leading off either side. The roads are lined with trees and grass verges. Most of the housing in the area was built at the same time as the business park with the exception of properties along Westwood Heath Road and Cromwell Road which were built in the 1930s. There is also a small pocket of post-medieval houses on Westwood Heath Road.

To the south of the business park are housing developments which were built at the end of the 20th century and at the beginning of the 21st century. They



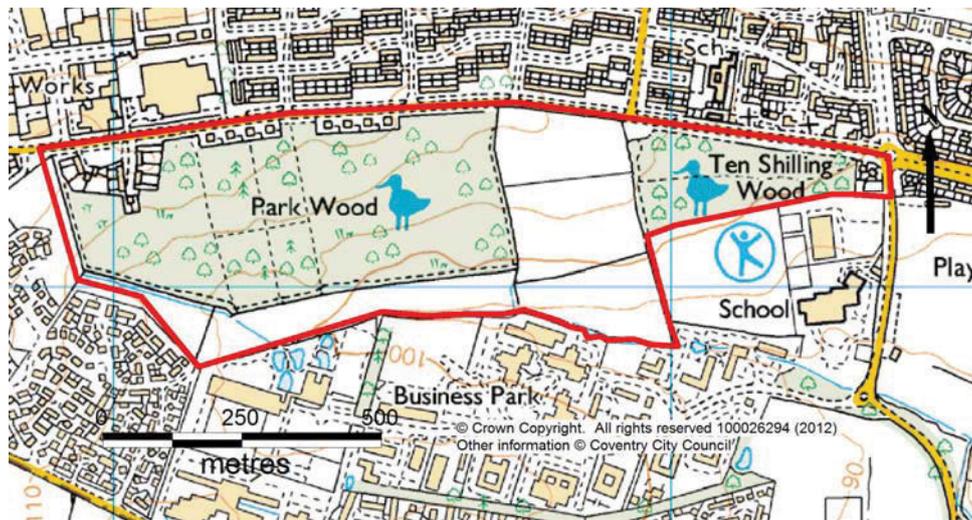
comprise small detached houses with very small gardens to the rear. All of the houses are set back from the road with an area to the front of the house either used as a garden or for off road parking, although many of the houses have garages to the side. The developments consist of long, irregular curved streets with curved, multi-headed cul de sacs. Many of the cul de sacs do not have pavements with the road becoming like an extended driveway. There are no walls, fences or hedges showing the boundaries of front gardens. There are minor variations in the architecture of each house, although the overall style of the houses is very similar. Some of the housing has decorative features including mock timber frames, arched windows and gabled windows. Generally there is a lack of amenities or green open spaces in the character area with no shops or parks near the settlement, although there is one church and a community hall.

Geology and Topography

This area overlies argillaceous rock (rock formed from clay deposits) and sandstone. The land rises from the east at about 90m above sea level to the west at 125m.

Park Wood Character Area**HLC Area 14****Location and Context**

Park Wood Character Area is located to the south west of the city centre. It is surrounded by an industrial area and a residential area to the north, more housing to the west, a business park to the south and sports pitches to the east. The Character Area predominantly comprises of woodland.

**Heritage Designations in the Character Area**

Scheduled Ancient Monuments: 0
 Archaeological Constraint Areas: 2
 Listed Buildings: 0
 Locally Listed Buildings: 0
 Conservation Areas: 0
 Registered Parks and Gardens: 0

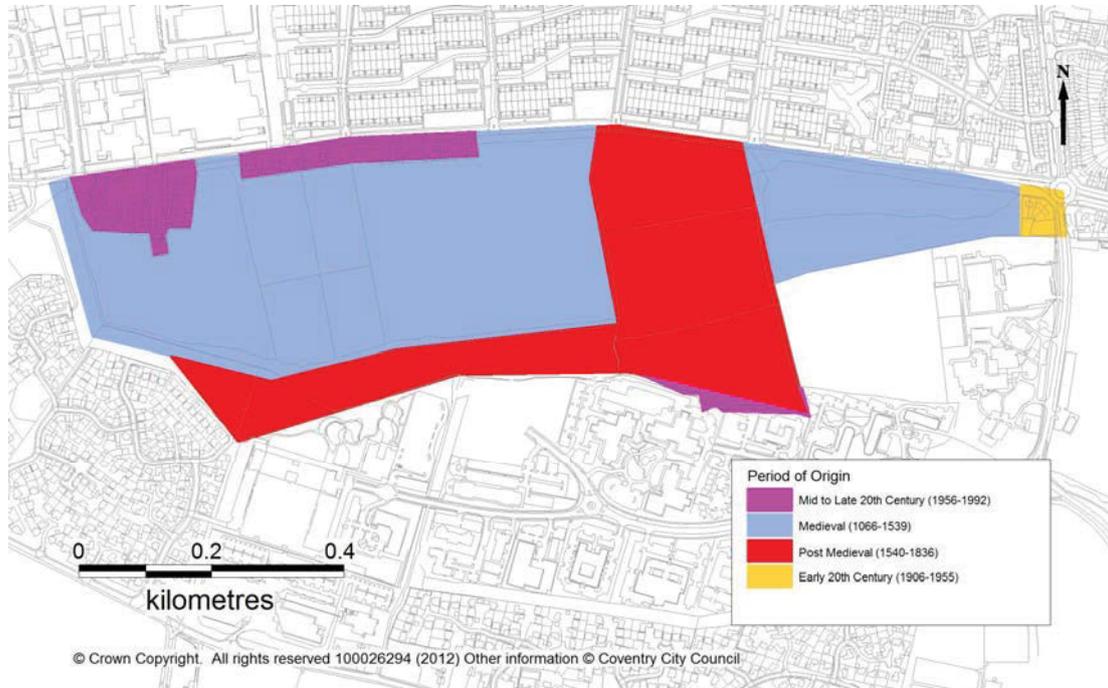
Historic Development

Park Wood and Ten Shilling Wood have been in existence since at least 1597 and are classified as areas of Ancient Woodland. At this time the west part of Park Wood was called Commaunders Cops and the east was known as Hanckornes Cops. The current boundaries of Park Wood are the same as the 16th century perimeter. The field located between the two areas of woodland was also in existence in 1597 and called Ten Shilling Close.



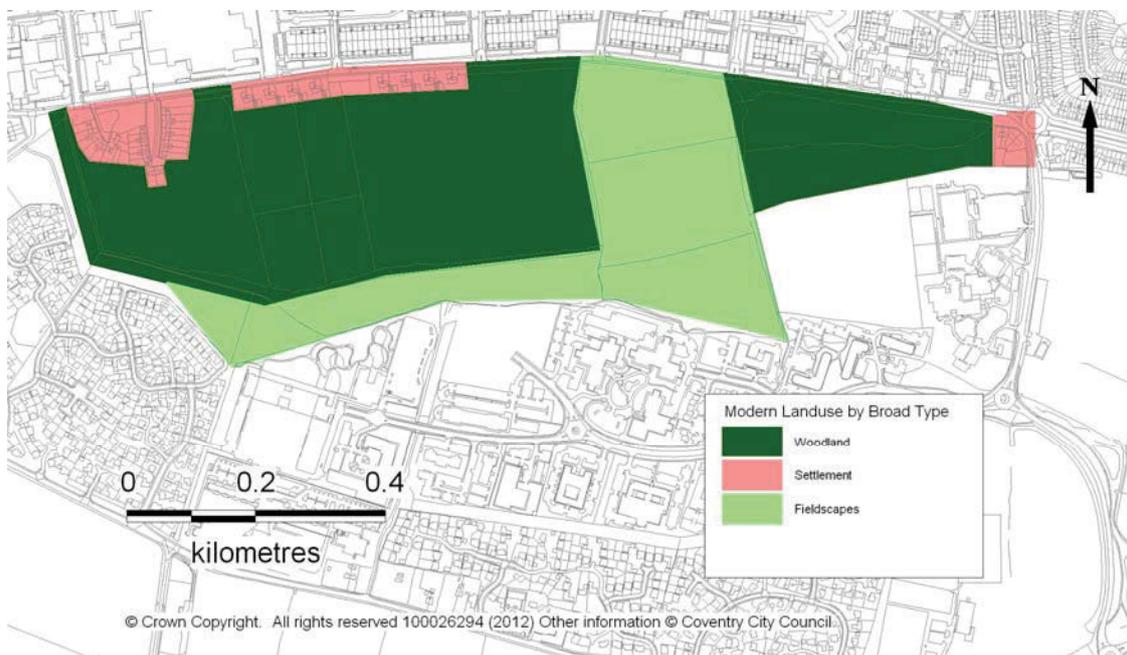
Park Wood ancient woodland

Housing development in the form of semi-detached houses and small apartment blocks encroached on the northern boundary of Park Wood in the 1960s along with a school on Ten Shilling Close. Otherwise, relatively little change has occurred in the area from the 16th century.



Modern Character

The Character Area is a relatively small pocket of open green space including areas of woodland surrounded by mixed development. The woodlands are surrounded by areas of great activity including an industrial area, a school and a business park. The Character Area can be accessed by footpaths and this is a convenient leisure and dog walking location for



the large residential areas nearby. Both Park Wood and Ten Shilling Wood are classed as Ancient Woodland, areas that have been continuously wooded since at least 1600. The woodland boundaries are the same as those depicted on a 1597 estate map, as are a number of hedgerow boundaries in the Character Area. To the south of the woods there is a strip of grassland which was a route onto, or an extension of, Stonleigh Common in the 16th Century. Apart from some encroachment of 1960s housing on the northern edge of the Character Area, this is a well-preserved pocket of early post-medieval landscape.

Geology and Topography

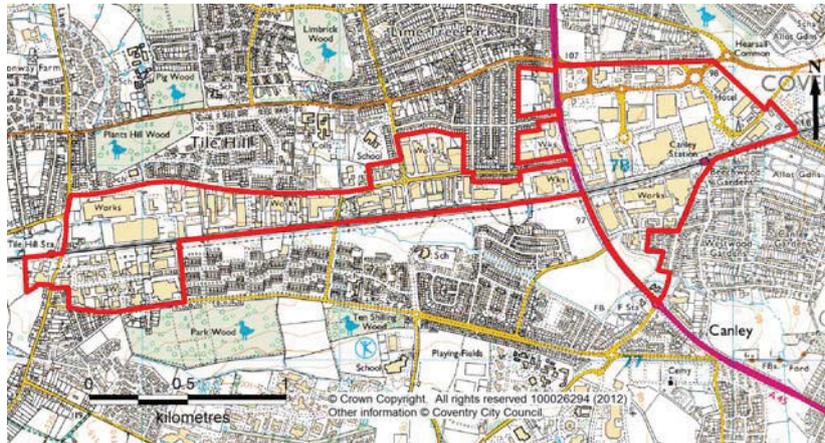
The Character Area overlies mudstone. The south east of the Character Area lies at 100m above sea level and rises gradually to 125m to the northwest.

Tile Hill Character Area

HLC Area 15

Location and Context

An industrial area to the west of the city centre, following the Coventry-Birmingham railway line. The character area is surrounded by settlement.

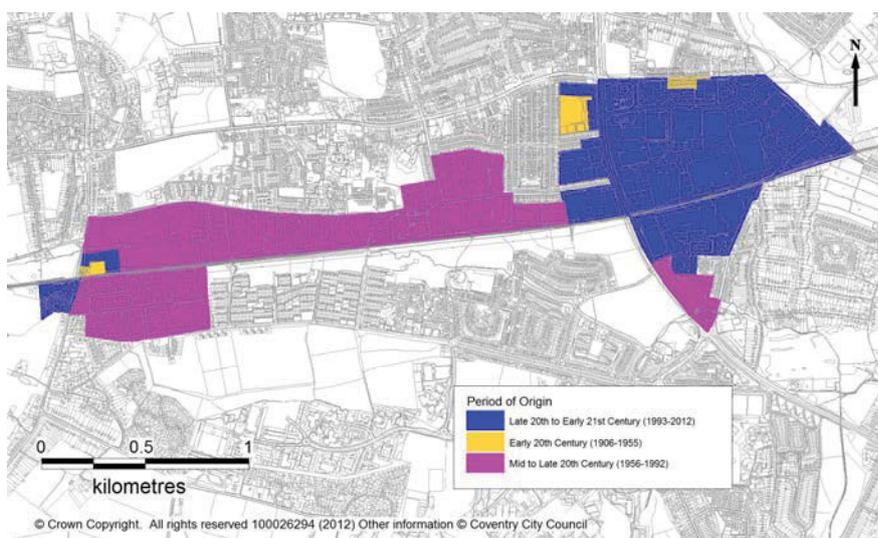


Heritage Designations in the Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 3
- Listed Buildings: 0
- Locally Listed Buildings: 0
- Conservation Areas: 0
- Registered Parks and Gardens: 0

Historic Development

Mapping from the 16th Century shows the land was overwhelmingly agricultural, comprising enclosed fields with some wooded areas and common at the western end. Two roads or lands ran through the area on a north-south alignment but neither has survived to the present day. A single area of settlement is known from the '1597 Map of Candley, Hurste and Fletchamstead' situated at the northern end of Wolfe Road. The depicted cluster of buildings is probably the site of a medieval hermitage and farm belonging to the Knights Templar. The medieval village of Fletchamstead was located to the south in HLC Area 15a.



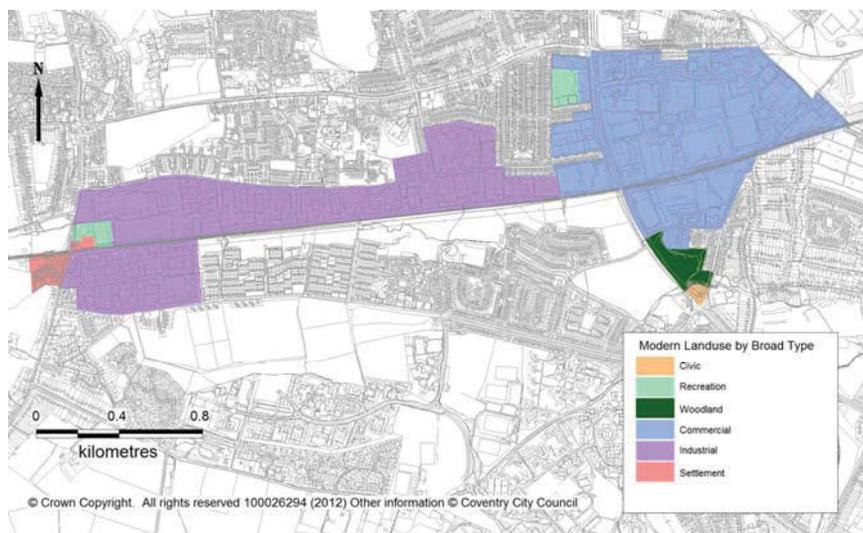
The land continued in agricultural use through the 17th and 18th Centuries with the larger of the enclosures being subdivided. The buildings depicted on the 1597 map were replaced by Fletchamstead Hall by 1766. The only major change to the landscape during the

19th Century was the opening of the London and North Western Railway Line in 1838 which runs through the Character Area from west to east.

The Standard Motor Works was built at the eastern end of the Character Area between 1925 and 1936 and this remained until the late 20th Century when it was demolished and replaced with an industrial estate and business park. Further to the west areas of agricultural land were developed for industry in the immediate post-war period, with remaining areas being built upon gradually in the following thirty years. Fletchamstead Hall was demolished in the 1950's and replaced by Council buildings.

Modern Character

The western part of the Character Area is dominated by industrial units that were built along Torrington Avenue between the late 1930's and the late 1970s. The development was piecemeal and does not reflect former boundaries. There is a variety of building styles, shapes and sizes but are all built from similar materials.



Buildings lead directly off an arterial road and are closely packed together. This contrasts with the east of the Character Area which was redeveloped following the closure of the Standard Works factory at the end of the 20th century. The loss of the factory freed up a large area of land for redevelopment which was planned

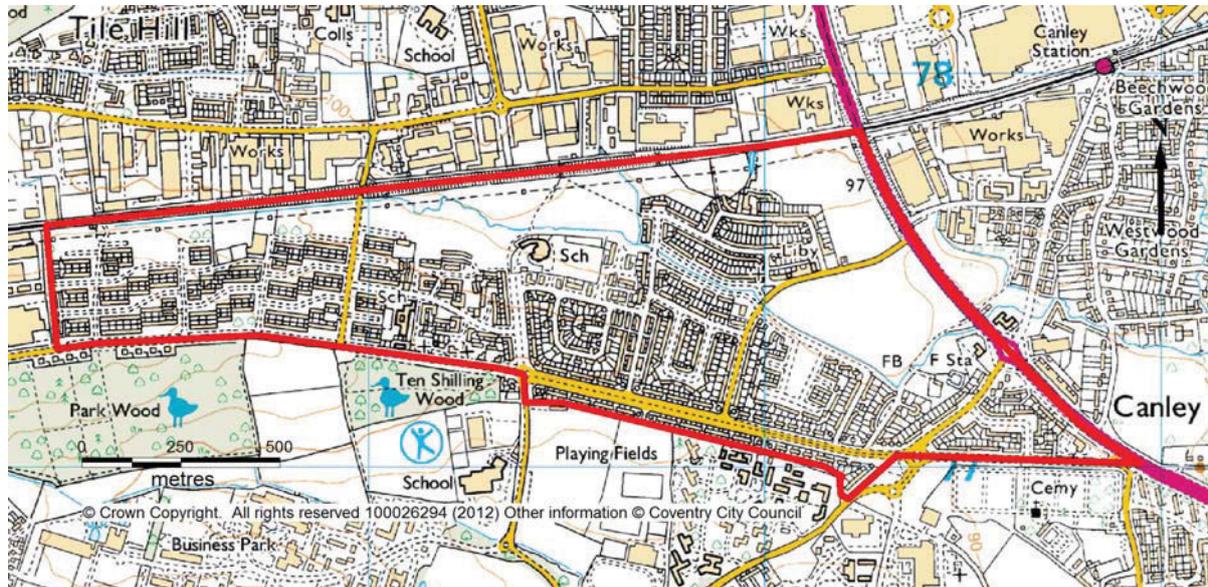
strategically and developed in a single phase. In general, the area comprises large, multi-storey warehouses with associated depots for heavy goods vehicles and car parking facilities. Individual warehouses and parking areas are bordered by hedges and lines of trees and there is the occasional green space amongst the buildings.

Geography and Topography

This area overlies argillaceous rock (rock formed from clay deposits) and sandstone. This is a relatively flat area at around 100m above sea level.



Typical industrial units at Binns Close

Canley Character Area**HLC Area 15a****Location and Context**

An area of settlement located to the west of the city centre. The character area is bounded by the Coventry - Birmingham railway line to the north, and A45 dual carriageways to the east, industrial units to the west and woodland and Warwick University to the south.

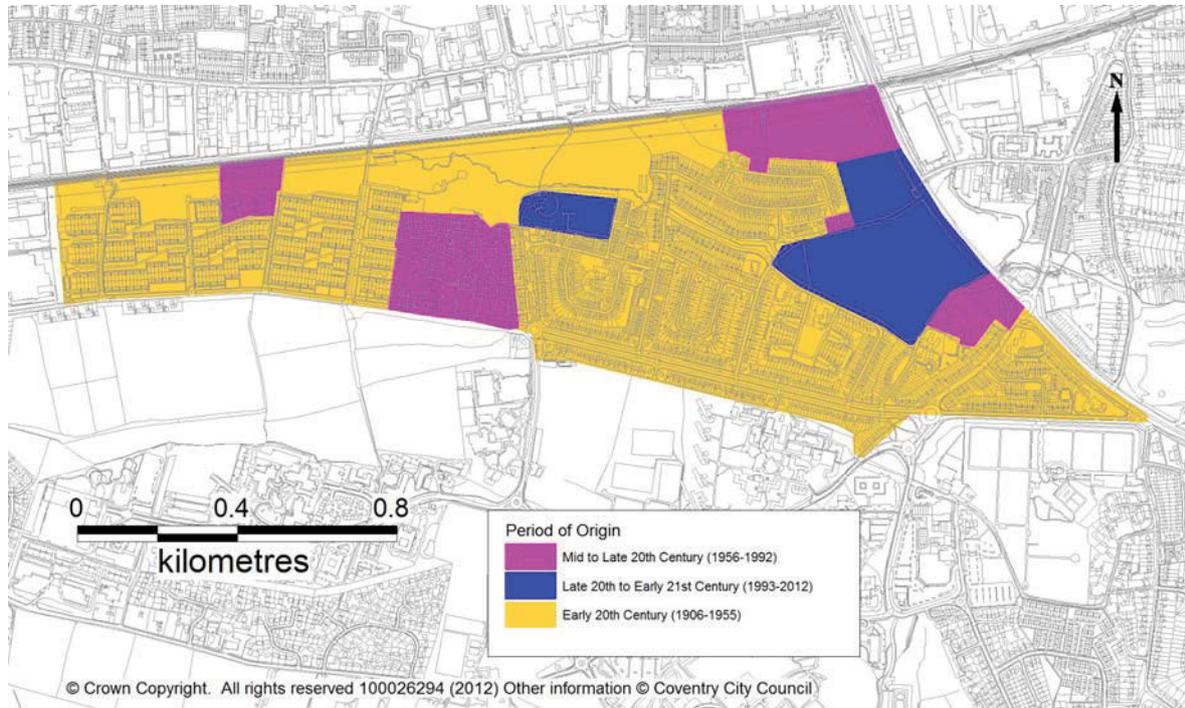
Heritage Designations in the Area

Scheduled Ancient Monuments: 0
 Archaeological Constraint Areas: 5
 Listed Buildings: 1
 Locally Listed Buildings: 0
 Conservation Areas: 0
 Registered Parks and Gardens: 0

Historic Development

The earliest evidence of occupation in this area is the site of More Hall (Canley Moat), a medieval moated manor house in the east of the character area. The site appears to have been abandoned before the turn of the 16th century and is not depicted on the 1597 estate map of Canley, Hurst and Fletchamstead. This whole area was enclosed and in agricultural use by this date. There were few lanes running through the area at this time except for Bradney Green, Moat House Lane and a third un-named lane. Between what is now the railway and Queen Margaret's Road was the medieval village of Fletchamstead which was deserted in 1497, Fletchamstead Farm remained on the site until the mid-20th century. The railway line was constructed along the northern boundary of the area in the 1830's but otherwise the land to the south remained in agricultural use with few changes. It wasn't until the late 1930's that the area began to be developed, firstly with housing around Queen Margaret's Road followed by the war time Charter Hostel which housed workers brought to

Coventry for the War effort. Coventry's population rose dramatically in the 1930's and 1940's and Canley along with Willenhall and Bell Green were chosen to be the sites of large new housing estates. Canley was the site of several experimental house types with flat-roofed houses designed by the City Architects Department along Sheriff Avenue in 1941, while a large number of prefabricated steel framed houses were built to the west of Wolfe Road in 1946-47.



Modern Character

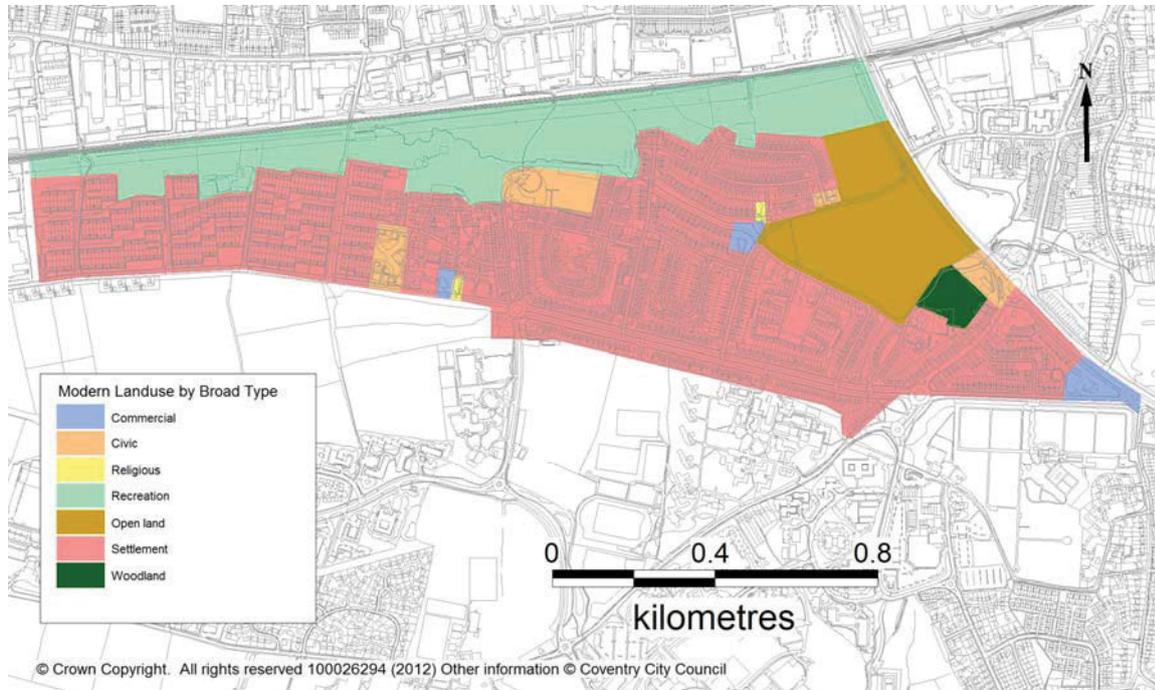
The area comprises settlement with amenity grassland in the north of the character area nearest to the railway line. The grassland areas are former meadows and contain ridge and furrow earthworks and the buried remains of Fletchamstead village. The settlement area



Typical terraced and semi-detached houses Charter Avenue.

predominantly consists of semi-detached houses and terraces all built in the mid-20th century. The layout of the housing in the east of the character area is quite different from the west with staggered terraces of brick houses with generous gardens to the front and rear. The street plan consists of slightly curving streets connecting straight cul-de-sacs with angled semi-detached houses on the street corners.

The street layout in the west of the character area contrasts with the eastern half, it has a very distinctive arrangement of staggered rows of semi-detached, steel-framed houses on a ridged east-west alignment. The houses have generous lawned areas to the front bisected by access roads.



In general, the housing in the character area is rather plain but the relatively low density and landscaping give it a distinct and spacious feel. There are many amenities in the character area including pubs, churches, a community centre, a nursing home, parks and sports grounds. These facilities are on the edge of the settlement rather than integrated with the housing. A small area of woodland to the south east of the character area conceals the medieval moated site of More Hall (Canley Moat). Other than this site and the former meadows there are few other landscape features pre-dating the 20th Century.



Geology and Topography

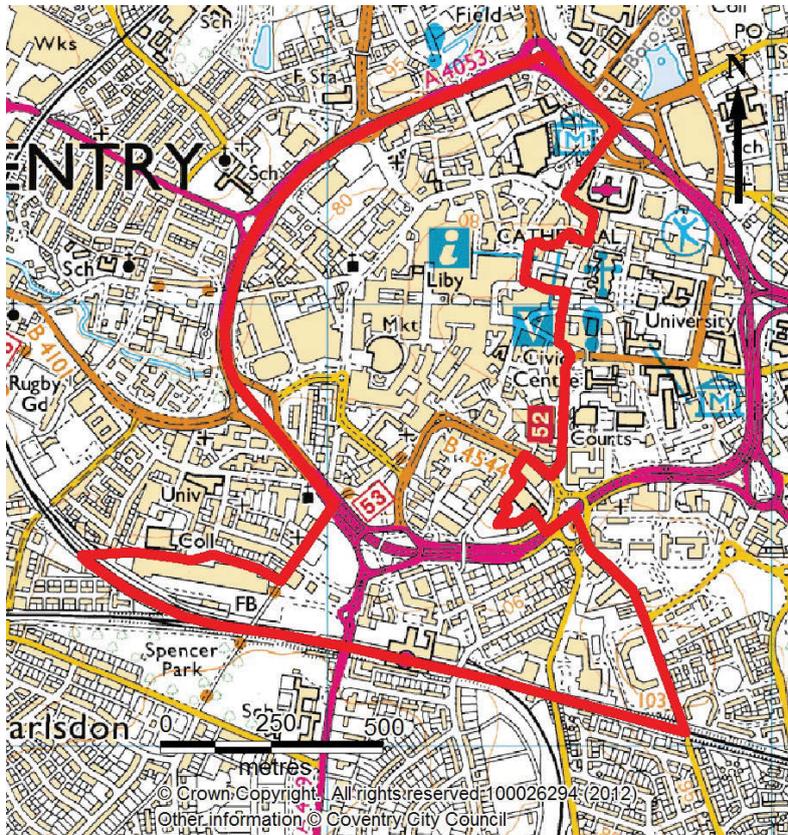
This area overlies argillaceous rock (rock formed from clay deposits) and sandstone. Along the water course is a drift geology comprising of sand with clay and gravel. This is a relatively flat area between 90m and 100m above sea level.

Steel Houses on Dilcock Way.

Central Commercial Core Character Area

HLC Area 16

Location and Context



This character area is the western section of the city centre which predominantly comprises shops and offices. The Character Area is mainly surrounded by residential areas, with civic buildings to the east. The western boundary of the Character Area follows the course of the ring road. This section of the ring road has poor access between residential areas on the one side of the ring road and the city centre to the other, creating a very strong, distinct boundary to the Character Area.

Heritage Designations in the Character Area

Scheduled Ancient Monuments: 8
 Archaeological Constraint Areas: 5
 Listed Buildings: 77
 Locally Listed Buildings: 21
 Conservation Areas: 5
 Registered Parks and Gardens: 1

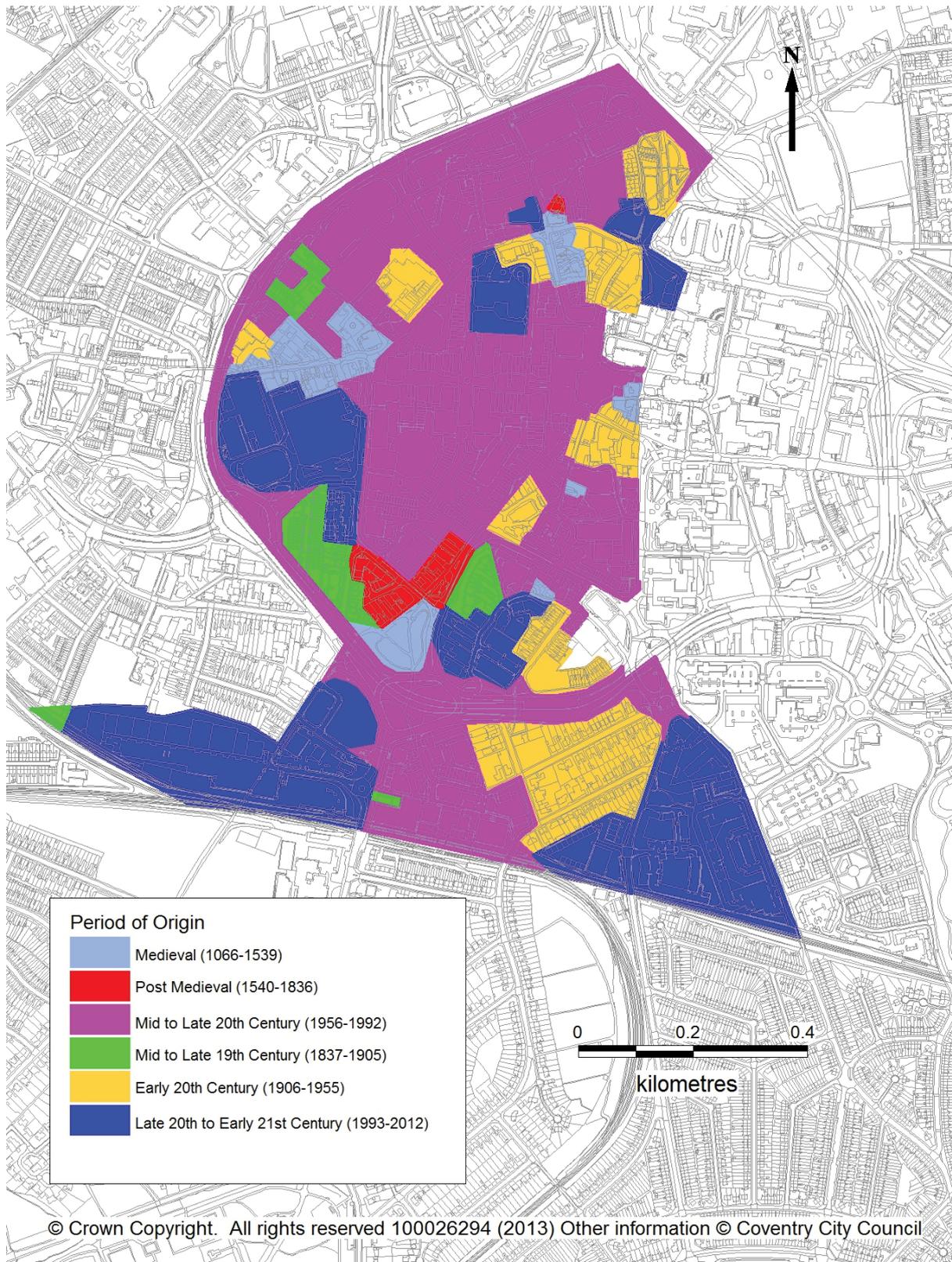
Historic Development

The development of this character area originated along the ancient roads that crossed it; the east to west route along Spon Street, Smithford Street, High Street and the north to south route along Bishop Street, The Burges, Cross Cheaping, Broadgate and Greyfriars Lane. The point where the two routes crossed at Broadgate was the site of two major markets from at least the 11th century onwards; the Earl's market outside the 'broad gate' of Coventry castle and the Prior's market, a large triangular space to the north of Broadgate that stretched down to Ironmonger Row. Anglo-Saxon Coventry is believed to have been sited in the area around Holy Trinity Church although some of the best evidence for the pre-conquest settlement has been recovered from the infilled valley of the River Sherbourne that

loops around the northern edge of the character area and is now mostly hidden in culverts. Environmental evidence recovered from 6m below Hales Street indicated a well exploited 10th century landscape of willow coppicing, oak woodlands and arable cultivation in the locality, while a wooden trough radiocarbon dated to 1000AD was found below Silver Street. Relatively little archaeological work has taken place in the western half of the city centre and it is fair to say that the origins of this part of the city are less well understood than the eastern half despite the tantalising hints mentioned above.

Records suggest that Smithford Street was lined by burgage plots by the late 12th century which had their extents demarcated on the southern side by the Poddycroft Ditch which separated the settlement from the agricultural land beyond. A street named West Orchard was inserted on the northern side of Smithford Street as the density of the city increased and large areas of the Prior's market were encroached upon to form the streets of Butchers and Little Butchers Rows. To the south of Broadgate, along Greyfriars Lane was a Franciscan Friary, beyond which was the suburb of Greyfriars Green arranged around a triangle of common land. The city wall was constructed through this character area in a clockwise direction commencing at the Greyfriars Gate in c1381 and arriving on the Priory's land at Pool Meadow in c1411. The construction of the wall resulted in Greyfriars Green and Spon Street becoming extra-mural suburbs outside the walled city. The walls ceased to function as a defensive circuit after King Charles II ordered their removal in 1660 in the aftermath of the English Civil War, although most of the walls and gates survived long enough to be drawn and mapped in the mid-18th century.

Coventry had declined and stagnated in the early post-medieval period but began to revive in the early 19th thanks to the industries like ribbon weaving. The city's population began to grow and were initially accommodated in courts of houses built towards the rear of the medieval burgage plots as common land grazing rights prevented the expansion of the city beyond the area of the walls until the mid-19th century. By the late 19th century many industrial workshops had developed on the land behind Spon Street, Smithford Street and West Orchard, while the city had expanded southwards with residential areas of desirable villas for the growing professional classes around Greyfriars Green and the railway station.



The growth of industry meant that Coventry was Britain's fastest growing city in the inter-war period with the highest levels of car ownership in the country. The volume of cars brought particular strain to the roads of the medieval city and plans were made to ease congestion by inserting new roads into the street plan. Traffic had been an issue in the 19th century and

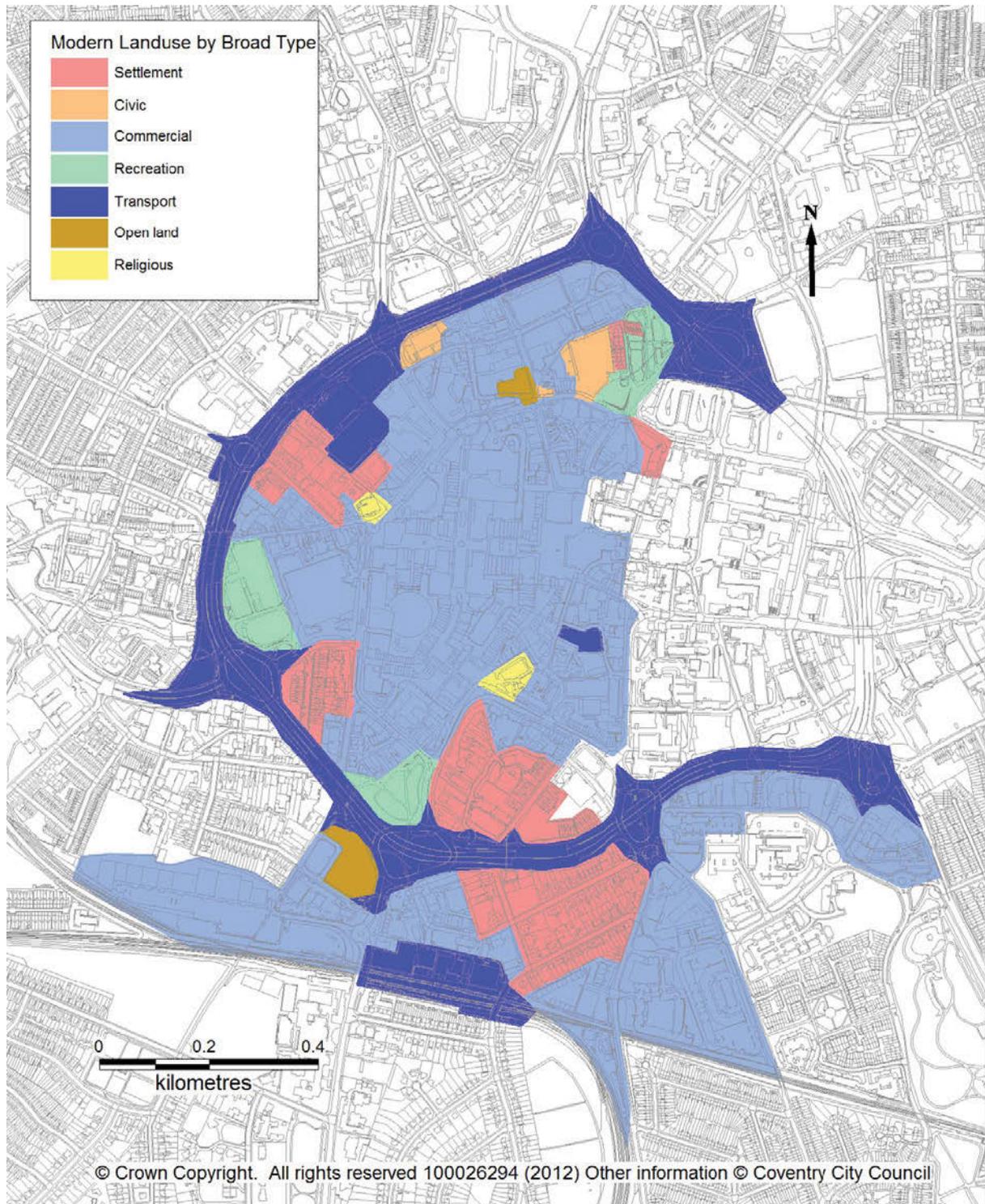
had led to the construction of Hertford Street, Hales Street and Holyhead Road, but the construction of Corporation Street and Trinity Street in the early 1930s resulted in large scale clearances of medieval streets like Butchers Row.



Grade II Listed Broadgate House, Broadgate

The bombing of November 1940 destroyed most of the buildings in the central area around Broadgate and Smithford Street and helped facilitate the radical changes that had been proposed by the newly appointed City Architect Donald Gibson in the late 1930s. The new Broadgate was opened in 1948 with Broadgate House being completed in 1953, with its mirror block the Leofric Hotel and the Owen Owen department store being completed a year later. The Precinct to the west was one of the first pedestrian shopping areas in Europe and was completed in 1956 with two tier shopping allegedly inspired by The Rows in Chester. Much of the Precinct was built by private firms rather than by the Council but the development followed consistent rules on scale and materials to achieve a uniform appearance with the Broadgate buildings. The Lower Precinct was built in a slightly different style and completed in 1959. Tower blocks were never part of the original city centre plan as it was felt they would reduce the visual impact of the medieval spires, but this policy was relaxed as the towers of Mercia House, Hillman House and Coventry Point were added in the late 1960s and early 1970s. A new Post Office sorting office was built on Bishop Street in the 1970s and West Orchard Shopping Centre was built on the north side of the Precinct in the late 1980s. The most recent major additions have been the Coventry Skydome on the site of the former GEC works in the late 1990s and IKEA and Belgrade Plaza dating from the mid-2000s.

Modern Character



The development of the post-war shopping precinct was not sensitive to former building plots or street plan and in the course of redevelopment many streets were either lost altogether like West Orchard or realigned like Smithford Street in order to create straight, formal, symmetrical pedestrian-friendly roads and spaces. Despite this the views of St Michael’s medieval spire were a crucial focal point for the design and remain so today. The

architectural language of the Broadgate and the Precincts with their strong uniformity is still legible with the repeated palette of browns and green-greys created by Blockley brick and Westmorland slate, although some of the symmetry has been harmed by poorly conceived additions like the entrance to West Orchard Shopping Centre. The shopping precinct is characterised by many public spaces and seating areas which often host market stalls and events. This is a lively pedestrian area where people like to congregate although activity sharply decreases when the shops close.



The Upper Precinct

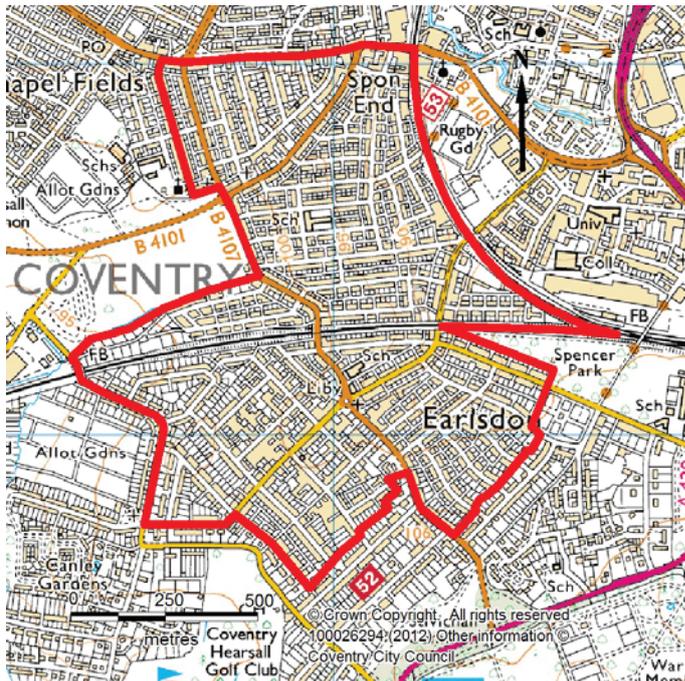
Several streets from the pre-war city do survive such as The Burges and also along Spon Street which has been enhanced with some timber framed buildings moved from elsewhere in the city centre. These streets contrast with the Precinct shopping area with a more traditional and intimate feel. The land to the north of the character area around Bishop Street has never really recovered from the damage inflicted during the Second World War and is a mix of surface car parks and small business premises, many of which are empty. The inward looking Precinct turns its back on the Bishop Street area while to the north the area suffers from poor permeability and access to the suburbs beyond as a result of the ring road. To the south Greyfriars Green is a green and welcoming entrance to the city centre lined with late 18th and 19th century buildings.

Geology and Topography

This area overlies sandstone. There is a drift geology consisting of an alluvial deposit which follows the former watercourse comprising sand with clay and gravel. Overall the land level rises from the north at 85m above sea level to 100m to the south.

Earlsdon and Chapelfields Character Area

HLC Area 17



Location and Context

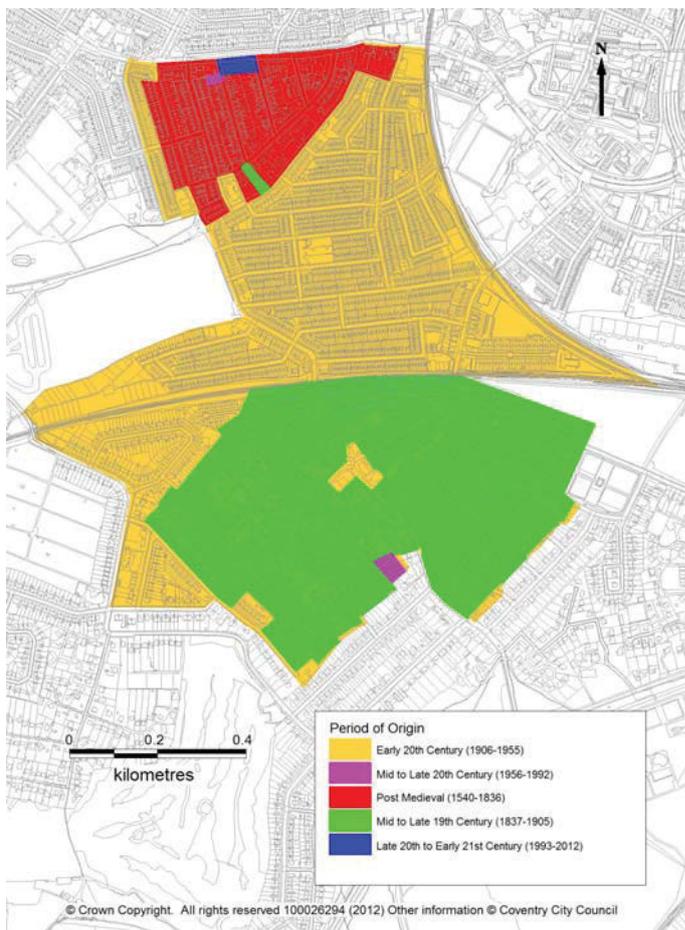
The Character Area is located to the south west of the city centre and bisected by the Coventry-Birmingham railway line. The area is mostly surrounded by housing; however, Spon End –an area associated with industry since the medieval period – is located to the north east of the Character Area. Hearsall Common is located to the west and the Coventry-Bedworth railway line acts as a boundary to the east.

Heritage Designations in the Character Area

- Scheduled Ancient Monuments: 0
- Archaeological Constraint Areas: 2
- Listed Buildings: 2
- Locally Listed Buildings: 34
- Conservation Areas: 1
- Registered Parks and Gardens: 0

Historic Development

The most significant aspect of the historic development of the area is the expansion of the watchmaking industry in the mid-19th century. The industry originated in the vicinity of Spon Street located to the north east of the Character Area. Its success resulted in two satellite developments, one called Chapelfields – comprising Mount Street, Lord Street, Duke Street, Craven Street. The second, known as Earlsdon – comprising Earlsdon Street, Poplar Road, Providence Street, Cromwell Street, Warwick Street, Clarendon Street, Moor



Street – was built as a result of an early building society movement, the Freehold Land Societies. It offered the opportunity for Coventry artisans to leave the crowded inner city by buying available development land.

Chapelfields is now a Conservation Area and includes numerous locally listed buildings and some listed buildings. Conversely, the original Earlsdon area has no statutory status. Chapelfields is so-named because the new street layout was built on agricultural fields of the same name. The name is mentioned in a document of 1751 and Chappell Close is recorded in a document of 1581. The chapel in question was part of a medieval leper hospital and was originally called St Leonard's Chapel. It was located on the site of today's 13-19 Allesley Old Road. It is known to have existed by 1253 and by the 16th century was known as Magdalens Chapel. The chapel was probably associated with the Manor of Sponna; the manor house was located just outside the Character Area to the north on the site of the present Black Horse public house. Surveys dating from the 16th century until the mid 19th century indicate that before the development of Chapelfields and Earlsdon, the Character Area as a whole comprised almost entirely of enclosed, agricultural fields. The surveys also indicate that the alignments of Allesley Old Road and Earlsdon Avenue North (then called Eylesden Lane) date to at least the late 16th century and probably earlier. The Coventry-Birmingham railway line was built in 1838 and the Coventry-Bedworth line was opened in 1850. The Character Area saw the rapid development of terraced housing at the turn of the century.



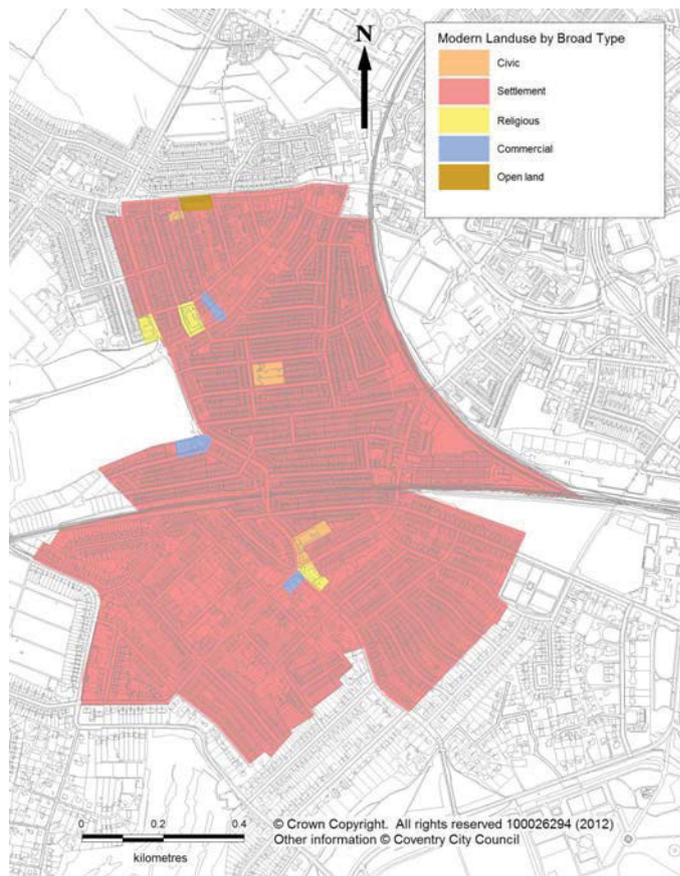
Mount Street, Chapelfields

Between 1906 and 1914 the geographically distinct suburbs of Chapelfields and Earlsdon were completely subsumed by housing developments that infilled the open spaces between them. Locally listed buildings built during early 20th century expansion include St Mary Magdalen's Church, Hearsall Community Primary School, Earlsdon Primary School,

Earlsdon Library, Earlsdon Methodist Church, City Arms Pub, and the former Allard Cycle Company.

Modern Character

The vast majority of the Character Area comprises homogenous terraced housing built on long, straight roads arranged in a grid pattern. The mid-19th century development of Earlsdon is a clear exception. Earlsdon Street, Poplar Road, Providence Street, Cromwell Street, Warwick Street, Clarendon Street and Moor Street contrast with the remainder of the



Character Area as the buildings in this area are arranged in blocks. The alignment of Poplar Road in particular cuts into the surrounding street pattern. The buildings in this area are also much more irregular in comparison with the rest of the Character Area. Industry and shops are integrated with the housing. Like the remainder of the Character Area, residential buildings take the form of small terraces which are set back slightly from the pavement and have back gardens. However, the terraces are shorter and have more variation in building style. Terraces in the Chapelfields development have similar proportions and layout as the rest of the Character Area and are less easy to distinguish from the turn of the century developments. These terraces are plain apart from decorative window and door lintels.



Craven Street, Chapelfields

They too are set back from the pavement and have low, brick wall boundaries. Terraces in both the historic cores of Chapelfields and Earlsdon have examples of surviving workshops for watch production to the rear of the properties. In the remainder of the Character Area, terraces are set back from the road with low brick walls and tend to be plain with decorative window and door lintels.

Some of the houses built at the turn of the century have bay windows. None of the properties have parking facilities and the narrow streets and pavements are congested with on-road parking. In general this is an area of compact, uniform housing with no trees or open green spaces, although some amenities such as schools and libraries are present.

Geology and Topography

The Character Area overlies sandstone and argillaceous rocks (sedimentary rock formed by clay deposits) which are a mixture of sandstone and conglomerate. It is relatively flat and lies between 95m and 100m above sea level.