

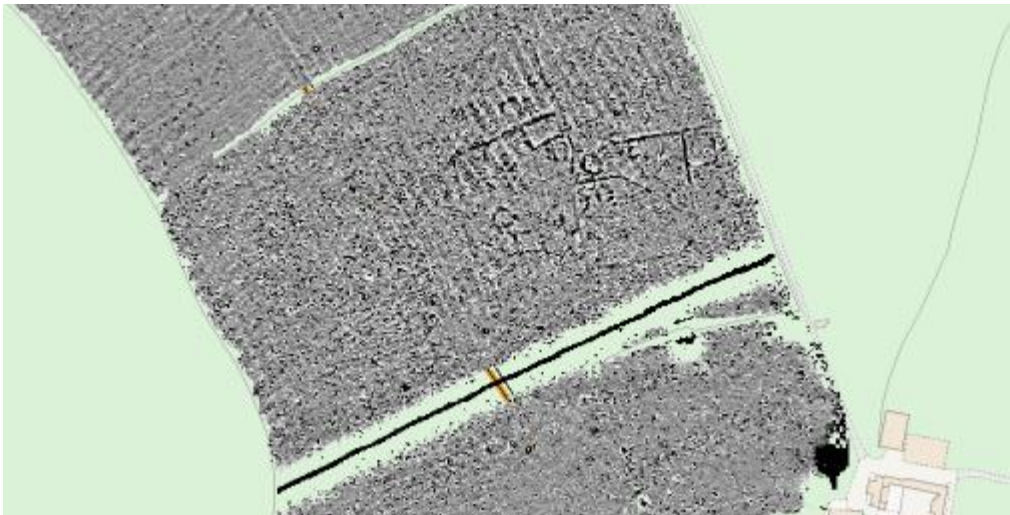
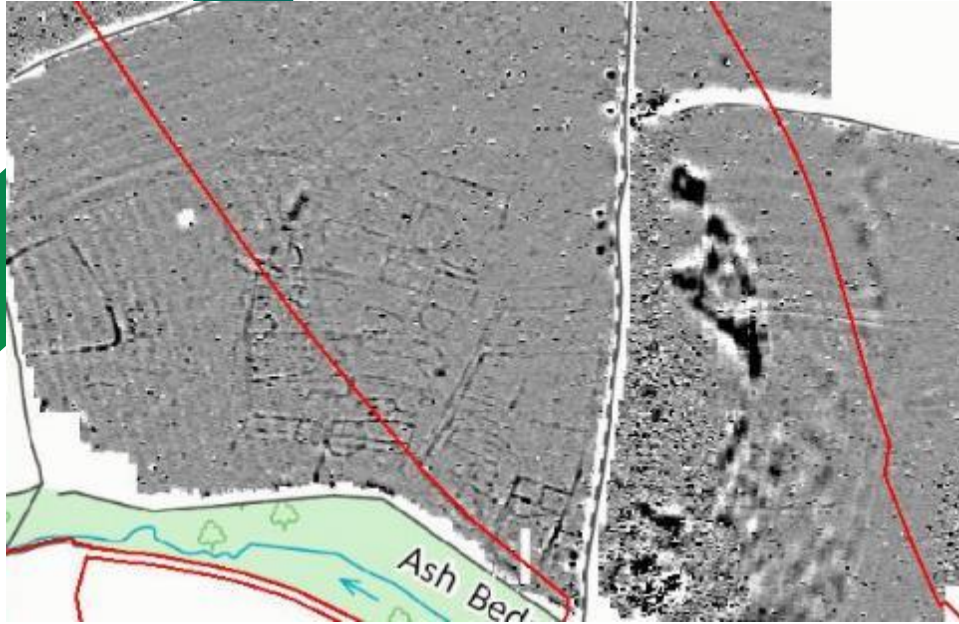
HS2 AREA NORTH

HERITAGE & ARCHAEOLOGY



LONG ITCHINGTON WOOD TO RIVER LEAM

GWSI: HERDS Specific Objectives



- ❖ Key trial trenching sites defined by potential to address specific HERDS objectives

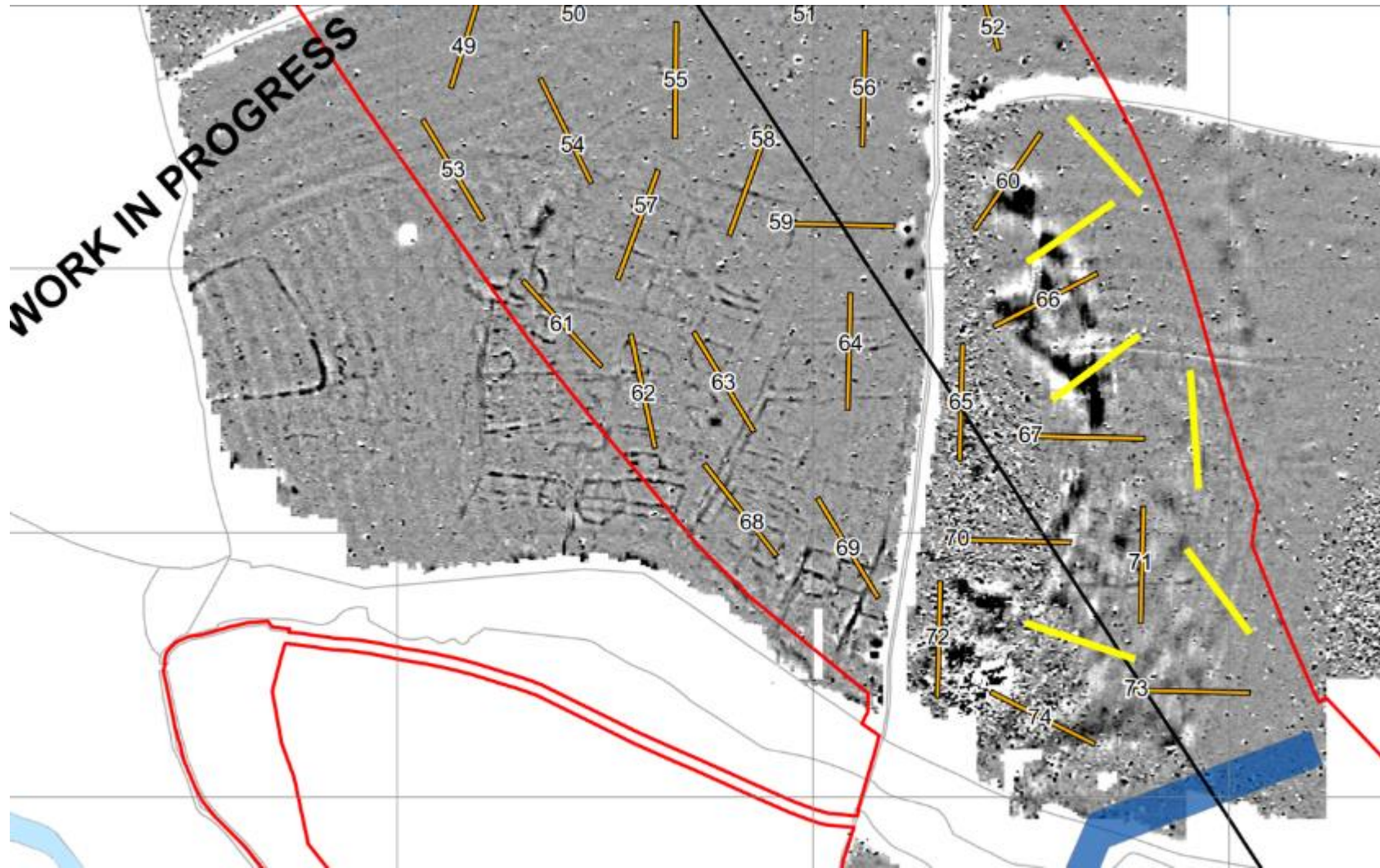
Long Itchington Wood – River Leam

- ❖ Focus on Iron Age/Romano-British enclosed settlements detected through geophysical survey

KC19: The Romano-British period saw the beginning of a more established infrastructure network. Can we investigate the development of these routes, trackways and roads and the influence they had on landscape change?

KC21: Assess the evidence for regional and cultural distinctiveness along the length of the route in the Romano-British period, with particular regard to the different settlement types encountered along the route

RESULTS



RIVER LEAM TO STONELEIGH PARK

GWSI: HERDS SPECIFIC OBJECTIVES

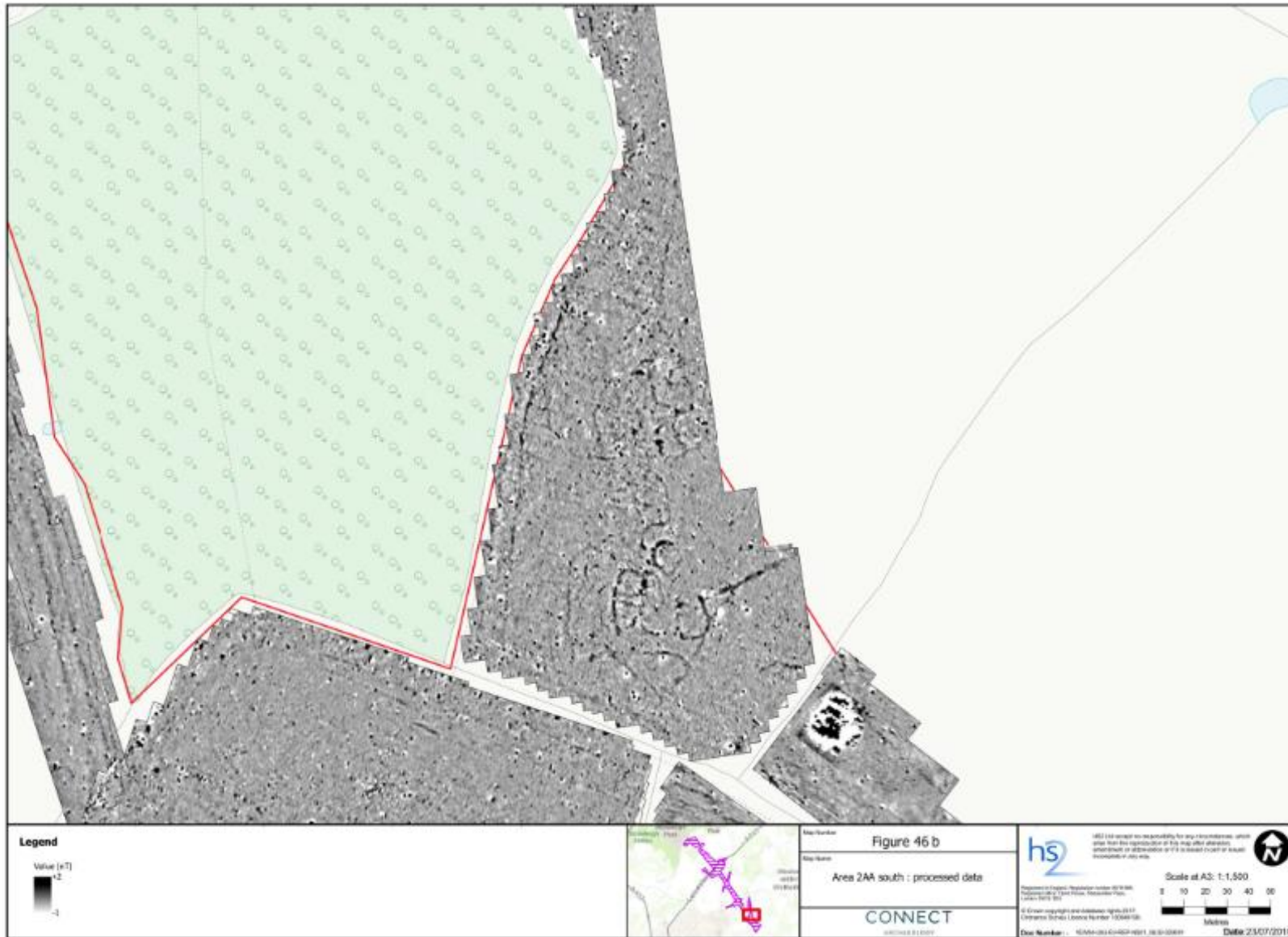
KC15: Can we identify regional patterns in the form and location of Late Bronze Age and Iron Age settlements across the route, and are there associated differences in landscape organisation and enclosure?

KC21: Assess the evidence for regional and cultural distinctiveness along the length of the route in the Romano-British period, with particular regard to the different settlement types encountered along the route.

KC36: How were medieval and later woodlands managed and exploited and what evidence do they preserve for earlier land use?



GEOPHYSICAL SURVEY



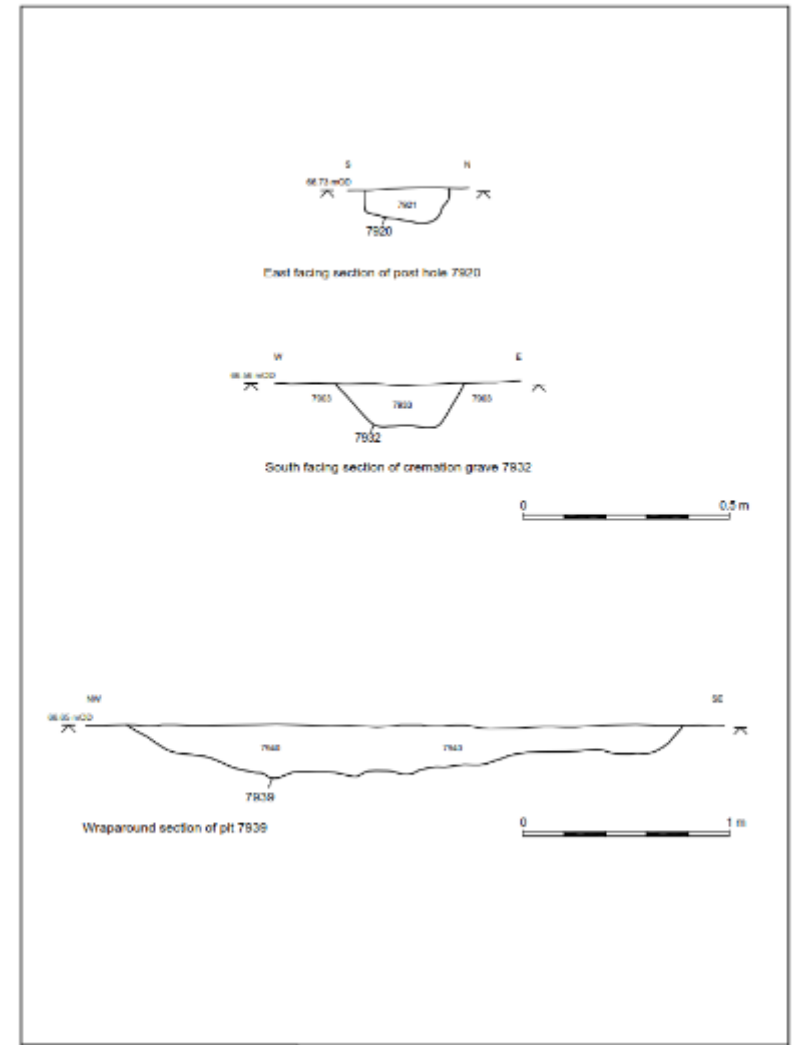


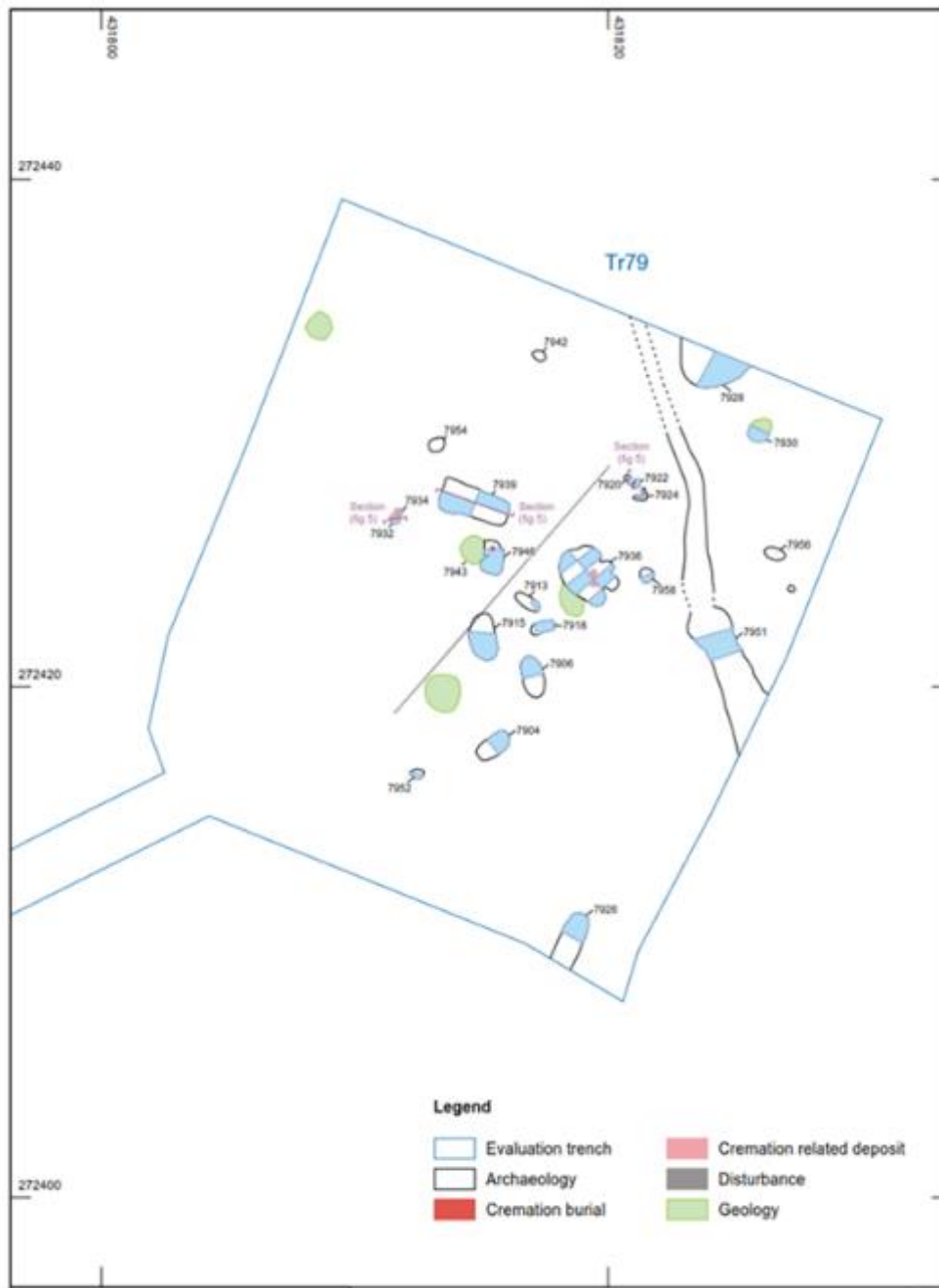
CREWE FARM

HERDS SPECIFIC OBJECTIVES

KC21: Assess the evidence for regional and cultural distinctiveness along the length of the route in the Romano-British period, with particular regard to the different settlement types encountered along the route

KC23: Identify evidence for late Roman occupation and attempt to identify any continuity in settlement patterns between the end of the Romano-British period and the early medieval period.





COLESHILL

KC9: Does a lack of visibility of Neolithic and Bronze Age monuments reflect genuine area distinctiveness, or is this due to variation in geology or investigative techniques?

KC21: Assess the evidence for regional and cultural distinctiveness along the length of the route in the Romano-British period, with particular regard to the different settlement types encountered along the route

KC39: Develop a detailed understanding of the nature, formation, date and chronology of the historic landscape at Coleshill including the former Coleshill Deer Park, Coleshill Hall Farm and moated site





COLESHILL: ROMANO-BRITISH





17th
century
bridle boss
identified
through
metal
detecting





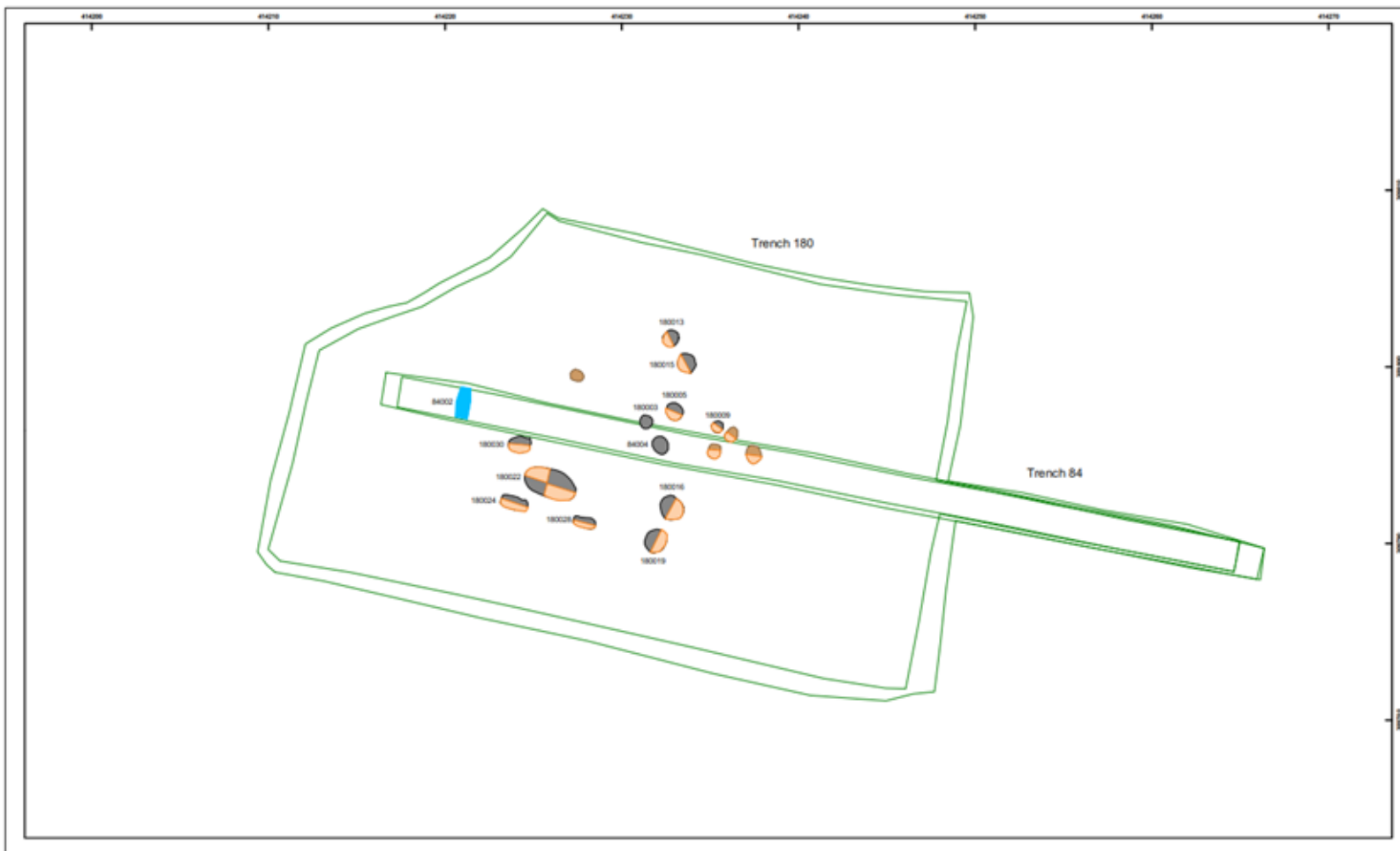
- Probable burnt mound in the western part of the site, 10m to the north-east of the River Cole. Dense concentration of fire cracked pebbles and frequent charcoal inclusions
- Romano-British field systems encountered in the central and northern parts of the site.
- Increased understanding of the medieval/post-medieval moat and manorial complex
- Possible prehistoric pit. Lower fill contained a high concentration of charcoal and animal bone



RYKFIELD STREET

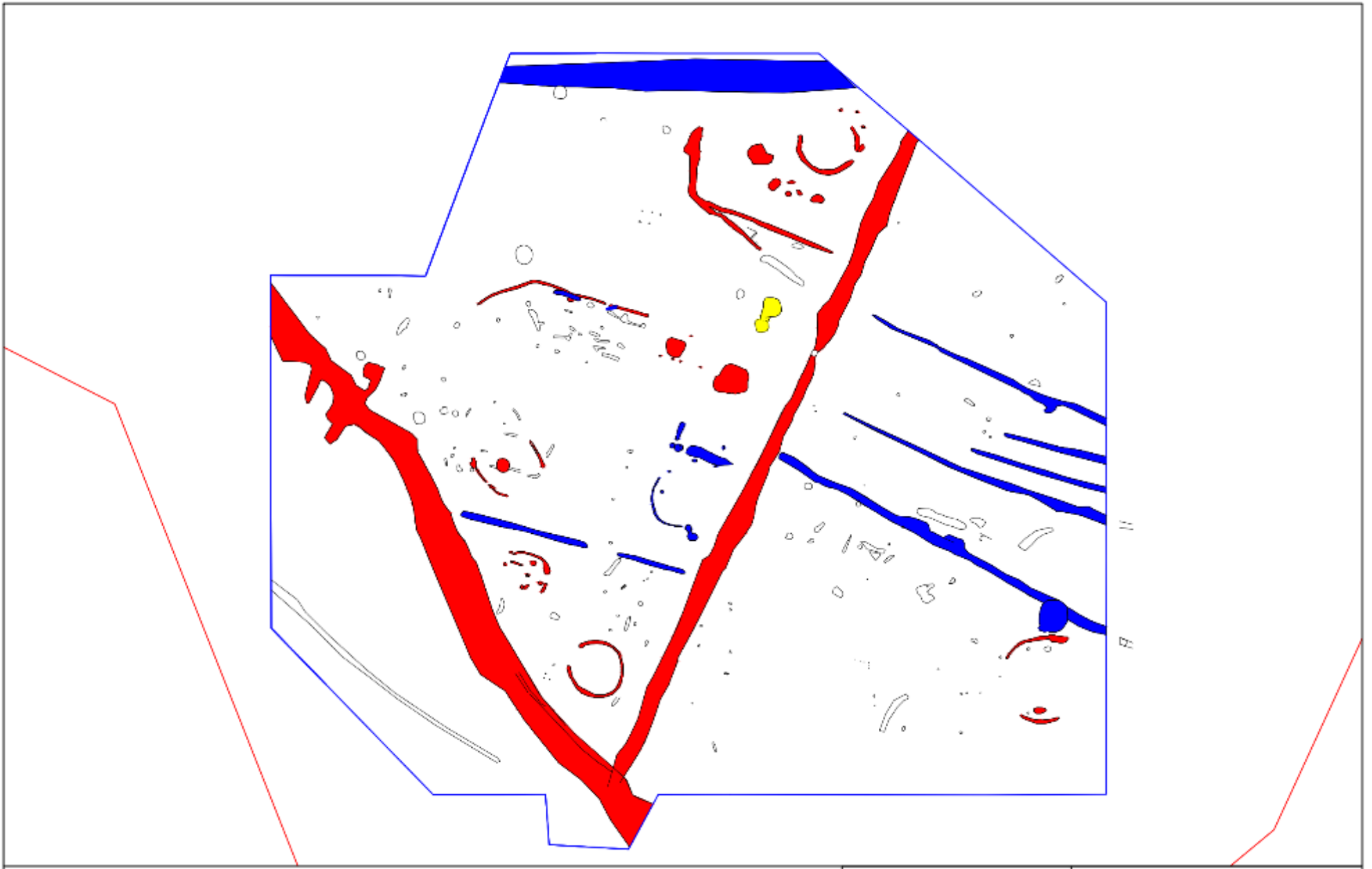
- KC5: Identifying settlement location and developing models for settlement patterns for the Mesolithic, Neolithic and Early Bronze Age
- KC6: Understanding the evidence for change in the environment and management of the landscape for the Mesolithic and Early Neolithic periods
- KC9: Does a lack of visibility of Neolithic and Bronze Age monuments reflect genuine area distinctiveness, or is this due to variation in geology, or investigative techniques?



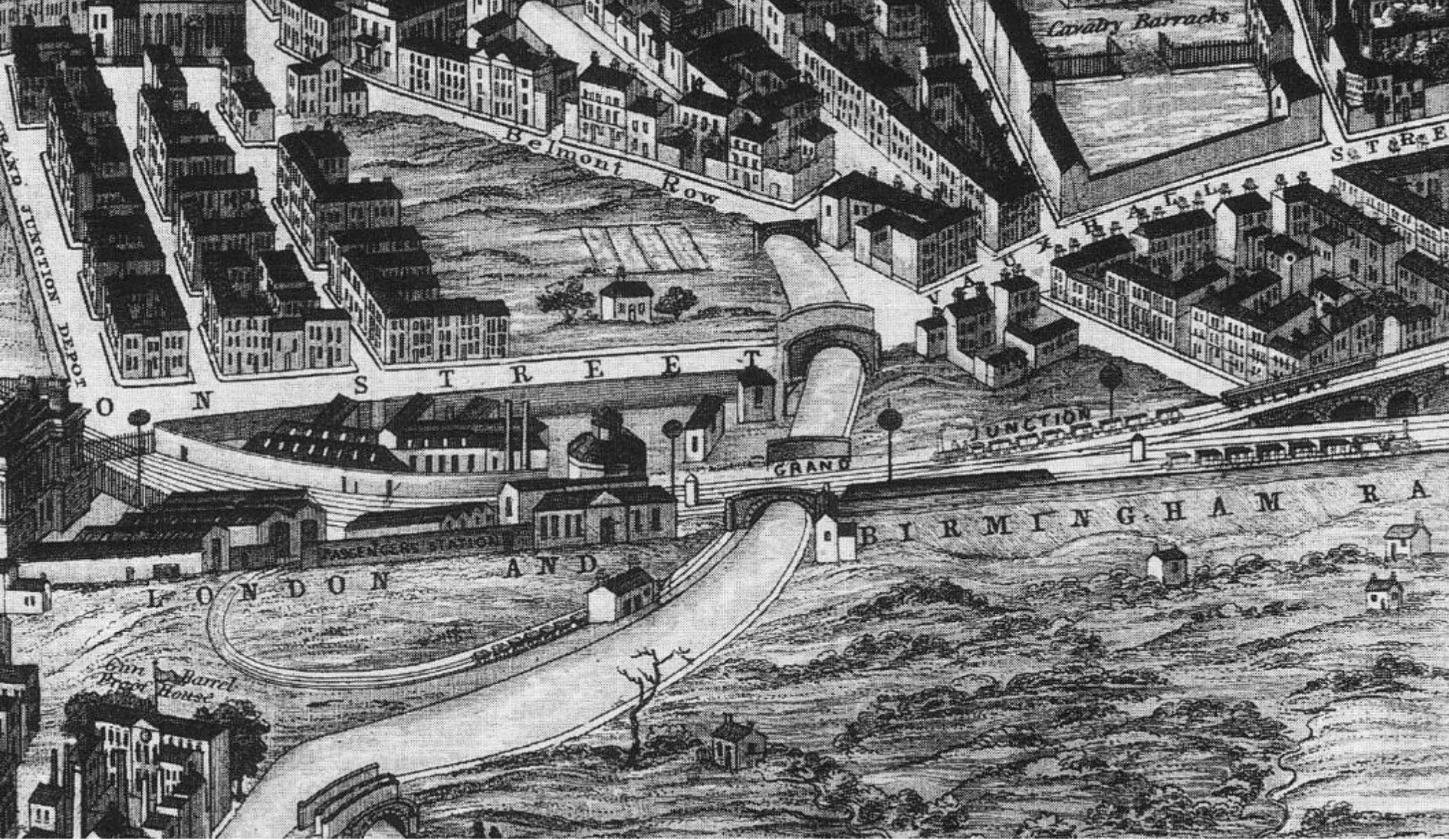


Five pits were provisionally judged to be prehistoric in origin by proximity to the remainder of the excavated features, three pits, [18007], [18019] & [18022] contained no dating evidence but have been provisionally dated to the Bronze Age by association with pits, [18005], [18013] and [18015], which contained Bronze Age pottery (Plates 8-10).

STREETHAY



CURZON STREET



Perspective of Birmingham in 1845 with Gun Barrel Proof House below. In between the L & B train sheds and the Engine House are the carriage sheds. Albeit out of scale, there are disc signals and policemen huts positioned in the Top Yard, adjacent to the L & B train shed and by the Engine House. The roundhouse is situated on the right with the tracks forming the routes to London and the north west behind. In front of the roundhouse the straight road engine house extension can be seen whilst behind the roundhouse and tracks lies the Grand Junction Railway's station

- KC43: Investigate the link between the development of the railways and broader changes in the historic landscape, such as urban settlement expansion and the decline of the canal network.
- KC54: Identify key changes in the technology of railway infrastructure and how these changes influenced the distribution of goods or the movement of people. Can we recognise changing perceptions of railway infrastructure and associated buildings over time?

