

DETAILED ARCHAEOLOGICAL ASSESSMENT

WATER MAINS RENEWAL SCHEME BEDMINSTER DOWN TO BRISTOL BRIDGE BRISTOL

NGR: ST 5672 6962 - ST 5899 7292

JOB N^o: BA1301BWDBB



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Frontispiece: View looking NNW showing the 15th century tower of Temple Church, Bristol

Report specification

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1. Executive Summary

This detailed archaeological assessment of the mains renewal scheme extending from Bedminster Down to Bristol Bridge has reached the following conclusions regarding the nature, extent and significance of the archaeological resource in the vicinity of the route.

1/Bristol Bridge to Bedminster Bridge

- *The section of the route from Bristol Bridge as far as Redcliff Mead Lane represents an area of **High** archaeological sensitivity. It is possible that groundworks undertaken in the vicinity of the bridge might encounter evidence of the abutments of the medieval bridge and the remains of buildings that are documented as having stood at both ends of the bridge until the 1760s when the bridge was rebuilt.*
- *The section of the route extending from Bristol Bridge along Victoria Street as far as Temple Circus lies within the historic medieval walled suburb of Redcliffe. The origins of settlement at Redcliffe date back to the early 12th century although evidence of human activity dating back to the Bronze Age has been identified S of Bristol Bridge.*
- *Evidence of the pre-1860s street alignments may well be identified at the point where they are intersected by present-day Victoria Street. However any buried medieval road surfaces will probably lie at a considerable depth beneath later post-medieval metalling and may have been disturbed by modern road construction works and trenching for the installation of services.*
- *There is potential for the survival of archaeological deposits and features relating to medieval tenements and associated boundary features (ie. 'law-ditches') lying between St Thomas Street and Temple Street which were truncated by the construction of Victoria Street.*
- *The section of the route running along Victoria Street immediately NW of Temple Circus roundabout lies close to the western edge of the precinct of the Austin Friars, founded in the early 14th century. The pipeline route also runs in close proximity to the site of another religious house, the Friary of the Friars of the Sack, founded in the mid-13th century and situated close to the junction of Temple Gate and Redcliff Mead Lane.*
- *A short section of the route lying adjacent to the Temple Circus roundabout appears to directly cross the line of the Portwall (built in the early 13th century to protect the Redcliffe suburb) just to the W of the site of the medieval gateway of Temple Gate. Significant potential remains for encountering evidence both of the Portwall and its associated defensive berm and ditch at depths ranging between 1-2m below existing ground level.*
- *There is also potential for encountering the remains of the medieval Temple Conduit, the route of which appears to run in close proximity to the site of Temple Gate (where there was a cistern associated with the conduit).*

- *The remainder of this section of the route, from Somerset Street to Bedminster Bridge, has been assessed as being of **Low to Moderate** sensitivity in archaeological terms, reflecting the fact that this area lay within an extensive tract of largely undeveloped meadow (known as Redcliff Meadows) until the construction of the 'New Cut' for the Floating Harbour in the early 19th century. Previous archaeological work in this area has either yielded negative results or evidence of late post-medieval occupation features and deposits, including structural remains.*

2/Bedminster Bridge to Bedminster Down

- *The section of the route extending from Bedminster Bridge to Bedminster Down has been assessed in overall terms as being of **Low** archaeological sensitivity. This is due to the fact that the proposed route largely extends well to the N and W of the core medieval settlement of Bedminster, which was located along the long-established thoroughfare formed by Bedminster Parade, East Street and West Street.*
- *However two specific areas of **Moderate** archaeological sensitivity have been identified along this section of the route, namely:*
- *The pipeline crosses North Road, at the western periphery of the medieval settlement of Bedminster and runs close to the site of the Luckwell, a well of probable medieval date which stood near the junction of Luckwell Road, Smyth Road and Chessell Street. The pipeline route directly crosses this junction and consequently there is **Moderate** potential, in this specific area, for encountering remains of the capped well shaft and associated structural remains (ie. a well house), although it is likely that these will have been heavily truncated and/or removed as a result of modern road construction works and trenching for the installation of services.*
- *Towards the extreme southern end of the route, at Bedminster Down, there is **Moderate** potential for identifying further evidence of activity associated with a Roman villa settlement located to the S of Bridgwater Road (A38) although again there is likely to be significant disturbance from modern road construction works and service trenching, as well as late post-medieval quarrying activity.*

Conclusion and Recommendation: It has been established that specific sections of the pipeline route traverse areas of archaeological sensitivity. In particular the section from Bristol Bridge to Redcliff Mead Lane has significant potential for revealing occupation deposits and features (including buried structural remains) associated with the medieval extra-mural suburb of Redcliffe.

However, the fact that the chosen engineering methodology entails pipe insertion within existing apparatus and utilising access pits of varying dimensions will inevitably curtail both the impact on the existing archaeology and the opportunity to record the existing resource.

Border Archaeology recommends that a watching brief is undertaken in those areas of archaeological sensitivity to be determined in consultation with Bob Jones, City Archaeologist, Bristol City Council at a suitably arranged meeting.

2. Introduction

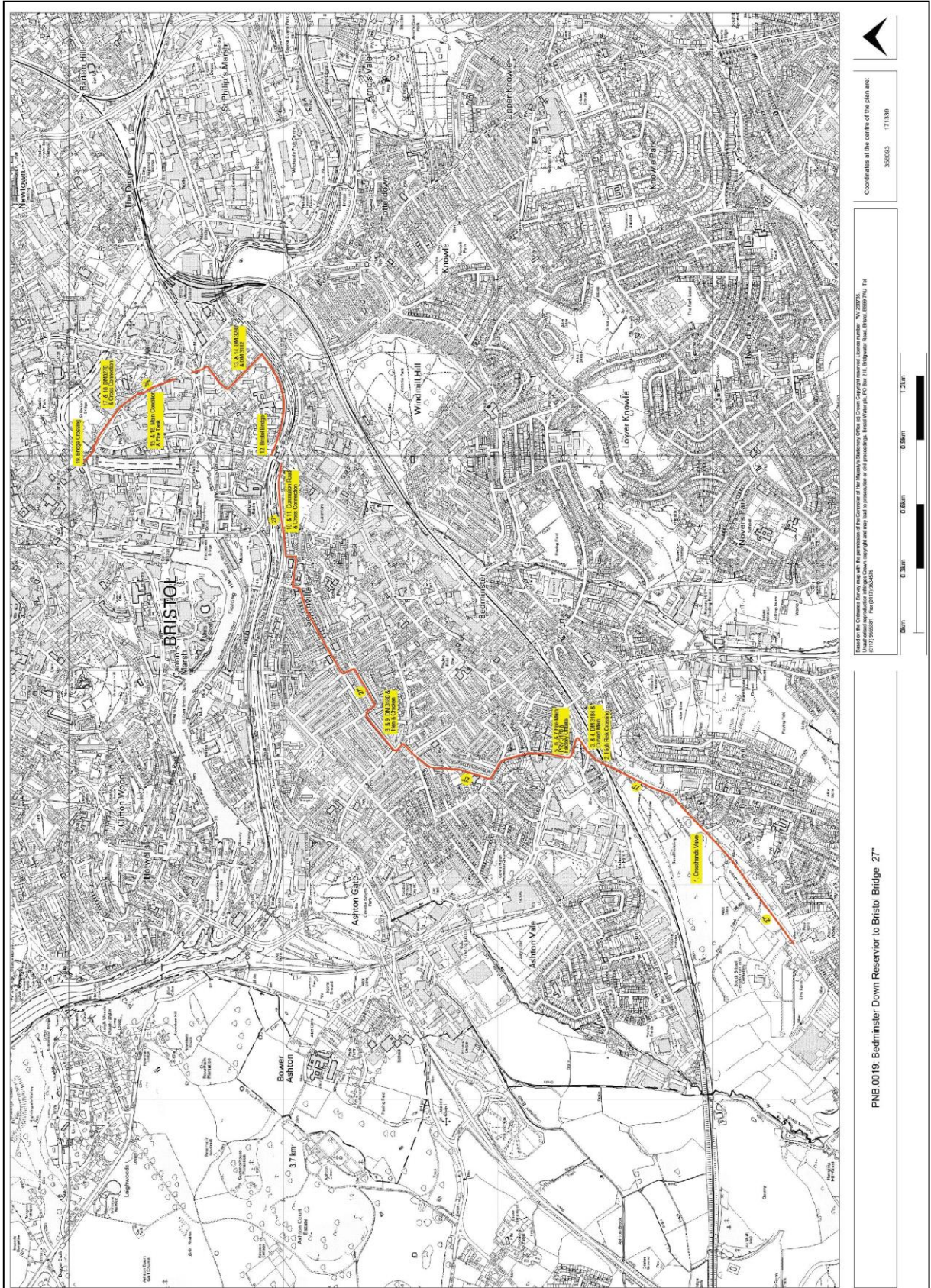
Border Archaeology undertook this detailed archaeological assessment on behalf of Bristol Water to determine the nature of the archaeological resource within the vicinity of a proposed water mains renewal scheme (*Fig. 1*) extending from Bedminster Down Reservoir (NGR ST 5672 6962) to Bristol Bridge (NGR ST 5899 7292).

Copies of this assessment will be supplied to Bristol Water for their initial consideration of the inherent implications of archaeological impact, engineering considerations, cost and programming. Any revisions (other than minor) as to route may require additional research & consideration in a revised Report.

A copy of this report will be submitted to Bob Jones, City Archaeologist, Bristol City Council.

2.1 Soils and Geology

The entire study area is classed as unsurveyed in the Soil Survey of England and Wales (SSEW, 1983); however, the underlying solid geology is recorded as consisting of Redcliffe Sandstone of the Triassic period.



3. Methodology

3.1 Archaeological Assessment

3.1.1 Research Aims

This detailed archaeological assessment seeks to identify any known or potential archaeological resource within the study area and to establish its character, extent, quality and importance, within a local, regional and national context.

3.1.2 Research Methods

The research carried out for this detailed archaeological assessment consisted of the following elements:

3.1.3 Evaluation and study of archaeological databases

A search was made of the National Monuments Record (English Heritage) and the Bristol City Council Historic Environment Record for any sites of archaeological or historic interest within a 50m corridor (25m on either side of the pipeline route).

3.1.4 Evaluation and study of primary sources

Primary documentary sources relating to the study area were consulted at the Bristol Record Office and Gloucestershire Archives.

3.1.5 Evaluation and study of secondary sources

Secondary sources relating to the study area were consulted using the collections held at the Bristol Record Office, Bristol City Council Historic Environment Record, Gloucestershire Archives and the National Monuments Record at Swindon, including relevant articles in the *Transactions of the Bristol and Gloucestershire Archaeological Society*, as well as published and unpublished reports relating to archaeological work in the vicinity of the study area. Reference was also made to relevant planning policy documents including the *Bristol Local Development Framework Supplementary Planning Document Number 7 – Archaeology and Development* (Bristol City Council, 2006)

3.1.6 Evaluation and study of cartographic and other pictorial evidence

Historic maps dating back to c.1568 were consulted at the Bristol Record Office and Gloucestershire Archives. Digital copies of historic maps and illustrative sources were also examined on the Bristol City Council website <http://maps.bristol.gov.uk/knowyourplace/>.

Copies of the Ordnance Survey 1st-3rd edition maps (at scales of 1:500, 1:2500 and 1:10560), and later OS 1:2500 and 1:10000 scale maps (c.1960 to present) were obtained from the Bristol Record Office and Gloucestershire Archives. Collections of historic photographs of the study area were consulted at Bristol Record Office and Gloucestershire Archives.

4. Site Specific Analysis

The specific study area comprises a section of mains pipeline route extending for an approximate distance of 5.2km from Bedminster Down Reservoir (NGR ST 5672 6962) through the northern and western fringes of the residential suburb of Bedminster, crossing the 'New Cut' of the River Avon at Bedminster Bridge and then extending through Redcliffe to its northern terminus on the N side of Bristol Bridge (NGR ST 5899 7292)

4.1 Consultation of Archaeological Records

This section analyses the information available from records of archaeological work carried out in the vicinity of the proposed pipeline route and discusses its implications for the nature of the archaeological resource within the study area and the likely depth and survival of significant archaeological deposits and features.

4.1.1 Conservation areas

The pipeline route extends through four Conservation Areas designated by Bristol City Council, namely Bedminster, Bedminster West, City and Queen Square and Redcliffe.

4.1.2 Scheduled Ancient Monuments

No Scheduled Ancient Monuments are recorded in the immediate vicinity of the study area. The nearest Scheduled Ancient Monument to the pipeline route is Temple Church, a ruined 14th century church located approximately 35m E of the pipeline route (NGR ST 5932 7273).

4.1.3 Archaeological Sites

The Bristol City Council Historic Environment Record was consulted to determine the nature and extent of the archaeological resource within the pipeline corridor, defined as being 50m in width (25m on either side of the pipeline route). A limited number of sites on the periphery of the pipeline corridor were also considered for contextual purposes.

Archaeological events and monuments were identified ranging in date from the Bronze Age through to the early 1940s.

4.1.4 Site Visit

A site visit was undertaken by Border Archaeology staff on 6th March 2013.

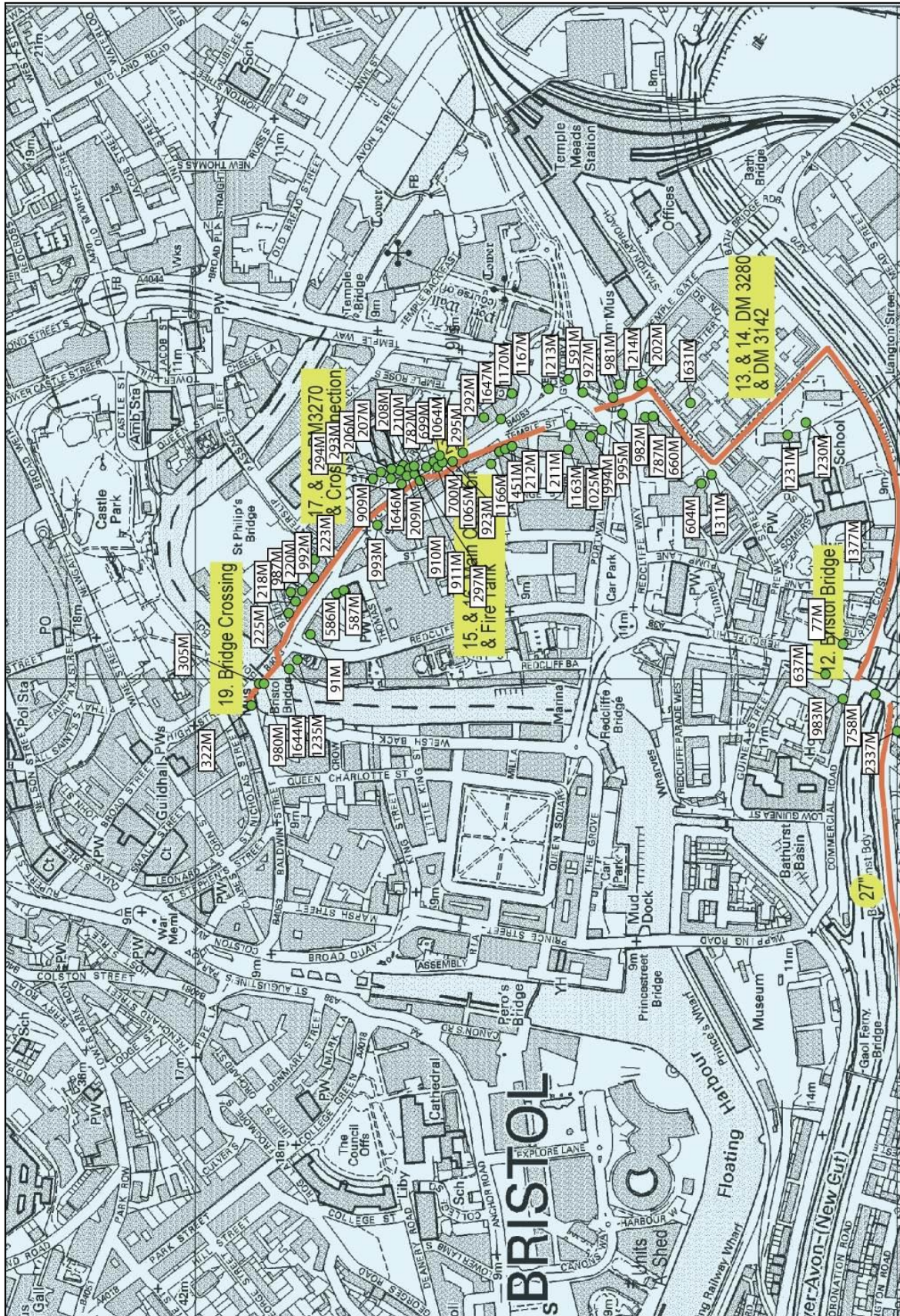


Fig. 2: Plan showing monuments recorded in the Bristol Historic Environment Record in the vicinity of the northern section of the pipeline route (from Bristol Bridge to Bedminster Bridge)

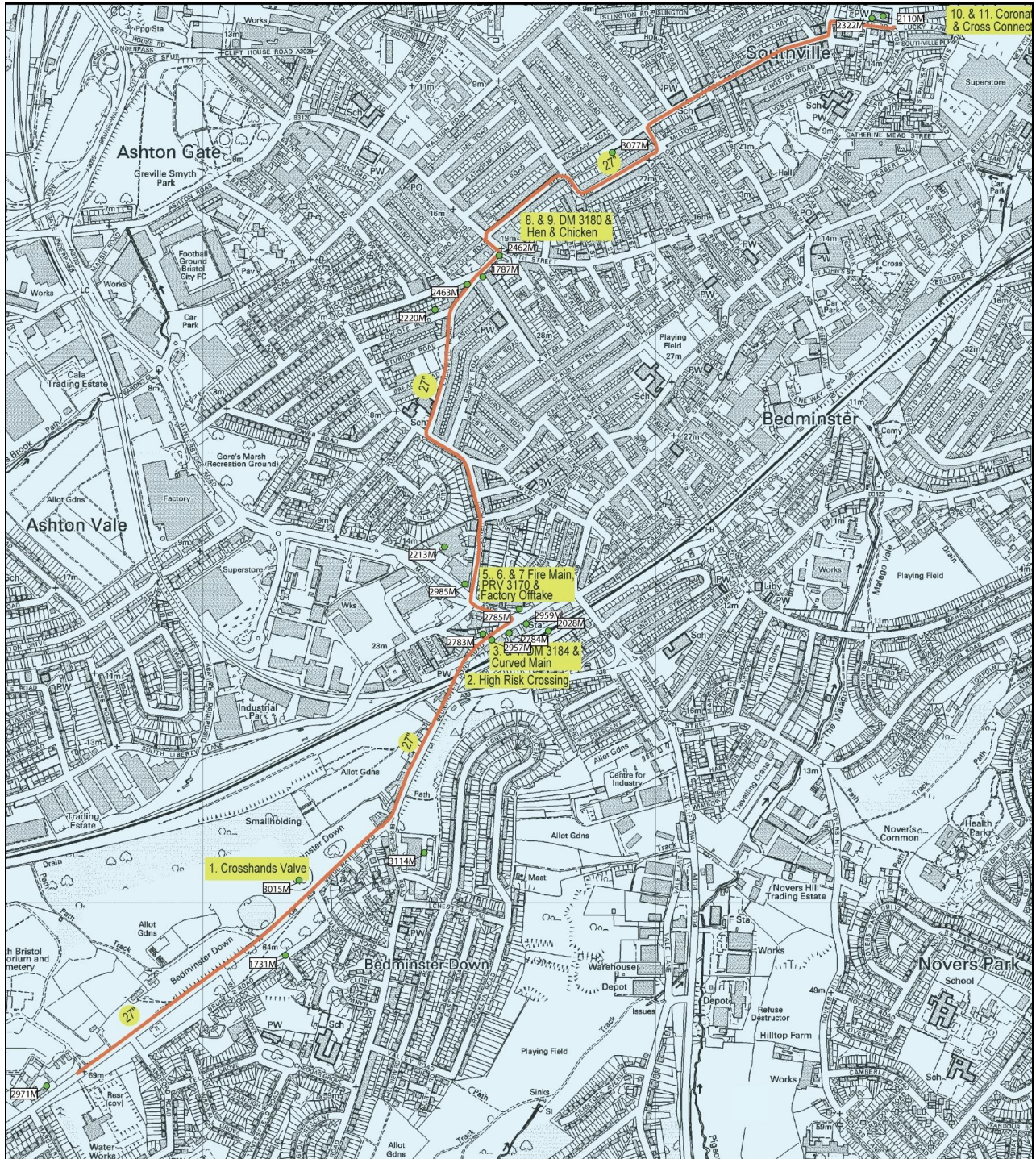


Fig. 3: Plan showing monuments recorded in the Bristol Historic Environment Record in the vicinity of the southern section of the pipeline route (from Bedminster Bridge to Bedminster Down Reservoir)

• Prehistoric

Recorded evidence of prehistoric activity along the pipeline route is limited in scope. Small collections of residual worked flints and flint flakes were recovered during the excavations at St Mary-le-Port Street in 1962-3 and to the N of St Peter's Church in 1975 (Watts and Rahtz, 1985. 28; Boore, 1982).

Several finds of Bronze Age material were made on the southern bank of the Avon, close to the junction of Bristol Bridge and Bath Street during construction works connected with the widening of the bridge in about 1874 (HER Event No. 50). The finds assemblage consisted of two axes and a palstave fragment of early to middle Bronze Age date; however, it remains unclear whether these formed part of a hoard or were associated with other features or finds (Pritchard, 1904, 329-30; Brett, 2005, 35).

Evidence of late prehistoric activity has been identified in the wider locality of the route at Bedminster, where excavations undertaken on the former Mail Marketing site at West Street (NGR ST 5820 7110) revealed stratified occupation deposits and a pit or ditch feature containing pottery of late Iron Age date (Willis, 2005, 157). However, this site is located some distance from the pipeline route (approximately 750m to the SE).

The likelihood of encountering evidence of prehistoric activity in the vicinity of the route has been assessed in overall terms as **Low** to **Moderate**. It is possible that further evidence of prehistoric occupation might be identified in the area immediately S of Bristol Bridge. However, the potential for encountering evidence of prehistoric activity along the remainder of the pipeline route would appear to be somewhat limited.

• Roman

Archaeological evidence of Roman activity in the vicinity of the route is generally scanty. Occasional finds of Roman pottery were made during the excavations at St Mary-le-Port Street in 1962-3 and to the N of St Peter's Church in 1975 (Watts and Rahtz, 1985. 28; Boore, 1982). The antiquary Samuel Seyer (writing in 1821) reported the discovery of a silver coin of Nero during the demolition of buildings along the Shambles, prior to the construction of Bridge Street in the mid-1770s (HER Event No. 276; Seyer, 1821, 208).

Evidence of Roman activity has been identified in several locations within Bedminster, with a focus of settlement situated in relatively close proximity to the pipeline route where it extends along the Bridgwater Road on Bedminster Down. The course of a probable Roman road has been identified running roughly SSW from Bedminster Down through Bishopsworth and over Dundry Hill towards Chew Magna, its course being marked by existing roads and lanes (Margary, 1973, 140). It is possible that the course of present-day West Street and East Street could represent a north-easterly continuation of this same Roman road, crossing the river and thence heading towards Almondsbury (Corcos, 2010, 8).

Previous archaeological work has revealed evidence of two rural settlement sites of Roman date in West Street and Bedminster Down, the latter being situated within the pipeline corridor. Trial trenching undertaken on the former Mail Marketing site on the S side of West Street in 2003 (HER Event No. 22159) revealed extensive stratified deposits and features of Roman date including a substantial ditch containing high-status domestic pottery and objects

of Roman date indicative of a substantial rural farmstead or compound datable to the 3rd-4th centuries AD (Willis, 2005, 157).

At NGR ST 5711 6987, a small quantity of Roman pottery was reported to have been found in an old quarry site on Bedminster Down in 1904 (HER Event No. 20247). Situated in very close proximity to this findspot, evidence of a high-status farmstead or villa site of Roman date (HER 1731M) was subsequently identified on Bedminster Down about 150m S of the modern A38 (Bridgwater Road). The settlement site was first identified in 1921-2 when a quantity of Roman pottery, *tegula* and plaster was found on the edge of a recently opened quarrying site (Tratman, 1926, 298; Tratman, 1962, 163). Following this discovery, the site was excavated in 1925, revealing a series of wall foundations together with sandstone roof tiles, plaster, iron objects, pottery and coins (Prowse, 1923-5, 89). Further evidence of Roman occupation was found extending northwards as far as the Bridgwater Road.

Another possible focus of Roman activity has been suggested in the vicinity of Chessel Street, a roadway running NW-SE from Luckwell Road to West Street. Although Chessel Street itself was not laid out until the end of the 19th century, the place-name 'Chessel' or 'La Chastele' is recorded in this area in deeds dating back to c.1350 (BRO Ref. AC/D/14/4). The etymology of this place-name is uncertain; it may derive from the OE place-name 'chesil' referring to an area of stony ground, or it could possibly denote the site of an earthwork fortification in this area (LaTrobe Bateman, 1999, 6).

The potential for encountering evidence of Roman activity has been assessed, in overall terms, as **Low** to **Moderate**. However, towards the southern end of the route, at Bedminster Down, there is at least **Moderate** potential for identifying further evidence of activity associated with the Roman farmstead/villa site located to the S of Bridgwater Road (A38), although any surviving occupation deposits and features are likely to have been heavily disturbed by quarrying activity in this area during the first half of the 20th century and by subsequent road-construction works and service trenching.

- **Medieval**

This section has been divided into two separate areas: 1/Bristol Bridge to Bedminster Bridge and 2/Bedminster Bridge to Bedminster Down, to reflect the markedly different historic character and archaeological potential of these specific areas.

1/Bristol Bridge to Bedminster Bridge

This stretch of the route comprises two discontinuous sections; the northern half extends SE from the northern end of Bristol Bridge, crossing the Avon and then proceeds SE along Victoria Street before branching SSW to continue along Temple Street (now a *cul-de-sac*). The southern half extends SW of the Temple Circus gyratory along Redcliff Mead Lane and Somerset Street before turning sharply W and following Clarence Road along the waterfront to Bedminster Bridge.

The northern terminus of the proposed pipeline route lies just to the N of Bristol Bridge, at the intersection of High Street, Baldwin Street and Bridge Street. The earliest bridge was probably built in the late 10th-early 11th century, presumably contemporaneous with the establishment of the late Saxon *burh*, and appears to have been a timber structure. The timber bridge was rebuilt c.1250 as a masonry structure of four arches (HER 980M).

Documentary and cartographic evidence indicates that this bridge, which survived until its replacement by the existing three-arched bridge in 1764-8 (HER 305M), was lined with houses, with a chapel in the centre (Leech, 2000b). In 1975, the excavation of a service trench approximately 4m x 5m at the junction of High Street and Baldwin Street revealed the remains of a stone structure at a depth of approximately 5m below the existing road surface, which appear to relate to the northern abutment of the medieval Bristol Bridge and comprised the remains of another pier with at least one arch to the N (Leech 2000b).

The majority of this section of the route lies within the medieval walled suburb of Redcliffe, the earliest documentary reference to which occurs in the early 12th century, when it formed an outlying portion of the manor of Bedminster, held by Robert fitz Hamon, Earl of Gloucester (Brett, 2005, 54-5). It has been suggested that, during the Saxon period, a defended bridgehead might have been established immediately to the S of Bristol Bridge, within an area subsequently referred to in medieval documents as 'Arthur's Fee' (later 'Arthur's Acre'), which appears to have been deliberately left clear of buildings (Leech 2009, 11-20).

At some time between 1128 and 1147, Robert granted a substantial portion of Redcliffe to the Knights Templar, where they established a preceptory, the site of which is now occupied by the remains of Temple Church (HER No. 201M). The existing building (*Plate 1*), which was gutted by bombing on 24th-25th November 1940, dates from the 15th century and occupies the site of an earlier circular church built by the Knights Templar in the mid-12th century. The estate of the Templars, subsequently known as 'Temple Fee', occupied much of the eastern part of Redcliffe, which then appears to have consisted of low-lying marshland with little evidence for settlement.



Plate 1: View looking N showing the nave of Temple Church, built in the 15th century and gutted as a result of bombing in November 1940



The late 12th-early 13th century represented an important period in the development of a settlement at Redcliffe and 'Temple Fee', with the establishment of three main N-S routes within the area, consisting of Redcliff Street, St Thomas Street and Temple Street (Brett, 2005, 55). The street frontages were laid out with individual narrow plots that extended back to drainage ditches, known as 'law ditches', situated midway between the streets. Both sides of Temple Street were known to have been developed during the medieval period; documentary evidence indicates that cloth-finishing appears to have been one of the major industries in this area (Jackson, 2002).

Extensive archaeological work has been undertaken along both sides of Victoria Street, which has revealed significant evidence of medieval occupation. Excavations on the site of Nos. 10-22 Victoria Street in August-September 1994 revealed evidence for medieval occupation deposits which in turn were overlaid by later post-medieval structural remains (Longman, 1994). Another evaluation undertaken at No. 38 Victoria Street (HER Event No. 24769) revealed evidence for the original alignment of Temple Street and a section of a late medieval wall, which in turn had been truncated by the construction of a rubble-stone walled cellar of 17th-18th century date. Evidence of backfill deposits and service trenching associated with the former alignment of Temple Street was also noted (Hughes, 2009).

Further to the SE, an evaluation carried out in 1974 and two programmes of excavation undertaken in 1995-6 to the rear of Nos. 76-96 Victoria Street revealed significant evidence of medieval tenement plots which would formerly have fronted onto the E side of Temple Street. During the 1974 evaluation (HER Event Nos. 1688, 1689), a substantial masonry wall of medieval date was found, which was identified as likely to have formed part of the Weaver's Hall, immediately to the N of which was the eastern end of a 'merchant's house' of timber construction (Ponsford, 1974).

The 1995-6 excavations on the same site (HER Event No. 88, 894) identified several phases of medieval activity, the earliest datable to the 12th century. During the 13th century, a landscaping deposit of dark grey clay was laid over the entire site, prior to the establishment of tenement plot boundaries. Four tenement plots were laid out within the site, all fronting onto Temple Street. Within the northernmost tenement plot, three large pits of probable 14th century date containing waterlogged materials were identified, as well as a series of hearths constructed against the E wall in the 15th century. The buildings within the plots appear to have survived relatively intact until the 19th century when they were substantially rebuilt.

The pipeline route continues along Victoria Street and then diverts SSE along Temple Street, in close proximity to the site of an Augustinian Friary (commonly known as the Austin Friars) founded by Simon de Montacute in 1313 and dissolved in 1538 (HER No. 1213M). The extent of the friary precinct and the layout of the conventual buildings are poorly documented, although the Bristol antiquary William Worcestre (writing in about 1480) described the dimensions of the nave and choir of the friary church, the chapter house and cloister (Neale, 2000, 163), while further references to the conventual buildings are provided in an inventory of the friary made at its dissolution (Weare, 1893, 80-2).

The friary church seems to have been located close to the line of the Portwall, where it crossed the S end of Temple Street, based on a statement in William Worcestre's account referring to a stretch of the Portwall 'beginning beyond the east end of the chancel of the Austin Friars' (Neale, 2000, 93). It appears that the friary lay within a roughly trapezoidal enclosure clearly traceable on Millerd's map of 1673 and Rocque's map of 1742, defined by

Temple Street to the W, Back Avon Walk to the S, Prince Eugene St to the N and Rose Street to the E.

Assuming this to be correct, it would appear that the section of the route extending along Temple Street lies on the extreme western edge of the friary precinct. By the late 17th-early 18th century, the site of the Austin Friary precinct already appears to have been occupied by housing along the frontage of Temple Street, with a mixture of formal gardens or orchard enclosures to the rear.

The pipeline route runs close to the site of a medieval almshouse located on the W side of Temple Street outside the precinct of the Austin Friars and just within Temple Gate (on a site now occupied by Nos. 94-102 Temple Street). This almshouse, mentioned in a document of 1471 as 'the house of John Spicer next to Temple Gate', appears to have been founded at some point in the mid-14th century by John Spicer, mayor of Bristol in 1348 and 1351 (Williams, 1988, 123). Bequests to the almshouse, described as lying 'within Temple Gate', occur in wills of Bristol merchants dating back to the late 14th century (Wadley, 1886, 15).

Excavations on the site in 1975 revealed several phases of building activity, the earliest being a building with stone footings aligned N-S which may be dated to the 12th century. This was in turn succeeded by a rectangular structure of stone and timber construction, built in the 14th century, which can probably be identified as Spicer's almshouse. Built up against the N end of the 'almshouse' (and probably contemporary with it) was a masonry structure presumed to be a chapel. The almshouse structure appears to be demolished in the late 15th century and replaced by another building while the adjacent chapel was partially rebuilt. Both the chapel and the new almshouse building were in turn demolished in the 17th century and the site was occupied by warehousing by the late 18th century (Williams, 1988).

Immediately SE of the Temple Circus roundabout, a section of the pipeline route appears directly to cross the line of the medieval Portwall (HER No. 1042M), built in the early 13th century to defend the southern limits of the extra-mural suburb of Redcliffe. A reference to a grant of *murage* in 1232 probably relates to the early stages of the construction of the Portwall; however, it still remained unfinished in 1240, when a writ was directed to the inhabitants of Redcliffe and Temple exhorting them to work together in its construction (Cronne, 1946, 37-8).

It appears that the Portwall, together with its ditch, were repaired as part of the strengthening of the defences of Bristol in the early 1640s, which suggests that it still formed an effective defensive obstacle at that date. However, by 1673, the counterscarp of the Portwall ditch was heavily encroached upon by tenements and garden enclosures, as detailed on Millerd's plan, and late 17th-early 18th century records refer to several breaches in the Portwall itself, between Redcliffe and Temple Gates. The line of the Portwall itself appears to have survived into the early 19th century and is still traceable on Plumley and Ashmead's map of 1828; the remaining stretches of the wall were demolished by the City Corporation as part of the Improvement Act of 1840 (Hebditch, 1968, 131-43).

There were two gates inserted in the Portwall at the S end of Redcliffe Street (Redcliffe Gate) and Temple Street (Temple Gate), respectively. The pipeline route runs approximately 20-30m W of the site of Temple Gate (at its closest point). The original dimensions of the medieval Temple Gate (HER No. 927M) are given by William Worcestre as nine yards (8.23m) long by three yards (2.74m) wide (Neale, 2000, 10-11). The original gate was demolished in

1734 and replaced by a gateway of Classical design with a round-headed central archway flanked by smaller pedestrian gates, which was demolished in 1808.

The section of the pipeline route at Temple Gate also runs close to the probable line of the Temple Conduit, a watercourse which appears to have been established in the early 14th century to provide a water supply to the nearby Austin Friary. The source of the conduit originated from a spring at Totterdown, near the junction of the roads leading to Bath and Wells, respectively, and then crossed the Avon close to the line of the later 19th century railway evidently then running roughly parallel to and SW of the line of the present-day A4, before reaching Temple Gate, where a cistern was provided for the use of the local parishioners (Weare, 1893, 103).

Following the dissolution of the Friary in 1538, the conduit and pipes came into the ownership of the parishioners of Temple parish and substantial renewal works took place in 1561. The Temple Conduit was still active in the late 19th century (Weare, 1893, 105) and further evidence of subterranean passages and wooden piping associated with the conduit was apparently found during the demolition of Powell's pottery works, located SW of Temple Gate, in 1908.

Continuing SW of Temple Gate along Redcliff Mead Lane, the pipeline route runs in close proximity to the site of another medieval religious institution, the friary of the Friars of the Sack (HER No. 1214M), which was founded in or shortly before 1266 when Henry III granted the friars six oaks from Selwood Forest for the construction of their house. The precise location and extent of the friary church and precinct is not known, although it appears to have been situated close to SW of Temple Gate at the NE end of Redcliff Mead Lane.

This mendicant order appears to have enjoyed only a short lifespan, as it was dissolved in 1274; however, the Bristol friary appears to have continued in existence beyond that date as it was still receiving bequests in 1286 and the friary church is mentioned in Crown records in 1287 and again in 1322 (Saul, 1980, 100; Fuller, 1899, 169). The subsequent fate of the friary and its buildings is uncertain, although it is clear that the house had disappeared some time before the Dissolution of the Monasteries. It is worth noting that no reference to this friary is made in William Worcestre's descriptive account of Bristol (compiled in about 1480) which suggests that any trace of the conventual buildings had been largely removed by no later than the last quarter of the 15th century (Neale, 2000).

Little evidence of medieval activity has been identified along the remaining part of this section of the route, extending along Redcliff Mead Lane, Somerset Street and Clarence Road. Cartographic and documentary sources indicate that this area lay within a sparsely settled pastoral landscape throughout the medieval and early post-medieval periods, with little evidence for significant settlement until after the construction of the 'New Cut' in the early 19th century. Previous archaeological fieldwork in this area has largely confirmed this picture, yielding little or no evidence of occupation features of medieval date. Trial trenching carried out on the site of the former Caxton Printing Works in 1985 (HER Event No. 713) revealed a series of small postholes and shallow pits cut into a red sandy soil which produced pottery sherds of medieval date and some flints, overlain by building footings of 19th century date (Burchill, 1987).

The potential for encountering archaeological remains of medieval date in the vicinity of the pipeline route has been assessed as **High** along the section extending from Bristol Bridge as far as Redcliff Mead Lane. It is possible that groundworks undertaken in the vicinity of the

bridge might encounter evidence of the abutments of the 13th century bridge and the remains of medieval buildings that are documented as having stood at both ends of the bridge.

The section of the route from Bristol Bridge as far as Temple Circus lies within the historic walled suburb of Redcliffe and Temple Fee, where previous archaeological fieldwork has demonstrated the survival of medieval occupation deposits and features, including evidence of structural remains, boundary or drainage ditches and former street alignments of medieval date which were swept away by the establishment of Victoria Street in the late 19th century.

However, the remainder of this section of the route, extending from the junction of Redcliff Mead Lane and Somerset Street as far as Bedminster Bridge, has been assessed as having **Low** potential for revealing significant archaeological remains of medieval date.

2/Bedminster Bridge to Bedminster Down

The central and southern sections of the pipeline route extend SW of Bristol Bridge through the northern and western parts of the residential suburb of Bedminster, finally terminating at Bedminster Down. Bedminster itself is first recorded 'Beiminster' in the Domesday Survey of 1086 (Thorn & Thorn, 1980) and was clearly a substantial manor, amounting to 26 *carucates* of land, which extended northwards to include the extramural suburb of Redcliffe.

The place-name 'Bedminster', denoting 'the monastery of Bedæ or Bedda (a female personal name of Anglo-Saxon origin)' suggests it was an important religious centre well before the Norman Conquest and the fact that it was not assessed for *geld* in the Domesday Survey indicates it was probably an ancient royal estate of the West Saxon kings (Costen, 2011, 64-5). The early medieval settlement of 'Bedminster' appears to have been focused in the vicinity of the minster, which was probably located on or very close to the site of the parish church of St John the Baptist (LaTrobe Bateman, 1999). The church was rebuilt in 1645 and again in 1854 before being destroyed by bombing in 1940 (Foyle, 2004).

Another factor significantly influencing the topography of the medieval settlement at Bedminster was its location on the long-established main thoroughfare from Bristol into Somerset, running NE-SW along Bedminster Parade and East Street, with a southward continuation to Dundry (West Street) and a second road leading W towards Ashton Court (North Street).

Late 18th-early 19th century maps of the area indicate the existence of several discrete blocks of tenement plots in the centre of Bedminster, including a group of plots to the NW of St John's Church and another possible grouping to the E of the church, along East Street (LaTrobe Bateman, 1999, 10). These have been interpreted as evidence of medieval burgage plots, although there is insufficient documentation available to establish whether these were established as part of a deliberately planned urban settlement. There is no record of Bedminster either having enjoyed borough status or receiving a grant of a market and fair during the medieval period, although a possible triangular market place has been tentatively identified at the junction of East Street, North Street and West Street (LaTrobe Bateman, 1999, 10).

The site of the medieval hospital of St Katherine, founded in 1217 by Robert de Berkeley as a hospice for pilgrims and travellers, lies approximately 150m SW of the pipeline route at its closest point (Hudd, 1884-8, 257). The remaining hospital buildings appear to have been demolished for the construction of Willis' Tobacco Factory in the late 1880s, which in turn

were either cleared or converted to form part of the ASDA Superstore complex in the mid-1980s (Foyle, 2004, 276).

The pipeline route runs some distance to N of the core area of the medieval settlement of Bedminster, within an area which appears, on the basis of documentary and cartographic evidence, to have remained as undeveloped agricultural land until the early 19th century. A short section of the pipeline route crosses North Street and continues SW along Luckwell Road, at the western limit of the probable area of medieval settlement identified by the Extensive Urban Survey for Bedminster (LaTrobe Bateman, 1999).

Approximately 30m SW of North Street, the route runs in very close proximity to site of the Luckwell (HER No. 1787M), a well of possible medieval date located in the middle of the junction of Luckwell Road, Chessel Street and Smyth Road. The earliest reference to Luckwell occurs in a lease of a *messuage* in East Street Bedminster and land at Luckwell dated 1601 (BRO Ref. P. St J./D/1/25), suggesting that the well could be of medieval origin. The site of the well is marked on the OS 1st edition map of 1883, when it was recorded as being just over 2m square and edged in stone. The well appears to have been destroyed in about 1900 and is not marked on the OS 2nd edition map of 1903.

The section of the pipeline route extending from Bedminster Bridge to its southern terminus on Bedminster Down has been assessed as having generally **Low** potential for the survival of occupation deposits and features of medieval date. This assessment reflects the fact that the pipeline route largely extends along suburban streets some distance to the N and W of the core medieval settlement, situated along the East Street/West Street axis with specific foci located at the site of St John the Baptist's Church (the probable site of the pre-Conquest minster).

Further to the W, the pipeline route runs close to the site of the Luckwell, which stood near the junction of Luckwell Road, Smyth Road and Chessell Street. The pipeline route appears to directly cross this junction and consequently there is **Moderate** potential, in this specific area, for encountering remains of the well shaft and associated structural remains (e.g. a well house), although it is highly likely that any extant remains will have been heavily truncated by modern road-construction works and service trenching.

- **Post-Medieval**

The majority of archaeological sites recorded in the Bristol Historic Environment Record in the vicinity of the pipeline route are of post-medieval date.

1/ Bristol Bridge to Bedminster Bridge

A large number of built heritage assets and archaeological sites of post-medieval date are recorded in the vicinity of the proposed pipeline route, attesting to the significant expansion and intensification of settlement activity in this part of Bristol from the late 16th –early 17th century through to the 19th century.

In topographical terms, the suburb of Redcliffe remained essentially medieval in form until the mid-18th century, when significant modifications took place. These included the gradual obliteration of the medieval Portwall or its incorporation into newly-erected buildings, and the rebuilding of the town gates at Temple Gate and Redcliffe Gate. A certain degree of

remodelling also occurred around the southern end of Bristol Bridge, contemporary with the reconstruction of the bridge in the 1760s (Brett, 2005).

The area to the SW of Temple Gate outside the walled suburb appears to have remained largely undeveloped, marshy meadow until the late 18th early 19th century, as depicted on Rocque's map of Bristol (1742), which depicts a large swathe of largely unenclosed meadow called 'Redcliff Meads', roughly defined by 'Red Lane' (Redcliff Mead Lane) to the N, Bath Road to the E and Redcliffe Hill to the W. During the mid-18th century, there appears to have been a limited degree of settlement and industrial activity spreading W along the northern side of Redcliff Mead Lane and its westward continuation Prewett Street, with the construction of a malthouse on the N side of Prewett Street in 1734 (HER No. 1310M) and a glassworks to the NE of the malthouse with a distinctive conical-shaped building, the lower stages of which have survived and been incorporated into a modern restaurant.

Despite this activity encroaching upon the northern fringes of 'Redcliff Mead', the majority of this extensive tract of meadow would remain essentially undeveloped until the construction of the waterway known as the 'New Cut' to create the Floating Harbour at the beginning of the 19th century, cutting across Redcliff Mead and physically separating Redcliffe from Bedminster. During the period c.1800-1830 there was a rapid expansion and intensification of settlement and industrial activity to the N of the 'New Cut' between Bath Bridge to the E and Harford's Bridge (later Bedminster Bridge) to the W, as depicted on Plumley and Ashmead's plan of 1828.

Records of archaeological interventions extending SE of Bristol Bridge along Victoria Street indicate the potential for encountering evidence of archaeological deposits and features of post-medieval date along this whole section of the route, in spite of extensive disturbance from modern road construction works.

Archaeological monitoring of a deep excavation undertaken by Bristol Water in May 2000 at the junction of Victoria Street and Redcliff Street for the insertion of a plastic sleeve inside a 24-inch (61cm) iron water main revealed evidence of an arched stone culvert oriented E-W across the line of Victoria Street, approximately 1m wide × >1m high, which had been broken through, possibly for the insertion of the cast-iron water main (of probable late 19th century date) and in-filled with stone printing blocks (HER Event No. 3584). It was suggested that the stone culvert could represent the post-medieval rationalisation of one of the medieval 'law ditches' between St Thomas Street and Temple Street.

Other archaeological records in the immediate vicinity of the route chiefly relate to evaluations, excavations and watching briefs undertaken on individual properties lying adjacent to Victoria Street and Temple Gate. An archaeological evaluation undertaken in a car park to the rear of Canningford House, No. 38 Victoria Street, identified the W edge of the former route of Temple Street and the remains of a cellar associated with a property adjoining the street frontage, constructed of rubble-stone walling of 17th or 18th century date and built on a layer of re-deposited clay sealing waterlogged deposits (HER Event No. 24769; Hughes, 2009).

An archaeological evaluation undertaken at the George Railway Hotel Temple Gate in 2002 (HER Event No. 3831; Townsend & Pilkington, 2002) also revealed evidence of walls, cobbled surfaces and occupation surfaces associated with the original construction of the 'George Inn' in the 17th century, together with evidence of substantial late 18th-early 19th century cellarge,

which appears to have been inserted contemporary with the rebuilding of the inn at that date.

Fieldwork undertaken in the vicinity of the route where it continues SW from Temple Gate towards the river crossing at Bedminster Bridge (along Redcliff Mead Lane, Somerset Street and Clarence Road) has produced either negative results or limited evidence of 18th century industrial activity or later 19th century residential development, reflecting the fact that this area remained a sparsely settled, marginal area until the construction of the 'New Cut' in the early 19th century.

Excavation of a series of trenches on the site of the former Caxton Printing Works immediately to the S of Temple Gate in 1985 (HER Event No. 716) revealed a large pit containing kiln waste and pottery of 18th century date (probably associated with small-scale industrial activity) as well as the remains of stone-built cellarage and building footings associated with an early to mid-19th century terraced house (with a substantial cellar) which stood in Chatterton Square (Burchill *et al.*, 1987).

Archaeological evidence of 18th or early 19th century industrial activity has previously been recorded along the N side of Redcliff Mead Lane and Prewett Street. In 1970, archaeological investigations undertaken prior to the construction of the Dragonara Hotel (later Hilton Royal Hotel) in Prewett Street (HER Event No. 33) opposite the junction with Somerset Street revealed that the mid-18th century glassworks site had been badly disturbed by late post-medieval cellarage (presumably associated with the Cathay Works, a manure factory occupying the site in the late 19th century) and the railway. No ancillary buildings associated with the glassworks were identified.

Another watching brief undertaken in August 1999 revealed a surviving stone-rubble wall of unspecified post-medieval date at the rear of the same hotel site in Prewett Street (HER Event No. 3507). The wall was of Pennant sandstone bonded in an off-white lime mortar. It appeared to be a surviving wall of the Cathay Manure Works (or may have been part of the earlier glassworks building) and abutted the rear of a former malthouse on Prewett Street.

Immediately SW of the hotel site, at Nos. 1-2 Prewett Street a programme of building recording and a watching brief was undertaken on the site of an early 18th century malthouse and two Georgian houses prior to demolition and re-development in March-April 2001 (HER Event No. 3762). This programme of recording revealed architectural features associated with the malthouse and its conversion to a Baptist chapel, both within the existing building and below ground level, including an early 18th century boundary wall incorporated within the N wall of the malthouse (Wills 2002, 239).

Relatively little fieldwork has been carried out further to the SW, in the vicinity of Clarence Road and Somerset Street. A watching brief was undertaken between March 2009 and February 2011 on general groundworks at St Mary Redcliffe and Temple School Redcliffe (HER Event No. 24698), which revealed a series of features in the SW corner of the site consisting of wall alignments and cellars believed to be associated with 19th century residential housing adjacent to Clarence Road, while in the northern part of the site a significant phase of modern truncation, cutting into the natural clay, had removed the majority of any extant archaeological features (Clarke & Pole, 2011).



Plate 2: View looking N across the 'New Cut' towards Redcliff Hill showing the eastern arm of Bedminster Bridge (built in the late 1960s) and modern offices and housing adjacent to it

Immediately W of the northern approach to Bedminster Bridge, archaeological monitoring of a utility trench dug to a depth of 2m in Commercial Road in January 2004 (HER Event No. 4201) revealed the remains of cellarage associated with a 19th century building which stood at the corner of Commercial Road and Redcliff Hill, which was constructed of brick with white glazed tiles attached to the inside face of the S wall. At the W end of the trench, a stone wall of oolitic limestone was identified, measuring around 0.3m thick and surviving to a height of at least five courses. The wall was interpreted as likely to be part of the wall enclosing the Redcliffe Poor House, which was founded in the mid-15th century and was subsequently rebuilt in 1804 by the Bristol Docks company as part of the works for the construction of the 'New Cut'.

The potential for revealing evidence of archaeological remains of post-medieval date has been assessed as **Moderate**. It is possible that evidence might be encountered of post-medieval industrial activity associated with the 18th century glassworks site situated to the SW of Temple Gate along Redcliff Mead Lane, although it is likely that any extant structural remains associated with glass-working will have been heavily truncated or removed by late 19th-20th century development.

The remainder of this section of the pipeline route, extending along Somerset Street and then turning W to follow Clarence Road, respects a street layout which has remained essentially intact since the early 19th century, with the exception of the approach to Bedminster Bridge, the existing design of which dates to the mid-1960s (*Plate 2*).

There is potential for the groundworks to reveal evidence of earlier post-medieval road surfaces and associated drainage features and possibly remains of 19th century housing located close to the N approach to Bedminster Bridge, which was extensively altered and

widened in the mid-late 1960s. However, these would be viewed as being of **Low to Moderate** significance in archaeological terms and any extant remains are likely to have been heavily disturbed by modern road-construction and utility works.

2/Bedminster Bridge to Bedminster Down

A small number of archaeological events yielding evidence of post-medieval domestic and industrial activity have been identified in the vicinity of this section of the pipeline route, chiefly concentrated just to the S of Bedminster Bridge, on the northern fringes of the historic core of Bedminster

In December 2001, archaeological monitoring of groundworks for the refurbishment of the Rope Walk Inn on the W side of Bedminster Parade (HER Event No. 21034) recorded a series of occupation deposits and structural remains relating to usage of the site from the 17th/18th century onwards, with evidence of possibly two phases of dumping of re-deposited natural and industrial materials to raise and level the ground surface. The earliest phase of deposition may have been carried out in the 17th century or as part of the excavation and subsequent landscaping resulting from the construction of the 'New Cut' in the early 19th century (Lankstead, 2002).

An archaeological excavation carried out in January-February 2004 on the site of the former Glue-works at York Road Bedminster recorded structural remains of 18th-19th century houses associated with Squire's Court, as well as the base of a pottery kiln (HER Event No. 21035). A quantity of glass-manufacturing waste dating back to the 18th century was also recovered from the site (Parry, 2004).

In September 2009, an archaeological watching brief was undertaken on groundworks associated with the construction of a filling station in the NE corner of the ASDA car park, Coronation Road (HER Event No. 24812). The watching brief identified a sequence of modern ground-levelling and demolition deposits associated with the demolition of the 19th century houses formerly occupying the site. Underlying these deposits was a thick deposit of redeposited alluvial clay thought to be from the excavation of the 'New Cut' for the River Avon in the early 19th century (Hirons, 2009).

Relatively little archaeological evidence for post-medieval activity has been recorded along the remainder of the pipeline route, which may be partially due to the paucity of fieldwork undertaken in this area, although it may also reflect the historical evidence indicating that this was a sparsely settled agricultural landscape prior to extensive suburban development from the mid-19th century onwards.

Archaeological monitoring of the excavation of a drain across the back garden of No. 33 Greville Road Bedminster in 1986 (HER Event No. 20341) revealed a rubble-stone wall associated with pottery sherds of 16th century date (including a South Somerset ware dish). The wall had apparently been incorporated within the foundations of a later outhouse of 19th century date.



Plate 3: View looking W from Bedminster Parade towards the Zion Chapel, built 1829-30

Another archaeological watching brief undertaken on the excavation of foundation trenches for a new extension at No. 201a North Street Bedminster in 2001 (HER Event No. 21021) revealed evidence of a backfilled drain of post-medieval date together with a modern brick drain. Further trenching between the new extension and the rear boundary wall exposed the foundations of a rubble-stone boundary wall surrounding the site; three sherds of late 17th-early 18th century pottery were recovered from the topsoil in this area (King & Townsend, 2001). Archaeological observation of groundworks at Bedminster Down, on the S side of Bridgwater Road, in the late 1980s or early 1990s revealed evidence of an underground structure interpreted as a possible air-raid shelter built during WWII (HER Event No. 21276).

A number of existing or demolished built heritage assets and industrial sites (e.g. brick- and tile-works, quarries) chiefly of 19th century date are recorded in the vicinity of this section of the pipeline route. Several ecclesiastical buildings of early to mid-19th century date are recorded in the immediate locality of the route.

Situated immediately SW of Bedminster Bridge is the Grade II listed Zion Congegational Chapel (HER No. 2337M), a substantial Pennant stone structure built in 1829-30 (*Plate 3*) with an impressive pedimented front with Doric colonnade (Foyle, 2004, 276). Lying immediately N and E of the chapel was a burial ground (closed in 1854), the extent of which is clearly visible on the OS 1st edition map of 1885.



Plate 4: View looking WSW towards St Paul's Church, Bedminster (largely rebuilt in the 1950s apart from the W tower built in 1829-31) at the junction of Alpha Road and Coronation Road

Further to the W on the S side of Coronation Road is St Paul's Church (HER 2110M), built in 1829-31 (*Plate 4*), although only the tower survives from the original church, the nave and chancel having been entirely rebuilt in 1958 after wartime bombing (Foyle, 2004, 278). Further to the SW, at the junction of North Street and Luckwell Road, is the site of an early 19th century turnpike gate (HER 2462M) first recorded in 1827 with a toll cottage adjoining its E side. The gate is still shown in 1855 but appears to have been removed by the early 1870s.

Several industrial sites of 19th century date are recorded towards the southern end of Luckwell Road and further SW along Bedminster Down Road and Bridgwater Road; however, although these sites lie within the pipeline corridor, it is extremely unlikely that they will be impacted by the pipeline groundworks. The nearest of these, located W of Luckwell Road close to the junction of Winterstoke Road, was the site of the Hendre Brick and Tile Works (HER 2213M), first marked on Ashmead's map of 1874. A substantial clay pit is marked to the S of the brick works, extending to the S and SW of the works buildings.

A colliery site, marked as 'the New Pit' (HER 2062M), is depicted to the NW of the Hendre Works on the Bedminster tithe map of 1843; this colliery site appears to have remained in use until the early 20th century but had been demolished by the late 1930s to make way for residential housing. A late 19th century brickworks (HER 2212M), first recorded on the OS 1st

edition map of 1886, is located to the NW of the route where it crosses the railway line and extends SW along Bedminster Down Road. This site (known as the 'West End Brick and Tile Works') appears to have fallen out of use by c.1900.

Continuing SW along Bedminster Down Road, the HER records three roughly oval-shaped enclosures situated adjacent to the N side of Bedminster Down Road, which first appear on a plan of Bedminster parish dated 1827 (HER No. 3015M). These enclosures are recorded as woodland plantations in a parish survey of 1826 and were owned by Sir John Smythe of Ashton Court. It has been suggested that the enclosures (which are still visible today) were intended for bird rearing (*Plate 5*).



Plate 5: View looking SW along Bedminster Down Road showing sub-circular enclosures planted with coniferous and deciduous trees on the N side of the road

The potential for revealing evidence of post-medieval activity along this section of the route has been assessed as **Low to Moderate**. The route runs along Coronation Road to the N of the medieval and early post-medieval settlement of Bedminster, where the results of previous archaeological work suggest that extensive landscaping activity associated with the construction of the 'New Cut' in the early 19th century could have heavily truncated or entirely removed earlier archaeological deposits and features.

Along the remainder of the route, there is a marked paucity of recorded evidence for post-medieval (or indeed earlier) remains, which may be due to the fact that this was a sparsely settled, predominantly agricultural landscape until the mid-19th century, although it could also reflect the lack of archaeological fieldwork undertaken in this area generally. It is possible that evidence of the Luckwell turnpike might be encountered at the junction of North Street and Luckwell Road, as well as the remains of the Luck Well, which could potentially be either of medieval or early post-medieval date.

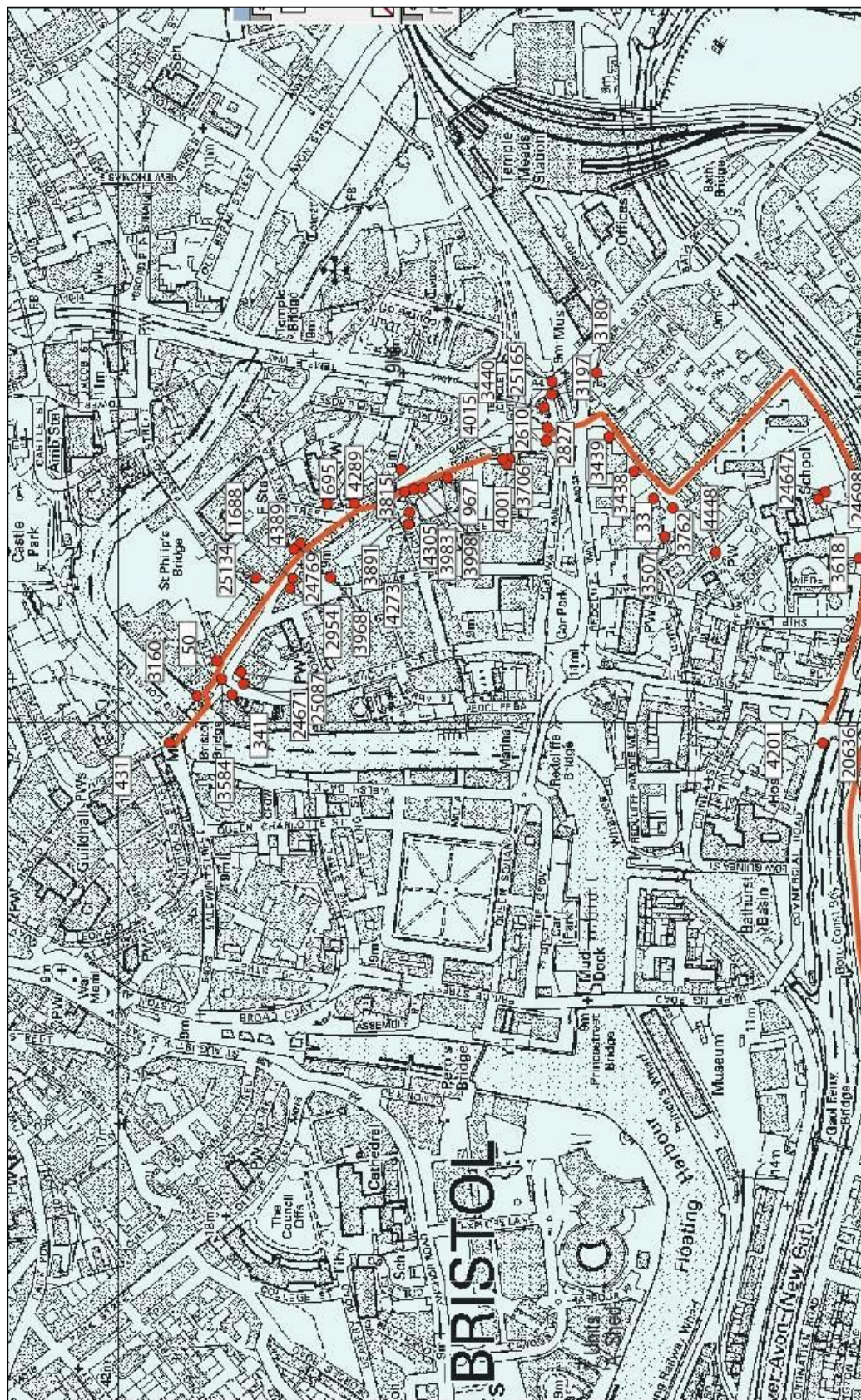


Fig. 4: Plan showing location of archaeological events recorded in the Bristol Historic Environment Record in the vicinity of the northern section of the pipeline route (from Bristol Bridge to Bedminster Bridge)

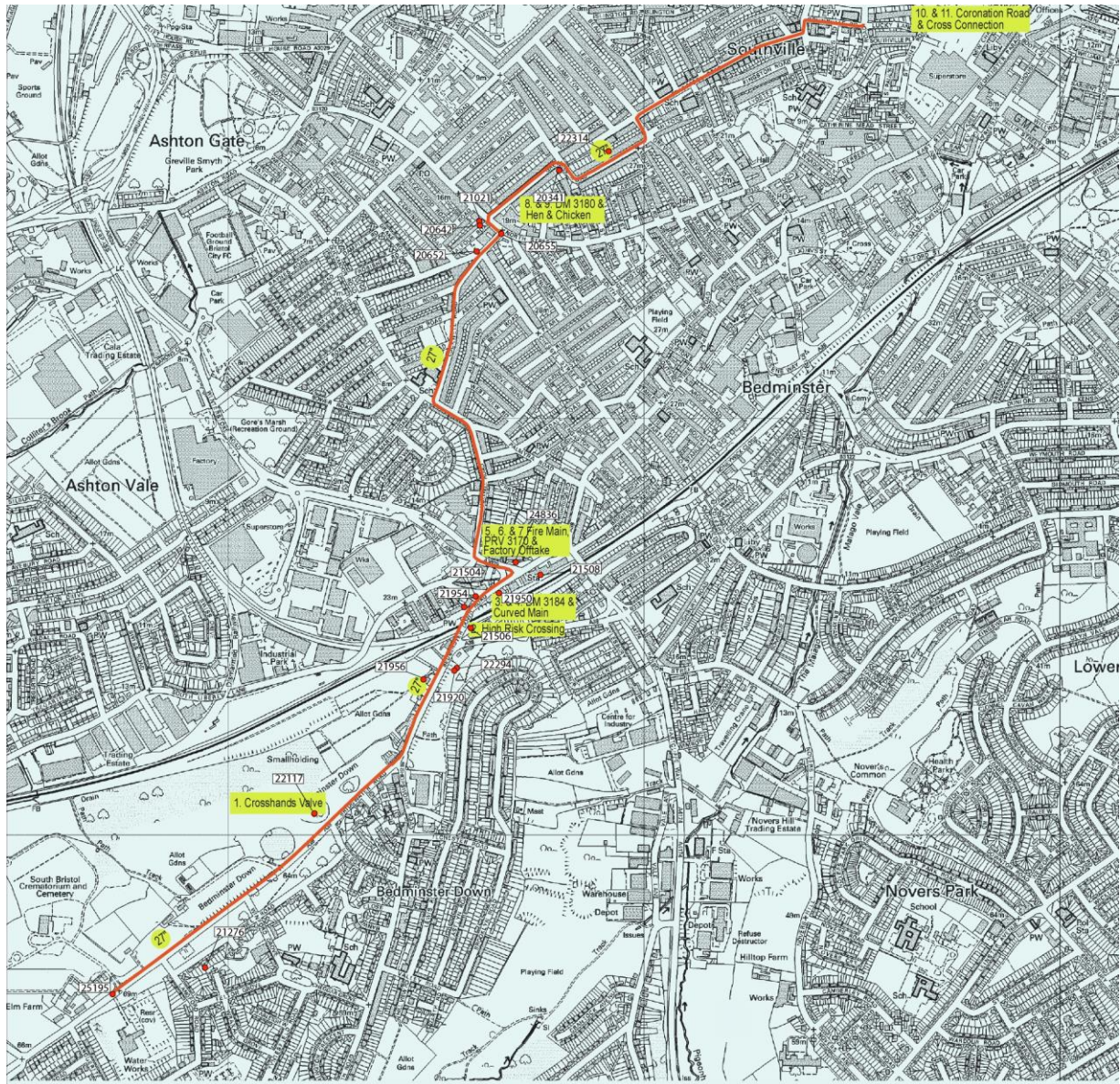


Fig. 5: Plan showing location of archaeological events recorded in the Bristol Historic Environment Record in the vicinity of the southern section of the pipeline route (from Bedminster Bridge to Bedminster Down)

4.2 Documentary Study and Map Regression

This section will consider the evidence of historic documents, maps and pictorial evidence (including drawings, paintings and photographs) relating to the area traversed by the pipeline route. The study area has been divided into two parts, reflecting the distinct historic character and pattern of urban development in these specific areas.

- **Bristol Bridge to Bedminster Bridge**

Medieval to c.1800

Documentary and cartographic records and late 18th-19th century illustrations of the study area show that the street layout of the eastern part of the walled suburb of Redcliffe and 'Temple Fee' remained largely intact from the late medieval period through to the early 1870s, when Victoria Street was laid out, cutting across St Thomas Street and Temple Street and truncating a significant number of the densely packed tenement plots between these two streets. However, within the area to the S of the walled suburb, extensive topographical changes took place, most significantly the construction of the 'New Cut' in 1804-9.

William Smith's map of Bristol dated 1568 (*Fig. 6*) provides the earliest topographically detailed depiction of Redcliffe and the area immediately S of Temple Gate and the Portwall. It clearly depicts the medieval street plan consisting of the three main N-S axial routes of Redcliff Street, St Thomas Street and Temple Street bisected by narrow lanes running E-W, with an infra-mural lane running just within the Portwall (Portwall Lane). The streets are depicted as densely lined with properties, to the rear of which houses are shown to be ranged around courtyards and gardens.



Fig. 6: Extract from William Smith's map of Bristol (1568) showing the walled suburb of Redcliffe and 'Temple Fee'

(Reproduced by courtesy of Gloucestershire Archives)

Further to the S, the 1568 map shows the line of the Portwall running E from Freshford Lane across Redcliffe Street, St Thomas Street and Temple Street, turning NE through Temple Meads to end at the circular tower called 'Tower Harratz' close to the bank of the Avon. At this time, the Portwall was largely unencumbered by housing, although both sides of the street immediately to the S of Temple Gate were already lined with tenement plots as far as the junction with Pile Street (now Redcliffe Way). To the S of Portwall Lane, Smith's map shows an extensive tract of unenclosed open meadow (Redcliffe Meads).

Jacob Millerd's 'exact delineation of the famous city of Bristol and suburbs thereof', drawn up in 1673 and revised again in c.1710, provides a somewhat clearer and more accurate topographical representation of the Redcliffe district and the area immediately S of Temple Gate and the Portwall (*Fig. 7*). The road layout as shown on Millerd's map differs relatively little from that depicted in 1568; however, the layout of the gardens, orchards and courtyards to the rear of the properties lining these streets is shown in considerably greater detail.

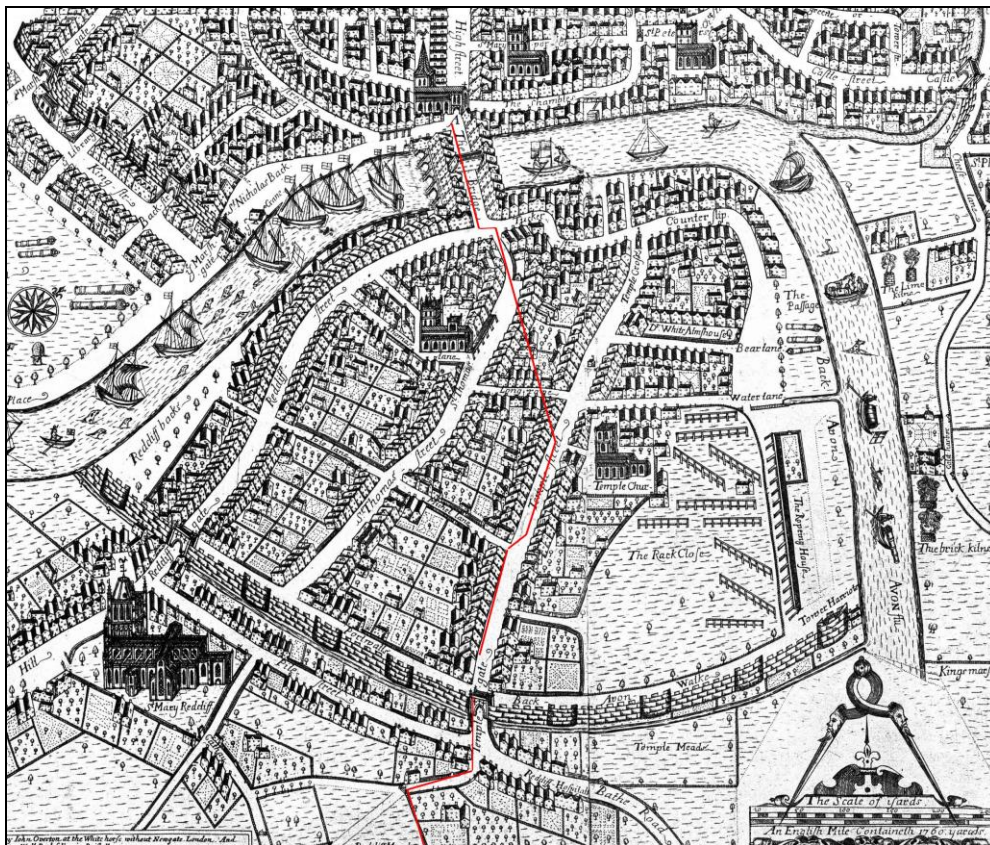


Fig. 7: Extract from Millerd's map of 1673 showing the suburb of Redcliffe and the Portwall (with the pipeline route denoted in red)

(Reproduced by courtesy of Gloucestershire Archives)

The Portwall is still shown as intact on Millerd's map; however, the counterscarp of the ditch in front of the Portwall between Redcliffe Gate and Temple Gate is shown to have been heavily encroached upon by houses and garden plots. Temple Gate is shown as comprising a broad pointed archway surmounted by three pierced cross-loops, in contrast to the 1568 plan, which depicts a twin towered gatehouse. Bath Road and Pile Street (running NW towards the church of St Mary Redcliffe) are shown as heavily lined with houses.

The course of Redcliffe Mead Lane is shown for the first time extending WSW of Temple Gate towards a street called 'Cathay' with a trackway running SW across Redcliff Mead itself. The origins of the street name 'Cathay' are uncertain but it is certainly suggestive of mercantile associations (specifically with Oriental trade). Two or three properties with associated garden/orchard enclosures are marked at the E end of Redcliffe Mead Lane near Temple Gate; otherwise, this area appears to have remained sparsely occupied in the late 17th-early 18th century.

John Rocque's map of 1742 (*Fig. 8*) is considerably more schematic in its depiction of the built environment in Redcliffe compared to Millerd's plans of 1673 and c.1710; however, it would appear that the street layout had remained largely unchanged since the late 17th-early 18th century. The line of the Portwall is also clearly traceable on Rocque's map; however, both Redcliffe and Temple Gates appear to have been rebuilt in the intervening period, in 1729-30 and 1734, respectively.

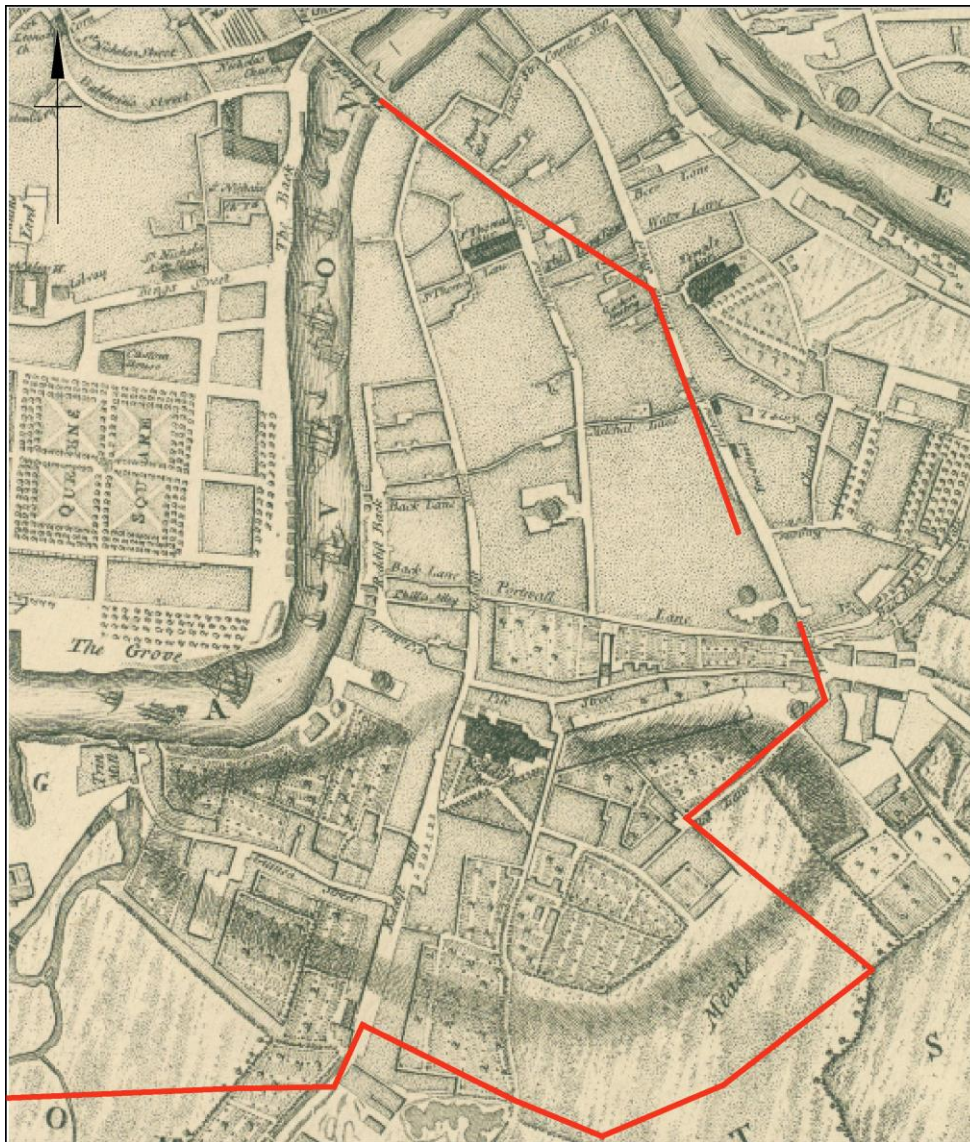


Fig. 8: Extract from John Rocque's map of Bristol (1742) showing the suburb of Redcliffe and 'Temple Fee' and Redcliff Mead to the S of the Portwall
(Reproduced by courtesy of Bristol Record Office)

To the SW of Temple Gate, Rocque's map also shows that limited development had taken place along Redcliff Mead Lane (marked as Red Lane) extending as far as the junction with 'Cathays'. To the W of the junction of Temple Street and Redcliff Mead Lane, Rocque depicts a row of buildings fronting onto the street with a circular structure to the rear, identifiable with the site of Samuel Taylor's glassworks, originally founded in the early 18th century. An oblong range depicted on the N side of Redcliff Mead Lane/Prewett Street close to the junction with 'Cathays' can be identified with a malthouse (HER No. 1310M) documented as having been built there either in or before 1734. To the S of Redcliff Mead Lane, the 1742 map depicts a large swathe of meadow, then still largely unenclosed, called 'Redcliff Meads', roughly defined by 'Red Lane' (Redcliff Mead Lane) to the N, Bath Road to the E and Redcliffe Hill to the W

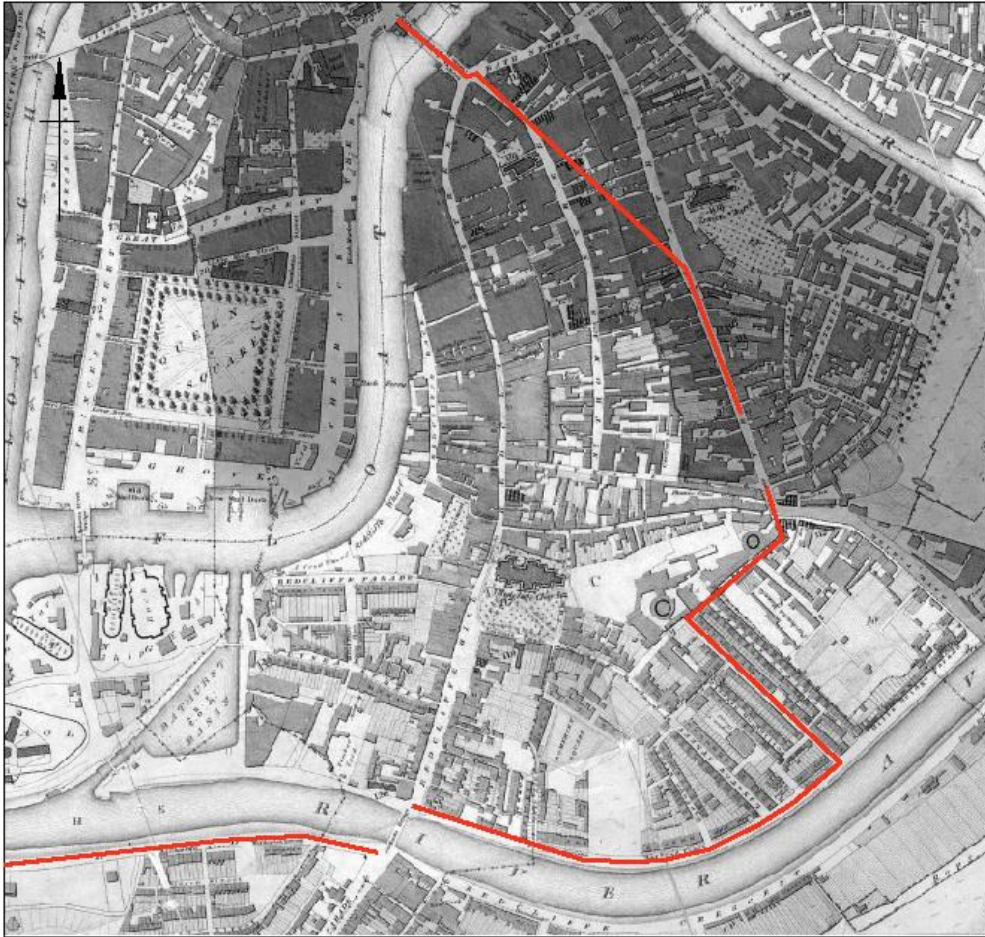
c.1800-1850

Plumley and Ashmead's plan of Bristol, dated 1828 (*Fig. 9*) provides considerably more detailed information on the topographical development of Redcliffe and 'Temple Fee' during the late 18th/early 19th century. Several significant alterations to the topography of the Redcliffe/'Temple Fee' suburb occurred during this period. In 1794, Bath Street was laid out from Bristol Bridge to Temple Street, partially encroaching upon the northern edge of the medieval tenement plots between St Thomas Street and Temple Street. The line of the Portwall, defining the limits of the medieval walled suburb, is still traceable on Plumley and Ashmead's map; however, the Redcliffe and Temple Gates and sections of the Portwall had already been demolished in the late 18th-early 19th century, with the remainder being taken down by c.1840.

An even more significant change was effected by the construction of the 'New Cut' from Netham to Hotwells between 1804 and 1809, to divert the tidal River Avon as part of the scheme to create the Floating Harbour. The line of the 'New Cut' bisected the extensive water meadows of Redcliff Meads, which lay between Redcliffe and the settlement of Bedminster to the S.

By 1828, the former area of Redcliff Meads to the N of the 'New Cut' was extensively developed with terraced streets (e.g. Somerset Street, Colston Street, Langton Street) laid out to the S of Redcliff Mead Lane (then known as 'Red Lane'). Plumley and Ashmead's map also depicts rows of properties (York Place, Gloucester Place, St Vincent Place, Hartford Place) lining the N side of the road running alongside the 'New Cut' from Hill's Bridge (present-day Bath Bridge) to Harford's Bridge (on the site of Bedminster Bridge).

Evidence of increased industrial activity in this area is indicated by the presence of a substantial parchment manufactory marked on the 1828 map to the SE of Redcliff Mead Lane, while there appears to have been an expansion of industrial activity along the N side of Redcliff Mead Lane and Prewett Street, with the construction of a second circular kiln structure to the SW of the one depicted on Rocque's map. This second kiln may be identified with the surviving lower stages of the glass cone in Prewett Street, now incorporated into the restaurant of a modern hotel. By 1824, the glassworks indicated on Rocque's map at the NE end of Redcliff Mead Lane had been taken over and converted into a ceramics factory (Temple Gate Pottery).



*Fig. 9: Extract from Plumley and Ashmead's map of Bristol (1828) showing the suburb of Redcliffe following the construction of the 'New Cut' in the early 19th century
(Reproduced by courtesy of Bristol Record Office)*

c.1850-1940

A later plan of Bristol, dated 1855 (also by Ashmead) shows that, while the topography of the area S of Bristol Bridge as far as Temple Gate had remained essentially unchanged since 1828, further development had taken place within the area bounded by Redcliff Mead Lane to the N and the 'New Cut' to the S. The parchment manufactory marked on the 1828 map immediately S of Redcliff Mead Lane had been demolished and the site largely occupied by terraced housing (Old Brick Yard, Poplar Square, Russel Street). To the SE of these streets, a large complex of industrial buildings marked as a 'floor cloth manufactory' (later marked on the 1886 OS map as 'Temple Gate Works') had been built, immediately SE of which further residential development had taken place (Chatterton Square), occupying the remaining area of meadow that had not been developed by the late 1820s.

Comparison of Ashmead's plan of 1855 with the Ordnance Survey 1st edition 25 inch map of 1886 (*Fig. 10*) shows that significant changes had occurred to the townscape pattern to the S of Bristol Bridge resulting from the construction of Victoria Street in the early 1870s, with the truncation of a significant number of tenement plots along the E side of St Thomas Street and the construction of new buildings along the Victoria Street frontage, including the Talbot Hotel, various commercial buildings (including shops and warehouses) and a public house.



Fig. 10: Extract from the OS 1st edition 25 inch map of 1886 showing the suburb of Redcliffe

(Reproduced by courtesy of Bristol Record Office)

Further to the S, substantial development had taken place towards the S end of Victoria Street and along the N side of Redcliff Mead Lane, with the construction of a railway cutting extending from Temple Meads station crossing Victoria Street immediately NW of the George Inn and continuing SW between Pile Street and Redcliff Mead Lane. To the S of the railway cutting, a substantial factory complex (the Cathay Chemical Works) had been erected on the site of the former glassworks fronting on the N side of Redcliff Mead Lane. A brewery had been established between Russel Street and Old Brick Yard on the S side of Redcliff Mead Lane.

From Redcliff Mead Lane to Bedminster Bridge, the street layout as depicted on the OS 1st edition map appears to have remained essentially unchanged since 1855, although there had been some additional building activity along Clarence Road, with the laying-out of Mayor Street and the construction of public baths and a washhouse at the junction of Mayor Street and Clarence Road (HER No. 1377M). Clarence Road, the roadway running along the 'New Cut' from Bath Bridge (formerly Hills Bridge) to Bedminster Bridge (late Harford Bridge), is first marked by name on the 1886 map. Bedminster Bridge itself had been recently rebuilt in 1882; the structure marked on the OS 1st edition map corresponds to the westernmost of the existing pair of bridges (HER No. 758M).

The OS 2nd and 3rd edition maps of 1903 and 1912, respectively, show that the street pattern along this section of the pipeline route had remained largely unchanged since 1886, although further industrial development had taken place along the W side of Temple Street, with the construction of a printing works occupying a substantial plot at the corner of Temple Street and Portwall Lane. On the S side of Temple Gate, the Caxton Printing Works had been constructed in 1908, occupying a substantial corner plot formerly occupied by a public house (The Saracen's Head) and various dwellings.

c. 1940 to present

The eastern part of Redcliffe (in particular Victoria Street, Temple Street and Redcliff Mead Lane) suffered extensive damage by bombing in November 1940. Although the overall street pattern in this area, as shown on a 1:2500 map of 1949, had mostly remained unaltered since the 1930s, at least one significant change had taken place by the late 1940s with the construction of Redcliffe Way on the former line of Pile Street.

Further substantial changes would be effected in the late 1960s-early 1970s, with the widening of Victoria Street and the construction of the Temple Circus gyratory. The early to mid-19th century terraced streets extending SW from Redcliff Mead Lane towards Bedminster Bridge (which had largely survived bombing in WWII) were cleared to make way for the extensive complex of buildings forming St Mary Redcliffe and Temple School (opened in 1966). Clarence Road was substantially widened in the late 1960s and a new road layout established at the N end of Bedminster Bridge, with a second bridge constructed to the E of the 1882 bridge.

- **Bedminster Bridge to Bedminster Down**

Medieval to c.1800

Detailed cartographic evidence for the manor of Bedminster prior to c.1800 is limited. The earliest topographically accurate map for this area is a late 18th century estate map (*Fig. 11*) produced for the Smyth family of Ashton Court, who had purchased the manor of Bedminster in 1608.

This map shows that, prior to the construction of the 'New Cut' in the early 19th century, much of Bedminster was still essentially agricultural in character, consisting of a mixed landscape of enclosed arable and pasture fields and orchards. The main settlement focus was located along the southern half of Bedminster Parade and both sides of East Street, with slightly more sporadic settlement activity extending SW along West Street towards Bedminster Down and to the W along North Street as far as the junction with Luckwell Road.

The area traversed by the pipeline route, as depicted on the Smyth estate map, lay some distance to the NW and W of the main settlement focus. The route extends W of present-day Bedminster Parade crossing what was then a large meadow immediately N of the site of St Katherine's Hospital (now occupied by the ASDA Superstore and car park) and a watercourse which may be identified with the Malago Brook, before turning S to briefly follow a narrow lane which roughly follows the course of present-day Alpha Road and Dean Lane.

The Smyth estate map shows the area extending W of Alpha Road as far as North Street as a sparsely settled landscape of enclosed fields, comprising areas of irregularly shaped or curvilinear enclosures (especially just to the W of Alpha Road) interspersed with blocks of rectilinear field enclosures, as well as discrete blocks of regularly distributed strips (possibly burgage plots) extending to the rear of the properties along North Street. The boundaries of some of these fields can be recognized in the pattern of suburban roads established in this area during the mid to late 19th century.

The Smyth estate map shows the course of Luckwell Road corresponding fairly closely to its present alignment, extending southwards from North Street to join up with a lane running NNW-SSE (identifiable with present-day Duckmoor Road) before continuing roughly S to reach a roughly trapezoidal area of open ground marked on later maps as 'The Batches', then shown as forming the northernmost extent of Bedminster Down.

Five roads are shown as converging upon 'The Batches': Luckwell Road from the N, Marsh Lane from the NW, West Street from the NE, Marsh Lane from the E and Bedminster Down Road from the SE. The place-name 'Batches' is of Anglo-Saxon origin (from the OE *bæce*) denoting 'brooks or streams', suggesting that several streams or rivulets must at some point have converged on this location.

To the SW of the Batches, the Smyth estate map shows the Bridgwater road extending across Bedminster Down, which was being increasingly encroached upon by rectilinear field enclosures and allotments. The more regular form of the enclosures and allotments on the N side of Bedminster Down appear to be more characteristic of 18th century enclosure, whereas the somewhat more irregular form of the enclosures to the S of the Down perhaps suggests a medieval or early post-medieval date.



*Fig. 11: Extract from a late 18th century plan of the manor of Bedminster belonging to the Smyth estate
(with pipeline route marked in red)
(Reproduced by courtesy of Bristol Record Office)*

c. 1800-1850

Two parish maps of Bedminster dated 1827 (*Fig. 12*) and 1843 (*Fig. 13*) and Ashmead's plan of 1828 (showing only the northern fringes of Bedminster) and 1855 (covering all of Bedminster except Bedminster Down) depict the substantial landscape changes which occurred following the construction of the 'New Cut' in 1807, physically separating Redcliffe from the rest of Bedminster parish. By the late 1820s, rapid suburban expansion had occurred immediately S of Bedminster Bridge, an iron bridge with a single-span arch built in 1807 to carry the main road from Bristol to Somerset across the 'New Cut'.

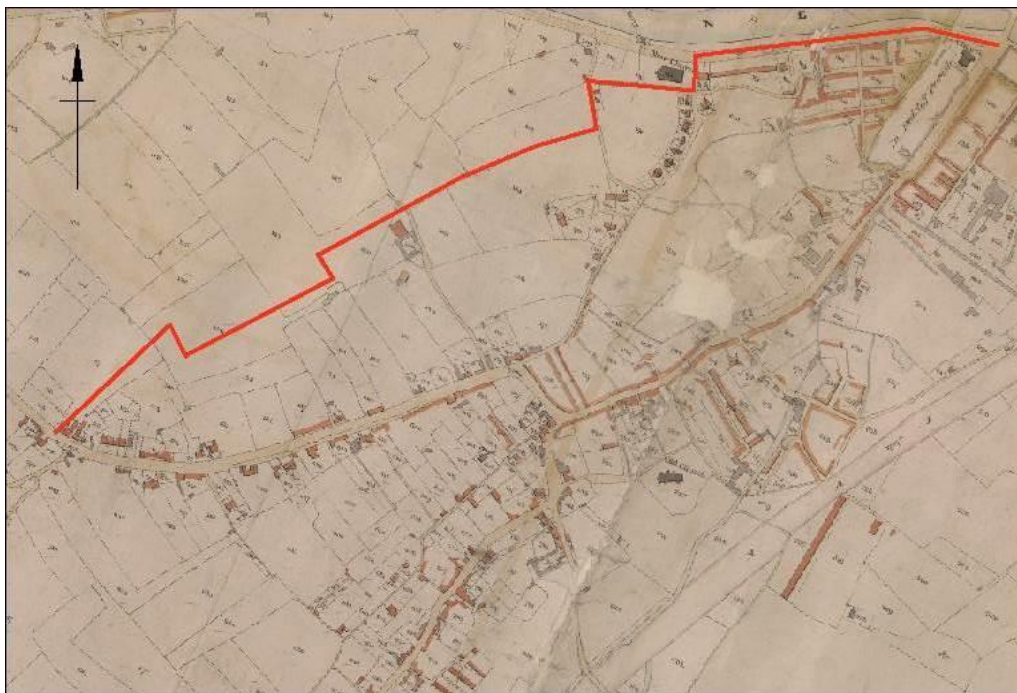


*Fig. 12: Extract from the Bedminster parish map of 1827 (with pipeline route marked in red)
(Reproduced by courtesy of Bristol Record Office)*

Both sides of Bedminster Parade are shown as lined with houses as far S as the site of St Katherine's Hospital, then occupied by a tannery, with residential streets being laid out both to the E and W of the Parade. To the W of Bedminster Parade, the residential suburb of Southville was gradually being laid out, bordered to the N by Corporation Road, a newly built highway established along the S bank of the New Cut.

The parish map of 1827 (*Fig. 12*) shows that several residential streets and rows of terraced housing had been laid out immediately W of the Parade; however, only a year later Ashmead's map of 1828 shows that eight large detached and semidetached villas had just been built along Alpha Road further to the W, with plots for further housing being laid out to the E between Lucky Lane and Southville Place. By 1843, as shown on the Bedminster tithe map of that date (*Fig. 13*), a limited degree of additional building activity had taken place in Southville with the construction of St Paul's Church in 1829-30 and a substantial row of terraced housing (Clarence Place) lying to the E of the church along Coronation Road.

There appears to have been little significant residential development westwards of Alpha Road prior to c.1850. Indeed, a comparison of the late 18th century Smyth estate map of Bedminster with the 1827 parish map and the 1843 tithe map indicates that the pattern of field enclosure between Alpha Road and North Street and extending from North Street along Luckwell Road as far as The Batches remained largely unchanged during the first half of the 19th century. Little evidence of significant settlement activity is shown in these two areas on the 1827 and 1843 maps. The only major property shown on the 1827 and 1843 maps within the fields lying N of North Street is Merrywood Hall, located along a narrow lane leading NE of North Street (present-day Merrywood Road). It has been suggested that Merrywood Hall may have occupied the site of an earlier medieval manor house (LaTrobe Bateman, 1999); however, the building is not shown on the late 18th century Smyth estate map, the earliest map to show the property being the 1827 map of Bedminster parish.



*Fig. 13: Extract from the Bedminster tithe map (1843) showing residential development S of Bedminster Bridge (Southville) and the largely agricultural landscape lying to the N of Bedminster
(Reproduced by courtesy of Bristol Record Office)*

The 1827 parish map of Bedminster depicts a turnpike gate and tollhouse at the N end of Luckwell Road at the junction with North Street, which had been erected by the Bristol Trust two years earlier. The tollhouse and gate remained in existence until the early 1870s, when the Luckwell turnpike was abolished (Latimer, 1887, 428). Just to the SE of the turnpike lay the site of the Luckwell, a well of probable medieval date first documented in a lease of 1601. The well was situated within a roughly triangular enclosure first shown on the Bedminster tithe map of 1843 (*Fig. 14*) and specifically marked as 'Luckwell Spring' on Ashmead's map of 1855.

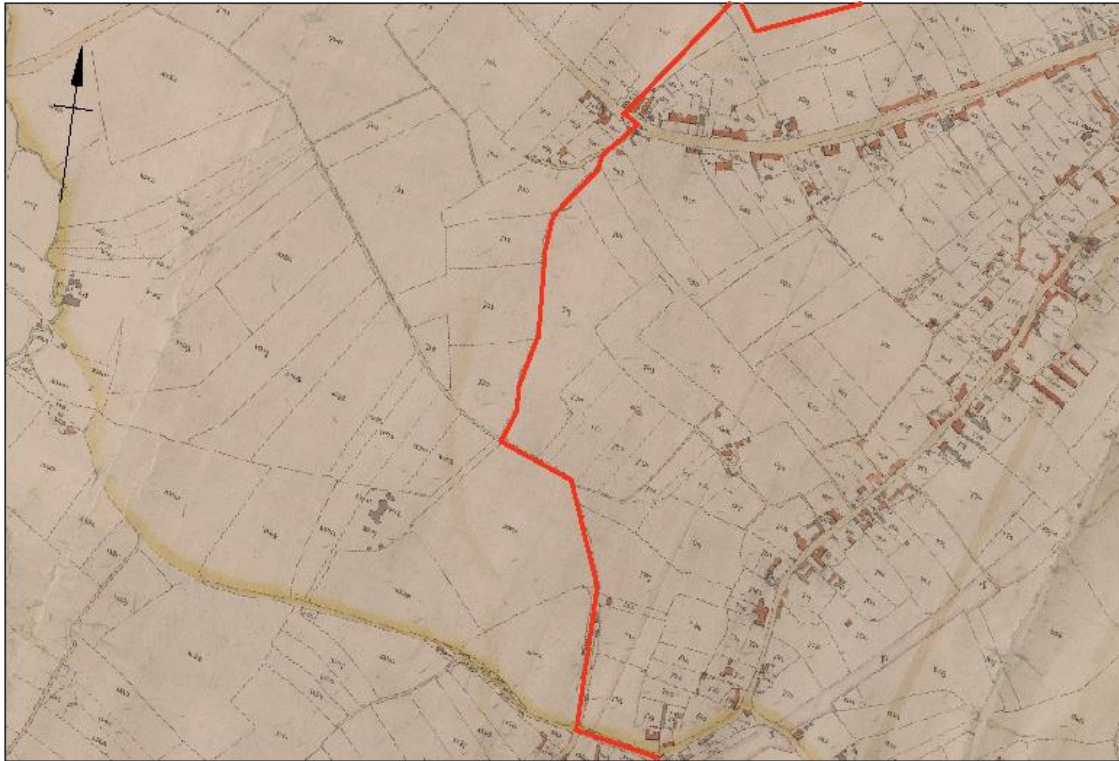


Fig. 14: Extract from the Bedminster tithe map of 1843 showing the pipeline extending S along Luckwell Road from North Street
(Reproduced by courtesy of Bristol Record Office)

The construction of the Bristol to Exeter mainline railway in 1841 cut a substantial swathe through the southern part of Bedminster (as depicted on the 1843 tithe map) and contributed to a distinct growth in settlement and industrial activity in this area. A colliery site marked as 'Coal Pit' is depicted on the Bedminster tithe map of 1843 to the SW of Luckwell Road; this colliery (later known as the 'New Pit') appears to have remained in operation until the early 20th century but had been demolished by the late 1930s.

Further enclosure activity is depicted on Bedminster Down on the 1827 and 1843 maps, both of which show a series of three roughly oval, hedged enclosures situated adjacent to the N side of Bedminster Down Road, recorded as woodland plantations belonging to Sir John Smythe of Ashton Court. It has been suggested that the enclosures (which are still visible today) were intended for bird rearing, although this remains unproven.

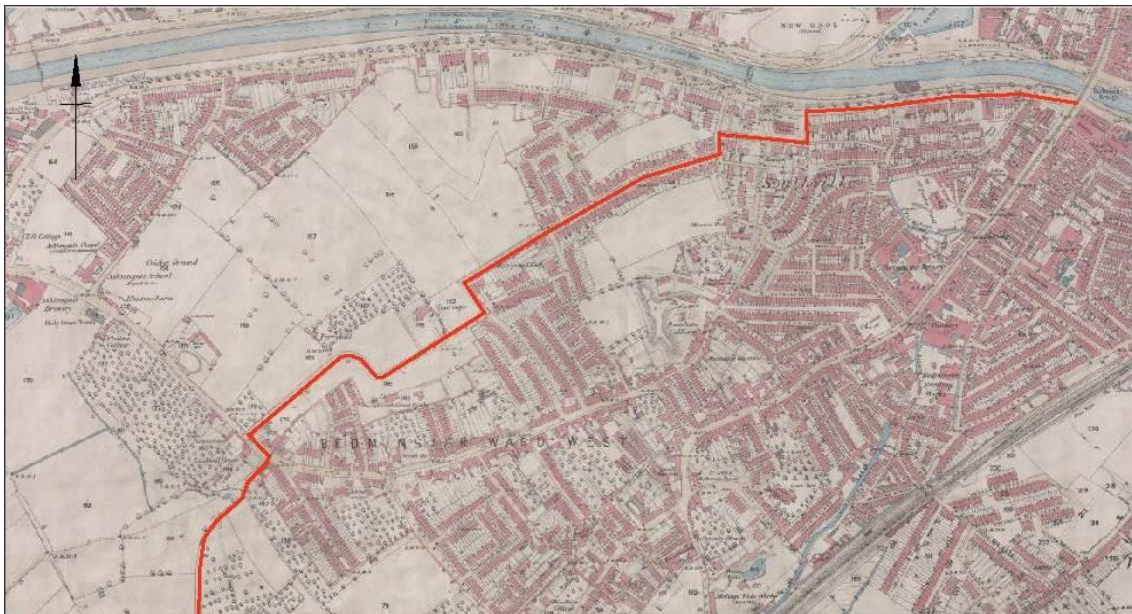
c.1850 - 1940

Comparison of Ashmead's plan of 1855 with several later maps dated 1874 (Ashmead), 1886 (OS 1st edition) and 1903 (OS 2nd edition) demonstrates the steady expansion of suburban development and industrial activity in the northern and western parts of Bedminster during the period 1850-1900. The Dean Lane colliery site (now occupied by Dame Emily Smyth Park) was opened in 1845 and is first shown on Ashmead's plan of 1855, occupying a substantial plot to the NW and W of Dean Lane; the colliery remained in operation until 1906.

Between 1855 and 1874, several new streets were being laid out to the W of Southville, most notably Stackpool Road, which was lined with semidetached properties. Greville Road, linking Stackpool Road with North Street, appears to have been completed between 1874 and 1885.

To the N of North Street, the 1874 map shows the establishment of several streets of terraced housing extending to the W of the lane to Merrywood Hall (then known as Bull Lane, later Merrywood Road). The Hall itself was located immediately N of Milford Street and appears to have remained intact until 1907-8, when it was demolished and the site occupied by Southville Primary School, a Grade II listed building.

In spite of encroachment by mid-Victorian residential development, much of the area to the W of Stackpool Road and S of North Street along both sides of Luckwell Road remained largely agricultural in character until the end of the 19th century. At some time between 1855 and 1874, St John's Vicarage, a large detached house built for the vicar of Bedminster parish, was erected at the W end of Stackpool Road. The vicarage was set within a large rectangular garden enclosed by a stone wall with access from Greville Road, with another garden or orchard enclosure extending W towards a house called 'Perryhill'.

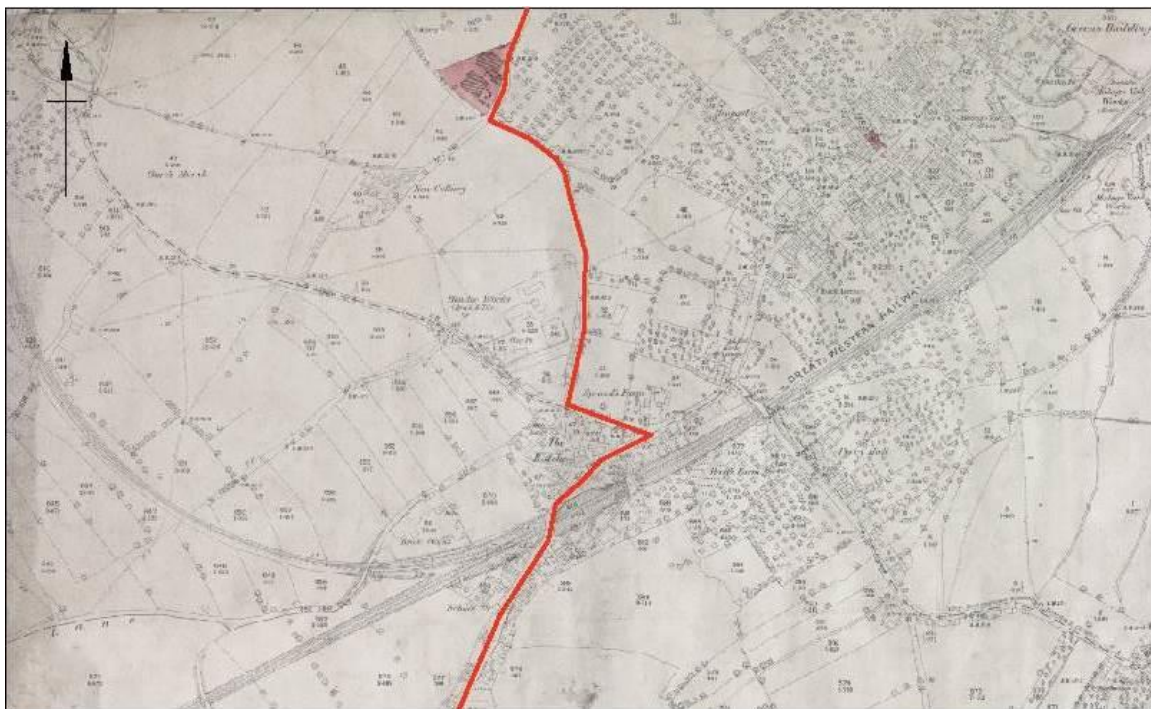


*Fig. 14: Extract from the OS 1st edition map of 1886 showing the expansion of residential development on the northern and western fringes of Bedminster
(Reproduced by courtesy of Bristol Record Office)*

Although Ashmead's map of 1874 marks the site of the enclosure containing the Luckwell, it does not indicate the precise location of the well shaft. The site of the well itself is first

marked on the OS 1st edition map of 1886 (*Fig. 14*), when it was recorded as being just over 2m square and edged in stone. The well appears to have been destroyed in about 1900 when several residential streets were laid out close to the N end of Luckwell Road (Chessel Street, Carrington Road) and does not appear on the OS 2nd edition map of 1903.

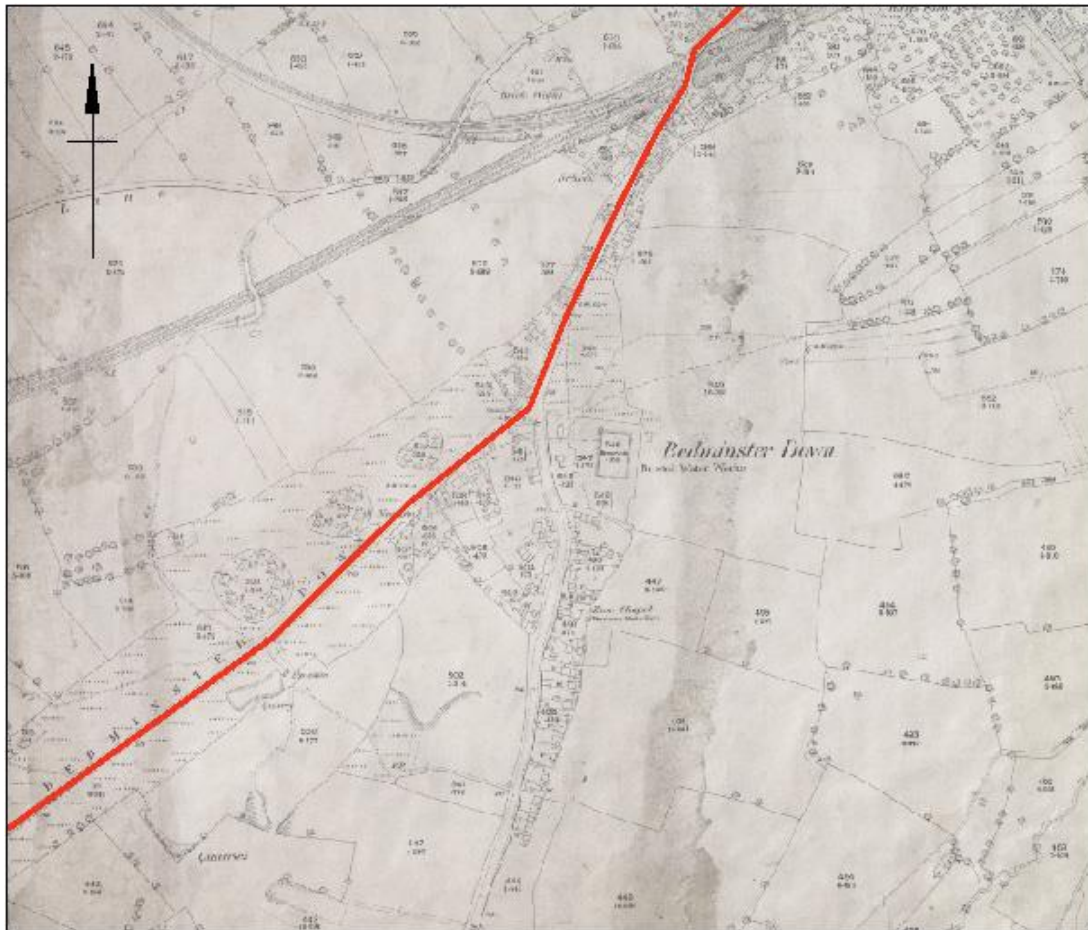
Late 19th century maps, including Ashmead's map of 1874 and the OS 1st edition map of 1886 (*Fig. 15*), show the location of several industrial sites along the southern end of Luckwell Road and further SW along Bedminster Down Road and Bridgwater Road. Situated W of Luckwell Road close to the junction of Winterstoke Road, was the site of the Hendre Brick and Tile Works, marked on Ashmead's map of 1874 and the OS 1st and 2nd edition maps. A substantial clay pit is marked to the S of the brickworks, extending to the S and SW of the works buildings. Another brickworks, first recorded on the OS 1st edition map of 1886, is located to the NW of the route where it crosses the railway line and extends SW along Bedminster Down Road. This site (marked on later maps as the 'West End Brick and Tile Works') appears to have ceased operation by c.1900 and is marked as disused on the OS 2nd edition map of 1903.



*Fig. 15 Extract from the OS 1st edition 25 inch map of 1886 showing several industrial sites located towards the S end of Luckwell Road
(Reproduced by courtesy of Bristol Record Office)*

Continuing further to the SW, the OS 1st edition map depicts evidence of extensive late 19th century quarrying activity at Bedminster Down, which appears to have been focused along the southern side of Bridgwater Road extending E towards Bishopsworth Road (*Fig. 16*). At least five separate quarry sites are depicted in this area on the 1886 map, with a limekiln site marked approximately 30m SE of Bridgwater Road. A trackway is shown extending SE from the road to the limekiln site and then branching off to the S and E towards the various quarries. Some of the quarry sites appear to have had fallen into disuse by the early 20th century, as indicated by the OS 2nd edition map of 1903, although the larger quarry sites closer to the Bridgwater Road remained in use until c.1930. By the late 1930s, a substantial residential estate had been laid out on the S side of Bedminster Down adjacent to Bridgwater

Road, obscuring many of the former quarry sites, although a number are still visible on RAF vertical photographs of Bedminster Down dated 1946.



*Fig. 16: Extract from the OS 1st edition 25 inch map of 1886 showing Bedminster Down and extensive quarrying activity to the SE of Bridgwater Road
(Reproduced by courtesy of the Bristol Record Office)*

c. 1940 to present

The area immediately S of Bedminster Bridge has undergone significant change during the second half of the 20th century, most notably the construction of the ASDA superstore within a substantial plot bordered to the N by Coronation Road and to the E by Bedminster Parade (formerly occupied by 19th century terraced housing and the Willis Tobacco Factory buildings). However, the majority of this section of the pipeline route extends through residential streets on the northern and western fringes of Bedminster, the layout of which has remained largely intact since the late 19th-early 20th century.



5. Site Visit

A site visit was undertaken on 6th March 2013 by Border Archaeology staff to determine the potential for extant archaeology on the proposed route. Photographs were taken from key vantage points along the entire route of the proposed pipeline, extending for a distance of 5.2km from Bedminster Down Reservoir to the N end of Bristol Bridge. The entirety of the route runs along existing carriageways.

6. Mitigation and Engineering – Considerations thereof

The mains rehabilitation programme entails the replacement of existing pipe within an extant trench in the street or carriageway, this being naturally subject to discovery and engineering considerations in localised areas.

However, this methodology requires access pits of 8m × 2m and others of varying sizes to be excavated along the route of the pipeline at a frequency and locations that cannot be determined in advance. It may be necessary at certain specified locations to undertake a limited amount of open-cut trenching.

Due to the nature and locations of the engineering works, it would seem apposite that archaeological observation in specific areas of archaeological sensitivity (as detailed in the Executive Summary) would be the most realistic mitigation strategy and Border Archaeology will be consulting Bob Jones, City Archaeologist, as to both methodology and specified locations where appropriate.

7. Copyright

Border Archaeology shall retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs & Patents Act 1988 with all rights reserved; excepting that it hereby provides an exclusive licence to the client for the use of the report by the client in all matters directly relating to the project as described in the Project Specification.

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OS 3rd edition 25 inch map - 1912

OS 1:2500 map - 1949



Document Control

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