

# DETAILED ARCHAEOLOGICAL ASSESSMENT

**WATER MAINS RENEWAL SCHEME**

**FILTON TO CHASE RESERVOIR**

**BRISTOL**

**(BW PACKAGE 9)**

**NGR: ST 64535 74623 – ST 65166 76838 (Downend)**

**NGR: ST 60112 79007 – ST 60421 79050 (Filton)**

**JOB N<sup>o</sup>: BA1310BWFC**



**Head Office:** Chapel Walk Burgess Street Leominster Herefordshire HR6 8DE  
Tel: 01568 610101  
Email: [neil@borderarchaeology.com](mailto:neil@borderarchaeology.com) Web: [www.borderarchaeology.com](http://www.borderarchaeology.com)

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*Frontispiece: View looking NNE along the metalled access road leading to Chase Reservoir from the junction of Clare Road and Castle Road, Kingswood*

**Report specification**

*Report Compilation:* Catherine Hollinghurst MA

*Editing:* Stephen Priestley MA

*Approval:* Neil Shurety Dip.M G M Inst M



## 1. Executive Summary

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This detailed archaeological assessment of the mains renewal scheme extending from Filton to Chase reservoir has assessed the potential and significance of the archaeological resource in the vicinity of the pipeline route as **Very Low**.

- Recorded archaeology located within the pipeline corridor is extremely limited in scope, reflecting the lack of archaeological fieldwork carried out in the area. There is little recorded evidence of prehistoric and Roman occupation in the immediate vicinity of the route, although evidence of Iron Age and Roman settlement has been identified in the wider locality at Filton and Mangotsfield. However, the likelihood of encountering evidence of prehistoric and Roman activity must be assessed as **Low** based on the known archaeological resource.
- Recorded evidence for medieval settlement in the immediate vicinity of the route is similarly limited. The longer section of the route (extending through Downend and Kingswood) lies within the former boundaries of Kingswood Forest, an extensive tract of forest and heathland under the administration of the Crown which remained sparsely settled until the 19<sup>th</sup> century.
- The section of the route at Link Road, Filton has been assessed as having **Low** potential for revealing evidence of archaeological remains relating to two disused roads or trackways of probable medieval date (with possible earlier origins) which have been identified as crossing this section of the pipeline route.
- The majority of sites recorded in the vicinity of the pipeline route comprise post-medieval built heritage assets. As the entirety of the pipeline route extends along existing roads, it is highly unlikely that archaeological remains associated with these structures will be identified. However a short section of the pipeline route does appear to run in close proximity to the site of a demolished 19<sup>th</sup> century house with earlier origins called 'The Castle', adjacent to Clare Road, Kingswood. This specific section has been assessed as having **Low** potential for yielding evidence of early post-medieval ironworking and quarrying activity and of structural remains associated with the Victorian mansion or earlier buildings occupying the site.

**Conclusion and Recommendation:** In general terms the archaeological potential for the majority of the pipeline route has been assessed as **Very Low**. However, there are two specific areas of **Low** potential, namely:

1/ Link Road, Filton (NGR ST 60114 78997; ST 60345 79093), where there is limited potential for encountering evidence of two disused roadways of probable medieval date crossing the pipeline route.

2/ Clare Road/Chase Reservoir (NGR ST 64397 74643), where there is limited potential for identifying evidence of early post-medieval ironworking and coal mining activity and the remains of a 19<sup>th</sup> century mansion called 'The Castle'.

In both cases it should be emphasised that any surviving deposits and features are likely to have been very heavily disturbed by modern road construction works and service trenching.



## 2. Introduction

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Border Archaeology undertook this detailed archaeological assessment on behalf of Bristol Water to determine the nature of the archaeological resource within the vicinity of the proposed Filton to Chase water mains renewal scheme.

The route comprises two discontinuous sections of pipeline, the longest extending for approximately 2.87km through Downend, Kingswood and Mangotsfield on the NE outskirts of Bristol while the shorter section extends for approximately 350m through the suburban settlement of Filton on the N periphery of Bristol (**Fig. 1**).

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 the route may require additional research and consideration in a revised report.

Copies of this report will be submitted to Bob Jones, City Archaeologist, Bristol City Council, and to Paul Driscoll, Archaeology and Historic Environment Record Officer, South Gloucestershire Council.

### 2.1 Soils and Geology

The entire area of the pipeline route is classed in the Soil Survey of England and Wales (SSEW, 1983) as unsurveyed, although in the local area soils are predominantly seasonally waterlogged slowly permeable clayey soils (pelo-stagnogley soils) of the DENCHWORTH series (712b) overlying Jurassic and Cretaceous clay. Slowly permeable clayey soils (typical argillic pelosols) of the WORCESTER series (431) overlying Permo-Triassic reddish mudstone also exist in the area.



## 3. Methodology

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### 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 South Gloucestershire and the Bristol City Council Historic Environment Record for any sites of archaeological or historic interest within a 100m corridor (50m 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.

#### 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, in addition relevant extensive urban surveys and published and unpublished reports relating to archaeological work in the vicinity of the study area.

#### 3.1.6 Evaluation and study of cartographic and other pictorial evidence

Historic maps including tithe maps were consulted at the Bristol Record Office. Digital copies of historic maps and illustrative sources were also examined on the Bristol City Council website <http://maps.bristol.gov.uk/knowyourplace/> and other relevant online sources.



## 4. Site Specific Analysis

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The specific study area comprises two discontinuous sections of pipeline, namely:

Section A (NGR ST 64535 174623 – ST 65166 176838) (**Fig. 1**): This section of pipeline extends for a distance of roughly 2.87km in the Downend area to the NE of the Bristol city centre. The pipeline runs along a number of roads including (from the S), Clare Road, a brief section of Woodland Way before running the length of Hillfields Avenue and Acacia Road, crossing Upper Station Road and the High Street, then continuing along Pendennis Road and Shrubbery Road before turning E along Downend Road, finally terminating on Badminton Road at the junction with Cleeve Hill and Cleeve Road.

Section B at Filton (NGR ST 60112 179007 – ST 60421 179050) (**Fig. 2**): This section of the pipeline extends for a relatively short stretch (approximately 300-350m) along the A4174 (Link Road), from the intersection of the B4056 (Southmead Road) and A38 (Gloucester Road North). The route crosses the (A38) immediately to the N of the roundabout before continuing along the A4174, terminating just beyond the turning for Shellard Road.

### 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 does not extend through any conservation areas.

#### 4.1.2 Scheduled Ancient Monuments

The pipeline crosses no Scheduled Ancient Monuments. The nearest, Bury Hill Camp (SGHER 1347) is located just over 2km to the N of Section A at the nearest point.

#### 4.1.3 Archaeological Sites

The Bristol City Council and the South Gloucestershire Historic Environment Record were consulted to determine the nature and extent of the archaeological resource within the pipeline corridor, defined as being 100m in width (50m on either side of the pipeline route). It should be noted that the consultation of the Bristol City Historic Environment Record returned no results for the short section of the pipeline route which extends through the City boundaries, the majority of the route lies within South Gloucestershire UA.



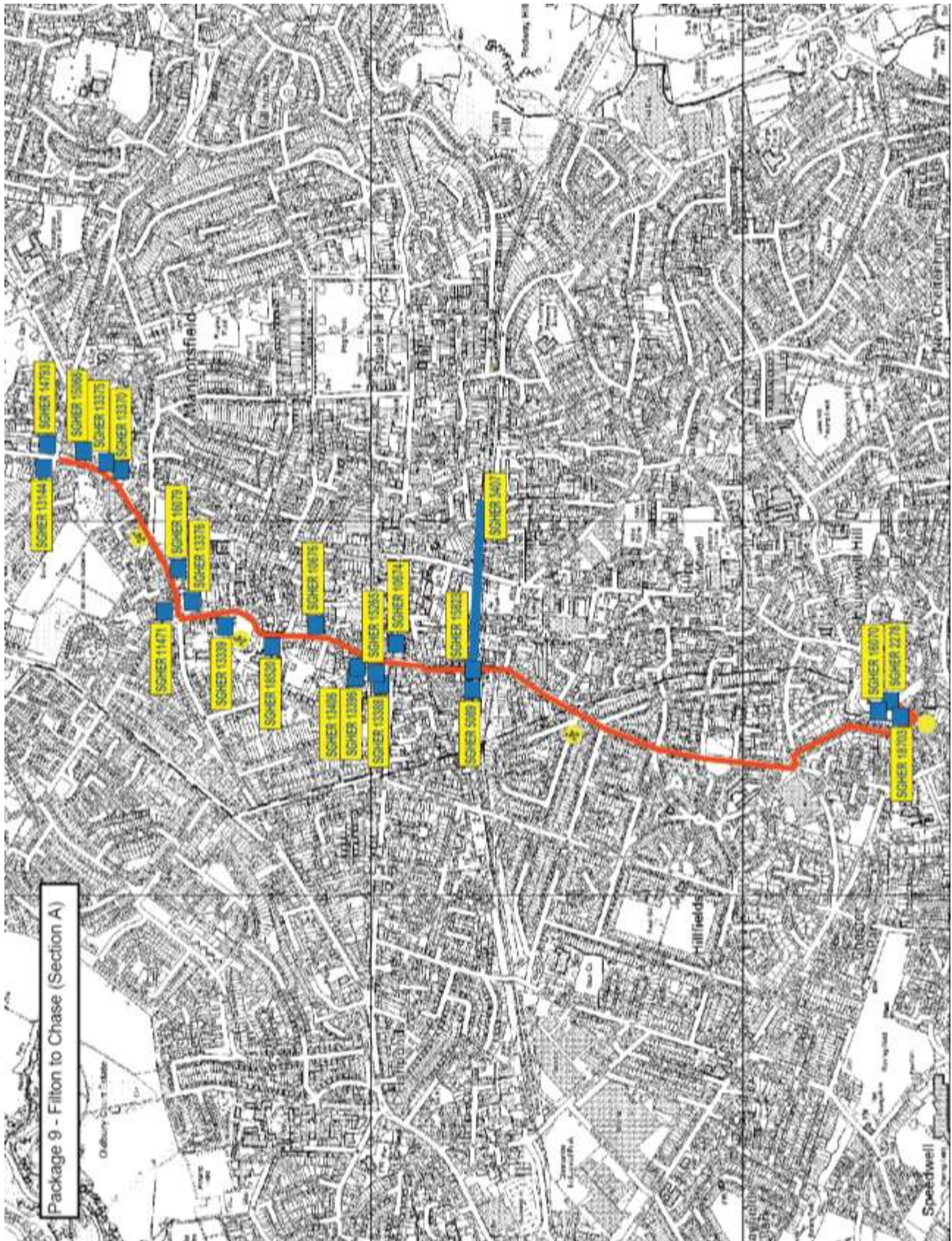


Fig. 1: Plan showing monuments recorded in the South Gloucestershire Historic Environment Record in the vicinity (within 50m) of Section A of the pipeline route (NGR ST 64535 174623 – ST 65166 176838) (Map reproduced courtesy of Bristol Water).



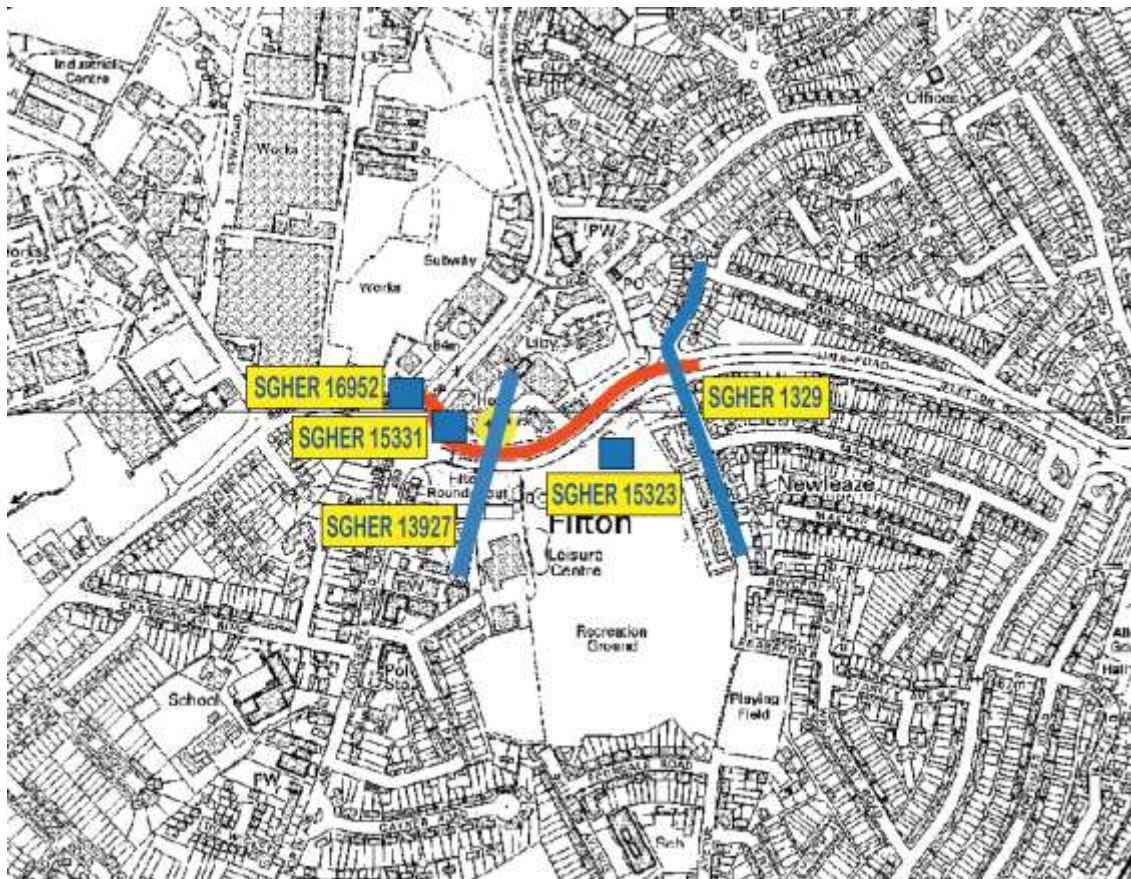


Fig. 2: Plan showing monuments recorded in the South Gloucestershire Historic Environment Record in the vicinity of Section B of the pipeline route (Filton).  
(Map reproduced courtesy of Bristol Water).

- **Prehistoric**

*Section A.*

There is very little in the way of archaeological evidence dating to the prehistoric period in the vicinity of Section A of the pipeline route, and no known evidence along the pipeline route itself. There is however again evidence for Bronze Age and Neolithic activity in the wider vicinity (see La Trobe-Bateman, 1997, 8), meaning that there is a small chance of finding evidence relating to the prehistoric period, but such a scenario is unlikely.

*Section B.*

There is very limited recorded evidence for prehistoric activity within the pipeline corridor. In the immediate area around section B of this pipeline scheme there is a total absence of prehistoric finds, but there have been a small number of Neolithic and Bronze Age artefacts and features discovered in the wider area surrounding Filton (see La Trobe-Bateman & Evans, 2001, 2). This suggests that there is a slight possibility of similar activity in the vicinity of this section of the route.





Overall, the previous absence of recorded evidence for prehistoric activity in the vicinity of both sections of the pipeline route suggests that the likelihood of uncovering any such evidence is very slight, and has therefore been assessed as having **Low** potential.

- **Roman**

*Section A.*

In Section A, there is a lack of recorded evidence for Roman activity within the pipeline corridor. The only clear evidence in the wider area of Kingswood is in the form of two roads, one leading from Bitton to Berkeley and the other from Bath to Sea Mills (La Trobe-Bateman, 1997, 9); however both of these routes lie well outside the pipeline corridor.

*Section B.*

Recorded evidence for the Roman period in the vicinity of the pipeline route is extremely limited. It seems likely that branch roads leading off the main Roman road between Gloucester and Sea Mills are likely to have crossed the vicinity of Filton, and it is suggested that some of the abandoned routeways (such as SGHER 13927 and 1329, located at NGR ST 60114 78997 and ST 60345 79093, which the pipeline cross) known in the area began in the Roman period (La Trobe-Bateman & Evans, 2001, 6). These two roads, according to the HER, have previously been claimed to be Roman in origin, although this is unsubstantiated as they can only be traced back as far as 1715. It is however a possibility and should not therefore be entirely discounted that evidence such as metalled surfacing linked to the road surfaces could be encountered.

The only definite Roman find discovered in Filton was a well-preserved rotary quern uncovered prior to 1914 approximately 200m to the N of the route in the rectory garden (SGHER 1328). Filton formed part of the lands of Berkeley Abbey in the Saxon period, suggesting that it may have been the case that a pre-existing Roman estate had been 'transferred wholesale' to a nearby religious house, as was common for other areas of Britain, Italy and Gaul at the time (La Trobe-Bateman & Evans, 2001, 6).

It has been suggested that two former routeways recorded on early 18<sup>th</sup> century mapping as crossing this section of the pipeline route at its eastern and western ends (represented by SGHER 1329 and 13927 respectively) could be Roman in origin although there is insufficient evidence to substantiate this hypothesis and a medieval date appears more likely, based on the available evidence (see below for further discussion).

- **Medieval**

Although there is documentary evidence for medieval settlement in the vicinity of the study area, the archaeological record is limited, although this may reflect the fact that relatively little fieldwork has been carried out in this particular area.

*Section A.*

This section of the pipeline route largely lies within the former royal forest of Kingswood, an extensive area of forest and heathland which was administered by the constable of Bristol



Castle as part of the extensive royal manor of Barton Regis from as early as the reign of Henry III (Sharp, 1982). The forest dates back to Saxon times, when it is thought to have covered approximately 18 square miles. The considerable extent of Kingswood Forest is shown on a plan of 1610; this area remained sparsely settled until the early 19<sup>th</sup> century.

It has been suggested that medieval Downend (SGHER 10565), the area of which the northernmost point of Section A of the pipeline route reaches, may have been one of the 'end' settlements in the parish of Mangotsfield (along with Hallend and Moorend) which represent the extent of assarting (encroachments) upon the extensive medieval forest of Kingswood. However, no medieval archaeology relating to the hamlet has yet been discovered (La Trobe-Bateman, 1997, 11).

Elsewhere on this section of the route, there seems to be a marked absence of archaeological evidence for medieval settlement, based on a consultation of the South Gloucestershire Historic Environment Record.

Coal and iron working is known to have been taking place in the area of Kingswood Forest since the early 13<sup>th</sup> century, and it has been suggested that archaeological evidence for this activity might survive in the form of shallow workings (Bond, 2006, 130). However it should be emphasized that no evidence for features associated with medieval industrial extractive activity has previously been identified in the vicinity of the route and it is likely that any associated features and deposits will have been heavily disturbed by modern housing development and associated road construction works and service trenching.

#### *Section B.*

The place name 'Filton' implies Saxon origins (thought to be formed from the Anglo-Saxon words for hay – '*filede*' and a settlement of farmstead - '*tun*'), and a settlement of between 6 and 14 holdings is listed in Domesday (La Trobe-Bateman & Evans, 2001, 7). The pipeline route runs just to the S of the core medieval settlement area, which appears to have been focused on the church of St Peter (SGHER 11045), approximately 150m N of this section of the pipeline route. The earliest surviving fabric dates back to the mid-14<sup>th</sup> century although it has been suggested that the present church may be of Saxon or early Norman origin (La Trobe-Bateman & Evans, 2001, 12).

The pipeline route follows the modern A4174 (Link Road) and intersects with the former courses of two routeways running N-S from the core medieval settlement of Filton (focused on St Peter's Church) towards Horfield. The eastern routeway (SGHER 1329) is represented by present day Shellard Road while the course of the westernmost routeway (SGHER 13927) survived as a footpath until the late 19<sup>th</sup>-early 20<sup>th</sup> century.

The fact that the roads are shown on early historic mapping of the area (dating back to c.1715) suggests that they may have originated in the medieval period, although an earlier Roman origin cannot be proven based on the available evidence (La Trobe-Bateman & Evans, 2001, 8). Where these two roads cross the pipeline route, there is **Low** potential for encountering evidence of metallised surfaces associated with these early routeways; this assessment is based on the likelihood that any surviving remains will have been heavily disturbed by modern road construction works and service trenching.

• **Post-Medieval and Modern**

<u>PRN</u>	<u>Grid Ref.</u>	<u>Period</u>	<u>Description</u>
2278	ST 64624 73353	Early Post-med	Old tower called the 'Round House', formerly windmill, but doubtful that it was originally intended as a windmill due to large size, style, no corn grown nearby, and several coal-works nearby. Therefore was probably a tower for a wind-motor for driving machinery. Probably connected with the Government iron-works and may be connected with Captain Copley's works where 'he failed to make his bellows to blow' in his attempt to smelt iron with pit-coal. Probably the same building as that known as Kingswood castle.
4307	ST 64604 75704	Late Post-med	Railway tunnel opened 6th August 1835 by the Bristol and Gloucestershire Railway (Coalpit Heath Railroad), to the design of W H Townsend. Originally 12 feet wide, enlarged to 26 feet to the design of I K Brunel and J W Hamond during 1843 and 1844, to accommodate two 7 feet gauge tracks for the Bristol and Gloucester Railway. Now used as cycle path.
5089	ST 64398 75714	Late Post-med	Staple Hill Railway Station, Opened 1.11.1888, closed entirely 7.3.1966.
10674	ST 64670 75920	Late Post-med	Nonconformist Chapel, Built c1858 as United Methodist Free Chapel. Original building converted into two private dwellings.
10676	ST 64710 76140	20 <sup>th</sup> century	Evangelical Church, built 1927 as Free Gospel Mission Hall. Original brick and pennant building.
11471	ST 64754 76535	Late Post-med.	Early C19, single storey turnpike cottage.
13144	ST 65140 76870	Early Post-med.	Gate Lodge to Cleeve Hill House (C19).
13339	ST 64721 76387	20 <sup>th</sup> Century	Masonic Lodge.
13370	ST 65127 76671	Late Post-med.	House.
13375	ST 65148 76700	Late Post-med.	The Horseshoe Inn. Victorian Mock Tudor coaching house, built c.1860.
13376	ST 64781 76481	Late Post-med.	Random rubble two storey vicarage.
13388	ST 64592 75956	Late Post-med.	Houses – 49-53 High Street.
13396	ST 64624 76019	Late Post-med.	3 Pendennis Road (house) – Locally Listed Building.
13406	ST 64618 76018	Late Post-med.	House, c.1820 or earlier.

14793	ST 65201 76868	Late Post-med.	The Cedars - Locally Listed Building (now demolished).
15068	ST 65162 76740	20 <sup>th</sup> Century	War memorial
15265	ST 64614 75966	20 <sup>th</sup> Century	Locally Listed Building, originally cinema, now club.
15823	ST 64594 75704	Late Post-med.	Railway Tunnel Portal. Locally Listed Building.
16070	ST 64481 74594	Early Post-med.	The Castle, often called Kingswood Lodge, marked at this location on 1 <sup>st</sup> ed. OS map.
16079	ST 64854 76532	Early Post-med.	Milestone noted at this location on the 1st edition OS map.
18520	ST 64675 76264	Late Post-med.	71 Pendennis Road. Former Grade II listed building demolished prior to 1990, probably much earlier.
18703	ST 64500 75556	20 <sup>th</sup> century.	Brickworks noted at this location on the 2nd ed. OS map (c.1902-5). Removed by 2009.
16952	ST 60117 78995	Early Post-med.	Small building, probably a barn, shown on 1 <sup>st</sup> ed. OS map.
13927	ST 60241 78926	Early Post-med.	Disused road, claimed to be Roman in origin but this is unsubstantiated (although road line certainly predates 1715).
1329	ST 60433 79036	Early Post-med.	Road line partly surviving in Copthorne Road, Conygre Road and Shellards Road. Has been claimed as Roman in origin, but this cannot be substantiated (road line certainly predates 1715).
15323	ST 60377 78971	Early post-med	Pond is noted at this location on the 1st ed. OS map.
15331	ST 60145 78978	20 <sup>th</sup> Century	War Memorial Hall, constructed in 1927 (now demolished).

*Table 1: Results of the HER trawl for the Post-medieval/modern sites and events located within 50m of either side of the pipeline corridor. All sites are located within South Gloucestershire as the section within the boundaries of the City of Bristol yielded no HER search results.*

The majority of archaeological evidence found in the vicinity of the pipeline corridor consists of built heritage assets of post-medieval in date (**Table 1**). However, owing to the route being solely within the road the following section will discuss only those sites that will be directly crossed by the pipeline.

#### Section A.

The majority of the HER entries recorded in the vicinity of this section of the pipeline route relate to built heritage assets of 19<sup>th</sup> century date, none of which will be impacted by the pipeline route.

Two sites of post-medieval date lie in close proximity to the southernmost end of this section of the route extending from Clare Road to the Chase Reservoir, namely the former site of a mid to late 19<sup>th</sup> century mansion known as 'The Castle' (SGHER 16070) which appears to have





derived its name from an adjacent castellated tower of early post-medieval date known as 'The Round House' (SGHER 2278). The 'Round House' was reputedly built during the Civil War in the 1640s as a windmill to maintain a constant flow of air to a nearby iron furnace (Braine, 1891, 215). The tower's castellations were added on in the Victorian period when the tower was incorporated into a house, when it took the name Kingswood Castle.

It should also be noted that the field adjacent to the site of 'The Castle', through which the modern Clare Road crosses, is known (through tithe map evidence) to have been used for quarrying in the later post-medieval period. In addition, coal working in the area is known to have increased prior to c.1800 when larger collieries were developed to provide for the demands of Bristol's industrial districts (Bond, 2006, 130), implying that evidence for these activities might possibly be encountered along the pipeline route.

### *Section B.*

Those sites which are relevant to this study in the Filton section of the route include a small barn (SGHER 16952) to the W of Gloucester Road at almost exactly the W point of the route, which is marked on the 1<sup>st</sup> ed. OS map (1880-1882). Also partially underneath the current roundabout at which the pipeline route starts is the former site of the War Memorial Hall (SGHER 15331), constructed in 1927 but demolished in order to make way for the new link road (A4174) (along which the pipeline runs) in the 1960s. The fire station, post office and a private house were also demolished to make way for this road (La Trobe-Bateman & Evans, 2001, 18).

No archaeological investigations are recorded as having taken place within the pipeline corridor itself. However, previous archaeological work in the Filton area includes an investigation by Cotswold Archaeology (2011) and another by Border Archaeology (2006) on the Rolls Royce Aircraft Factory site to the NW of the pipeline corridor. Neither site revealed significant archaeology predating the 20<sup>th</sup> century; the programme of works undertaken by Border Archaeology identified a number of structural features relating to WWII buildings on the site. It seems that the area in question had predictably been significantly truncated due to phases of modern building and demolition work.

Overall, it seems generally that the pipeline route has **Low** potential for the discovery of significant archaeological evidence relating to the post-medieval period. There is a focus of early post-medieval industrial activity at 'The Castle' site at the southern terminus of the route; however in view of its location within the Chase Reservoir compound it is likely that construction works associated with the modern reservoir will have significantly truncated or entirely removed any surviving remains below ground.



## 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.

Due to the distance between the two sections of pipeline, this section of the study has been divided into two parts. Section A covers the longer pipeline in the E side of Bristol in the Downend Area, and Section B covers the short stretch along the Link Road in Filton. However, as the pipeline route is located entirely along modern roads, it is unlikely that most of those sites noted in this section which survive today will be greatly impacted upon by the proposed work.

- **Section A (NGR ST 64535 174623 – ST 65166 176838)**

### *Medieval to c.1800*

There is a limited amount of cartographic evidence relating to the area of pipeline route between the medieval period and the early 19<sup>th</sup> century. A map of Kingswood Forest dated 1610 shows two sites called 'The Lodge', one of which (it is unclear from the map which) is likely to represent Kingswood Lodge, which lay roughly 300m to the W of the pipeline route. It is possible that the other site marked as 'The Lodge' could represent the site occupied by the mansion known as 'The Castle', although historic mapping appears to suggest that this building was actually constructed during the mid to late 19<sup>th</sup> century.

### *c.1800-1850*

An OS surveyor's drawing from 1826 (at a scale of 2 inches to the mile) shows that the area around the southern end of the pipeline route was fairly undeveloped at this time, although nearby roads such as Lodge Hill, Woodland Way and Soundwell Road appear already to be in existence. The area through which the later Henshaw Road and Hillfields Avenue pass is shown to be devoid of any development, and it appears that a small section of Acacia Road, on which the pipeline route runs, may overlay a road visible on the 1826 drawing between what is now Portland Road and Midland Road.

A larger road on an E-W alignment (the modern High Street, B4465) which the pipeline crosses at ST 64625 75939, is also marked on this map, and is shown as having more surrounding development than the area to the S. It appears that, beyond where the pipeline crosses the High Street, there are already small roads forming a similar shape to those which the pipe follows during this section of the route. Downend Road is also present in 1826: the pipeline route turns NE up the course of this road at the junction where they meet. The map shows the area to the S as being undeveloped (later maps show a church and a cricket ground here), but the N has a small number of buildings at this time, on the outskirts of Downend.

This section of the pipeline route extends through the parishes of Stapleton and Mangotsfield; tithe maps and apportionments for both of these parishes, dated 1843 and 1845 respectively, were consulted as they provide the most accurate evidence for land use and field boundaries within the study area.

The tithe map and apportionment for the parish of Stapleton (1843) shows that the area through which the S section of the pipeline crosses was under mostly arable cultivation, with the majority owned by Henry Duke of Beaufort. At the southern terminus of the pipeline adjacent to Chase Reservoir (ST 64528 74615), the tithe map depicts two fields (Plot Nos. 1226 and 1227), the rough shape of which is apparent in subsequent maps right up to the present day.

The southernmost of these fields (Plot No. 1227) was under arable cultivation and named ‘windmill and land’, owned by George Palmer Lessee and occupied by an ‘Absalom Bisp’. This windmill may be identified with the Round House and was subsequently incorporated into the mid-late 19<sup>th</sup> century property known as ‘The Castle’ shown on later maps. The adjacent field to the W (Plot No. 1228), which the pipeline crosses, is described by the tithe apportionment as a quarry, owned by Henry Duke of Beaufort and occupied by the Commissioners of Turnpike Roads (this field is recorded in the apportionment as ‘Turnpike Quarry’).

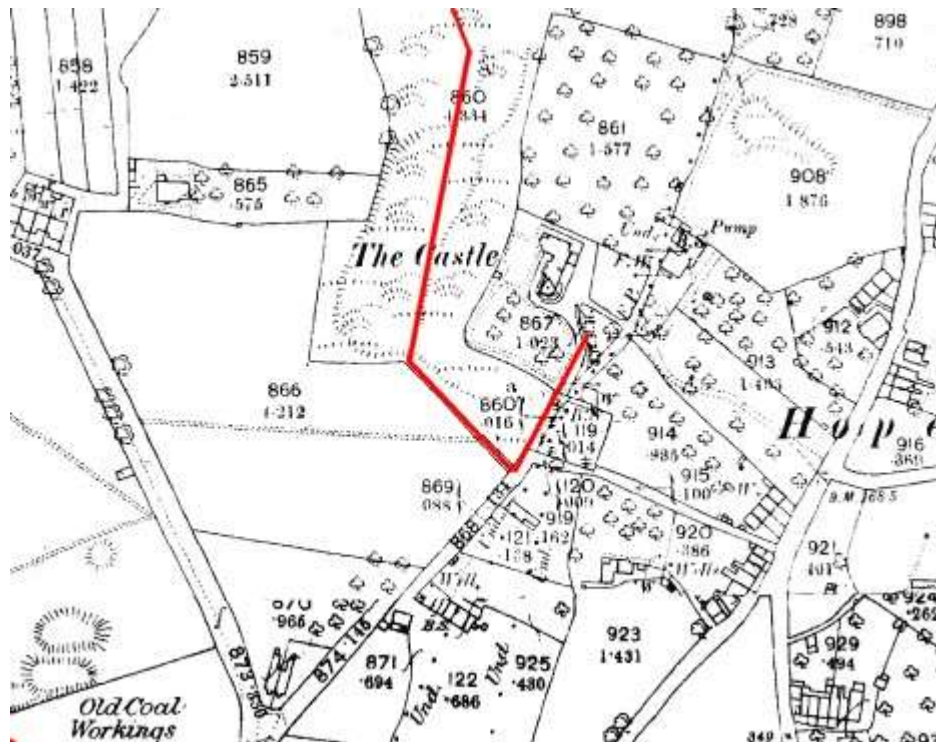


Fig. 3: Extract from the OS 1<sup>st</sup> edition map of 1882 showing the site of ‘The Castle’ at the southern terminus of the pipeline route  
(Reproduced by courtesy of Bristol Record Office)

The pipeline also crosses an arable field named ‘Great Machoes Ground’ before reaching a small cluster of buildings occupying Plot Nos. 1208 (The Common), 1223 (Outbuildings and Yards) and 1222 (Cottage and Garden), all owned by Henry Duke of Beaufort and occupied by William Brain. The position of these properties lies directly underneath the present road. The pipeline then follows the boundary of Plot No. 1221, a large field under arable cultivation. The name of the plot is recorded in the apportionment as ‘Lime Pit’ evidently indicating the location of lime quarrying activity in this area, either for agricultural or industrial purposes. The precise location of the lime pit is not marked on the tithe map and does not appear on later OS mapping of the area.

For the majority of the section of the pipeline route extending through Mangotsfield parish (which encompasses the modern parish of Downend and Bromley Heath), the route mostly follows roads which were already in existence by the 1845 tithe map, apart from a short section shown on the tithe map which crosses former fields on the course of modern Acacia Road, between the junction with the High Street and just to the S of the railway tunnel. Two of these fields (Plot Nos. 888 and 848) are described in the Mangotsfield tithe apportionment as being under pasture and arable cultivation respectively, whereas the other three plots crossed by the route comprise an orchard (885), a garden (886), and a house and garden (884). With the exception of 888 (which was owned by William Clements and farmed by John Nicholas), these plots were all owned by James Poole and occupied by Thomas Poole.

*c.1850-1940*

At the southern end of this section of the pipeline route is the site of ‘The Castle’, a substantial mansion which is first shown on the OS 1<sup>st</sup> edition 25 inch map of 1882 (**Fig. 3**) located within the arable field marked as Plot No. 1227 on the 1845 tithe map. The ‘Castle’ is depicted on the 1882 map as a large L-shaped house with formal gardens immediately to the W. A field to the NE of ‘The Castle’ (marked as Plot No. 1226 on the tithe map) is marked as an orchard while the large field to the W and NW (Plot No. 1228 on the tithe map) is shown as having extensive evidence of earthworks which probably represent former quarries or coal workings. By 1904, as shown on the OS 2<sup>nd</sup> edition 25 inch map (**Fig.4**), Clare Road had been laid out to the W of ‘The Castle’ while Chase Reservoir had been built within the orchard plot immediately to the NE. The ‘Castle’ is shown on later maps dated 1915 and 1936 and appears to have been demolished shortly before 1946.

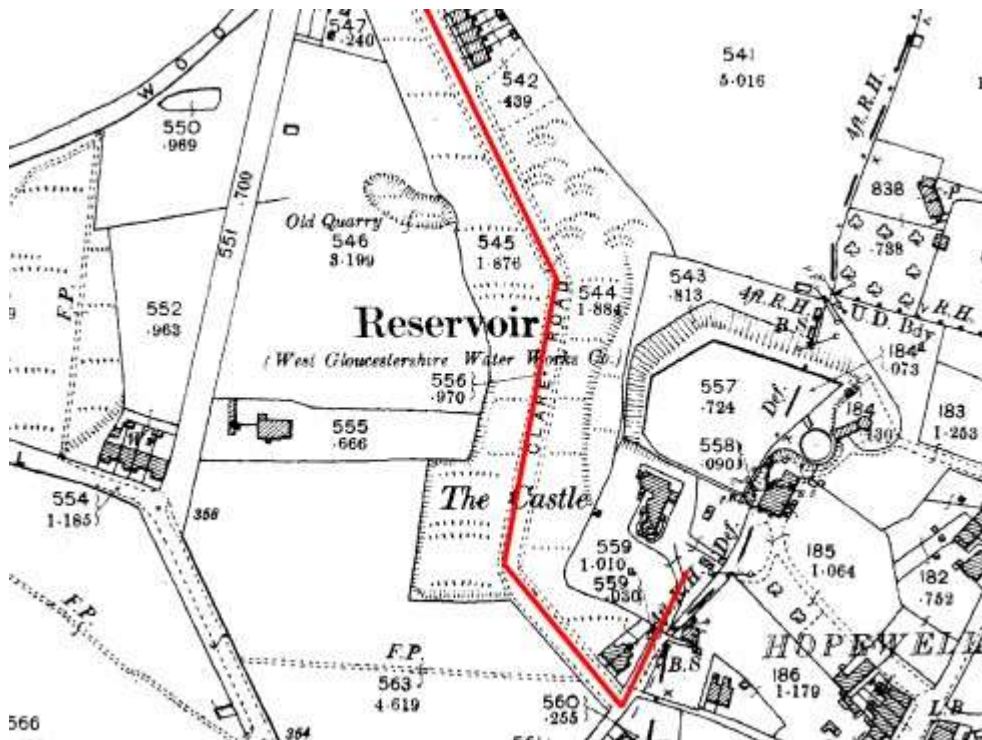


Fig.4: Extract from the OS 2<sup>nd</sup> edition map of 1904 showing the site of ‘The Castle’ at the southern terminus of the pipeline route with the newly built Chase Reservoir immediately to the NE (Reproduced by courtesy of Bristol Record Office)





At the junction of present-day Woodland Way (formerly called Wood Lane) and Hillfields Avenue, the previously mentioned small group of buildings (Plot Nos. 1208, 1222 and 1223) depicted on the 1845 tithe map appears to have been amalgamated into a single property by the early 1880s. The OS 2<sup>nd</sup> edition map of 1904 shows a steady growth in suburban development in this area by the early 1900s, with the laying out of Hillfields Avenue along the course of former field boundaries visible on the tithe and OS 1<sup>st</sup> edition maps.

Just beyond the point at which the modern Hillfields Avenue turns into Acacia Road (formerly a continuation of Midland Road which now branches off to the E approximately 120m N of this point), the OS 1<sup>st</sup> edition map of 1882 shows a small group of buildings in the area of the road junction between Acacia Road and Portland Street. There appears to have been a marked growth of suburban development in this area during the late 19<sup>th</sup>-early 20<sup>th</sup> century. A brickworks, including several kilns and a clay pit, is marked on the OS 1<sup>st</sup> edition map of 1882, but this seems to have been a relatively short business venture as it was already marked as 'disused' by 1904.

The continuation of Acacia Road, between the point at which it reaches the junction with Midland Road and where it meets Upper Station Road, crosses the railway tunnel (HER 3407) constructed in the mid-1830s. Between c.1845 and 1882, steady settlement growth had occurred in this area, particularly along Broad Street, with the expansion of the settlement of Staple Hill. The route continues along Pendennis Road to the N of the High Street, which is first marked on OS 1<sup>st</sup> edition map of 1882.

The settlement of Staple Hill is shown to have expanded to the N between 1882 and 1904. On the 1880s map the settlement reaches to approximately the location of Tyler's Lane on W side of road, whereas the later map shows it as having petered out at approximately 150m further N at about the junction with Pleasant Road.

Near to the crossroads where the pipeline route turns onto Downend Road, the OS 1<sup>st</sup> edition map shows that significant settlement growth had taken place at Downend, in the vicinity of the parish church of Christ Church (originally built in 1831 as a chapel of ease to Mangotsfield but enlarged in 1874 when it became a fully-fledged parish church). The OS 1<sup>st</sup> edition map marks a vicarage and cottages adjoining the church to the W and the OS 2<sup>nd</sup> and 3<sup>rd</sup> edition maps (dated 1904 and 1915 respectively) indicate an increasing intensification of suburban development along this section of the pipeline route.

#### *c. 1940 to present*

At the southernmost end of this section of the pipeline route, the OS 1:2500 map of 1949 (and aerial photos from the same decade) shows that 'The Castle' had been demolished and extensive housing development had occurred in the surrounding area along Clare Road and Castle Road. The Chase Reservoir and Water Works also appear to have been expanded and tennis courts had been laid out within the reservoir site.

Later map sources and aerial photographic records demonstrate the considerable expansion of suburban development which occurred along this entire section of the route immediately after the Second World War; the entire route of Hillfields Avenue and Acacia Road, in common with the wider area, is shown as having been heavily built up with housing by the late 1940s.

- **Section B (NGR ST 60112 79007 – ST 60421 79050)**

*c.1800-1850*

Examination of historic maps of Filton for the period c.1800-1850 show that the area traversed by the pipeline route lay within a predominantly agricultural landscape, on the southern fringes of the core settlement of Filton. The easternmost of two early N-S aligned routeways (SGHER 1329) leading from Filton towards Horfield is still shown on an OS surveyor's drawing of 1826; the western routeway (SGHER 13297) is not shown on this map. Both routeways, however, are traceable on the Filton tithe map of 1839; the eastern route in particular is depicted as a well-defined lane. The Filton tithe map of 1839 records the area traversed by the pipeline route as lying within three fields (Plot Nos. 191, 193 and 194) all of which were then under pasture. Plot Nos. 193 and 194 were owned by 'Bristol, Mayor, Alderman and Burgesses of the City of Bristol', occupied by John Gaynor, while Plot No. 191 was owned by William Bennet and leased to Charles Barber.

*c.1850-1940*

On the OS 1<sup>st</sup> edition map of 1882 (**Fig. 5**) the study area is still depicted as enclosed fields with little evidence of suburban development in this area apart from the construction of a number of buildings including the Anchor Inn and Filton Laundry to the N which formed the southernmost limit of the settlement of Filton at this time. A sub-rectangular pond feature is marked on the 1882 map in the easternmost of the three fields crossed by the pipeline route.

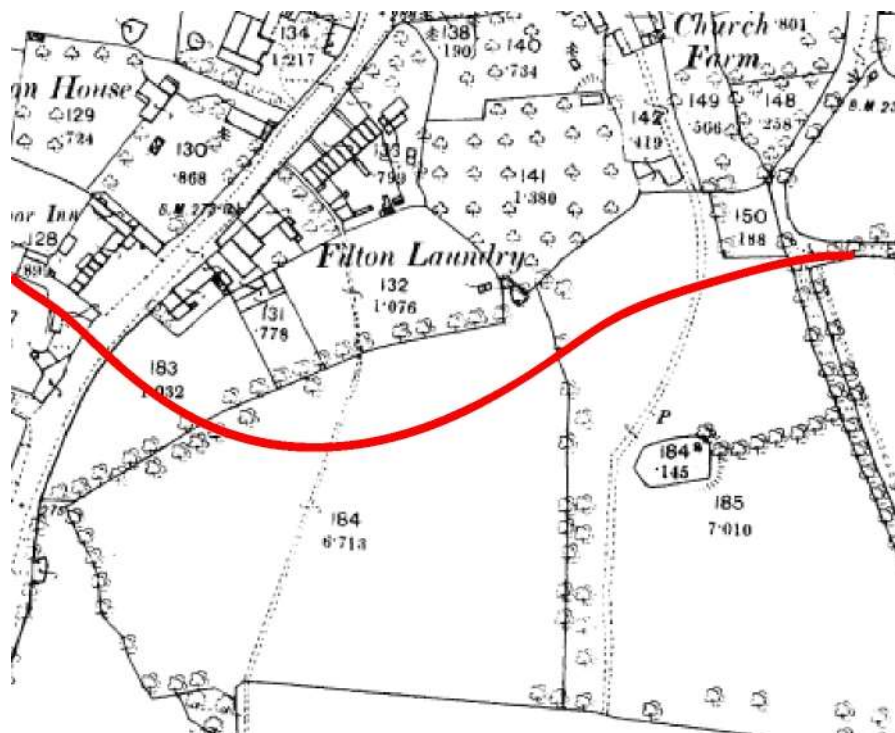


Fig. 5: Extract from the OS 1<sup>st</sup> edition map of 1882 showing the area traversed by the section of the pipeline route to the S of Filton, then enclosed pasture fields (Reproduced by courtesy of Bristol Record Office)



The two N-S aligned routeway marked on early post-medieval maps of the area still appear on the OS 1<sup>st</sup>-3<sup>rd</sup> edition maps of the area. The easternmost routeway (its course partially represented by present-day Shellard Road) is clearly shown as a tree-lined lane extending to the S of Filton, while the western routeway is recorded as a footpath extending through fields to the S of Filton Laundry. The western routeway is still depicted on OS mapping of the study area until the mid-1950s.

Cartographic evidence details a steady process of suburban growth in this part of Filton during the first half of the 20<sup>th</sup> century. Between 1903 and 1915, additional buildings are shown as having been constructed in the vicinity of Filton Laundry to the N of the study area. However between 1915 and 1940 significant expansion took place, chiefly as a result of the establishment of Filton aircraft factory (located to the NW of the study area) by the British and Colonial Aeroplane Company in 1910 and its subsequent expansion from the mid-1930s onwards in response to the necessity to expand the Royal Air Force. However throughout this period, the study area appears to have remained as enclosed pasture fields as shown on an OS provisional edition 25 inch map of 1935.

#### *c. 1940 to present*

Although historic mapping and 1940s aerial photographs show significant encroachment by suburban development immediately to the N, E and W, the study area is still shown as open ground on an OS 1:2500 map of 1955. It appears that the field boundaries within the study area had been completely removed to create a large tract of open ground marked as 'Recreation Grounds'. The A4174 (Link Road) along which the pipeline runs was not constructed until the late 1960s, partially encroaching upon the northern edge of the recreation grounds (which now form part of Filton Leisure Centre).

## 5. Mitigation and Engineering – Considerations thereof

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The proposed engineering methodology for this mains renewal scheme is likely to be pipebursting requiring the excavation of access pits at intervals along the route, the dimensions of which have yet to be determined. As this assessment has identified **Very Low** potential for significant archaeological deposits and features to be identified along the route, especially in view of the fact that the entirety of the route runs along existing carriageways, Border Archaeology concludes that no archaeological mitigation is required in this specific instance.

### 5.1 Site Visit

A site visit was carried out on 12<sup>th</sup> August 2012 and a photographic record of the study area undertaken from key vantage points along the pipeline route. Both the Filton and Downend sections of the pipeline route run along existing carriageways for their entire length, apart from a small section (about 30m in length) running along a metalled road from the junction of Clare Road and Castle Road to the Chase Reservoir compound. No significant archaeological features were noted along the pipeline route.



## 6. Copyright

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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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## 8. Cartography & Aerial Photography

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(All maps were consulted at Bristol Record Office unless otherwise stated)

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OS Surveyor's Drawing (draughtsman: Robert Dawson) – 1826.

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OS 1<sup>st</sup> edition 25 inch map - 1882

OS 2<sup>nd</sup> edition 25 inch map – 1904

OS 3<sup>rd</sup> edition 25 inch map – 1915

OS provisional edition 25 inch map - 1935

OS 1:2500 map – 1949

OS 1:10000 map - 1955

OS 1:2500 map - 2013

### **Aerial Photographs**

Aerial photographic records, including RAF and OS vertical and oblique photographs of the study area dating back to 1946, were consulted at the Bristol Record Office and the National Monuments Record, Swindon.



## Document Control

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<b>Report written by</b>	<i>Catherine Hollinghurst MA</i>		
<b>Report edited by</b>	<i>Stephen Priestley MA</i>		
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