

ARCHAEOLOGICAL DESK BASED ASSESSMENT BRISTOL WATER AMP5 PACKAGES 3 & 7

**BARROW STREET- CHELVEY PUMPING STATION (PACKAGE 3)
FORMER CIDER INSTITUTE (LONG ASHTON) - ASHTON PARK (PACKAGE 7)**

NGR ST 53254 67754- ST 47435 67958 (Package 3)

NGR ST 53274 69885 – ST 56279 71357 (Package 7)

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Frontispiece: View looking E towards the Angel Inn on Long Ashton Road

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1. Executive Summary

*This desk-based assessment of two mains refurbishment schemes, Package 3 extending from Barrow Gurney reservoir via Barrow Street and Backwell to Chelvey Pumping Station and Package 7, extending from the former Cider Institute at Long Ashton along Weston Road/Long Ashton Road to Ashton Park School has identified that, in general terms, the archaeological potential is **low**.*

This reflects the fact that both routes largely run along existing carriageways and the designated engineering methodology is pipe-bursting, which will involve minimal impact outside the original pipeline trench.

However, three specific areas of archaeological potential have been identified, which are as follows:

Package 3: Barrow Gurney Reservoir to Chelvey Pumping Station

Two areas of archaeological potential have been identified on this route, comprising:

- A section of pipeline running across two fields situated to the W of Barrow Street (B3130) from NGR ST 52095 69087 to ST 51545 69325. Documentary and cartographic evidence indicates that this area comprised four fields known as 'Great, Upper and Lower Portway' and 'Great Lippiatts'. The place-name 'Portway' is often found in association with ancient routeways (often of Roman or earlier date) and it is worth noting that these fields are situated about 630m SW of a known Roman settlement at Gatcombe. The evidence suggests that there is **moderate** potential for archaeological features of prehistoric or Roman date to be identified within this area*
- A section of the route, approximately 650m in length, extends through Church Town, the historic core of the medieval settlement of Backwell, approximately 100m (at its closest point) to the NW of the occupation/funerary site at Backwell Cave, where evidence of human activity dating back to the Neolithic period has been identified, in addition to a substantial number of inhumation burials of Iron Age or early Roman date. Although this area has been heavily impacted by 19th-20th century quarrying activity, there is nevertheless **moderate** potential for further evidence of prehistoric or Roman activity (possibly including burials) to be found in the immediate vicinity.*

Package 7: Cider Institute (Long Ashton) to Ashton Park

- One specific area of archaeological interest has been identified, comprising a section of pipeline route, approximately 400m in length, extending along Long Ashton Road close to the late medieval Angel Inn. This area appears to have been the focus of the medieval settlement of Long Ashton, possibly a meeting place or village green (a church cross stood in the road adjacent to the Inn until c.1880), and there is **moderate** potential for the survival of archaeological features or buried structural remains associated with medieval settlement in this area, although any surviving deposits and features are likely to have been heavily disturbed by road construction works and the installation of modern services.*

2. Introduction

Border Archaeology undertook this archaeological desk-based assessment on behalf of Bristol Water to determine the nature of the archaeological resource within two proposed replacement water mains pipeline schemes (*Figs.1 & 2*).

The first scheme under consideration (designated as BW Package 3) extends NW from the Bristol Water reservoir at Barrow Gurney (NGR ST 53254 67754) along Barrow Street (B3130) through the village of Barrow Gurney and then briefly crosses open fields to reach the A370 trunk road to the E of Flax Bourton village (*Fig.1*). The route then follows the A370 through the villages of Flax Bourton and Farleigh before heading SW through Church Town, an outlying part of the village of Backwell. From Church Town, the route continues roughly westwards, re-joining the A370 at West Town, another suburb of Backwell and continuing W for a distance of approximately 700m before reaching its terminus at Chelvey pumping station (NGR ST 47435 67958).

The second scheme (designated as BW Package 7) extends from the junction of Weston Road and Wild Country Lane (NGR ST 53274 69885), close to the site of the Long Ashton Research Station (Cider Institute), in a roughly NE direction along Weston Road and its continuation, Long Ashton Road, through the village of Long Ashton (*Fig.2*). On reaching the junction with the B3128 (Clarken Coombe/Ashton Road), immediately S of the entrance to Ashton Park, the pipeline route turns sharply E, following the course of the B3128 for a distance of 850m before reaching its terminus immediately S of Ashton Park Secondary School (NGR ST 56279 71357).

For the most part, both pipeline routes run along existing roads. **The designated engineering methodology involves a system of pipe replacement by the insertion of a new pipe into the existing one within the original trench and thus causing minimal impact to the surrounding area.** The installation will utilize the original pipe-work and cut and the only fresh excavation will involve the digging of access pits to facilitate the pipe-bursting.

For this reason, where the pipeline runs along an existing road, only the road has been analysed for archaeological potential. The corridor of c.100m on either side of the pipeline applies only where the route deviates from established roads.

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 would require additional research & consideration in a revised Report but this is deemed unlikely.



2.1 Soils and Geology

Barrow Street to Chelvey Pumping Station

The predominant soil types identified in the vicinity of this pipeline route consist of the following: 1/ the village of Barrow Gurney lies within an area predominantly characterised by brown rendzinas of the SHERBORNE series (343d). These consist of shallow well-drained brashy calcareous clayey soils over limestone, associated with slowly permeable calcareous clayey soils. The underlying geology consists of Jurassic limestone and clay (SSEW, 1983).

2/To the NW of Barrow Gurney, extending towards Flax Bourton, the soils are predominantly typical calcareous pelosols of the Evesham 1 series (411a), composed of slowly permeable calcareous clayey soils associated with shallow well-drained brashy calcareous soils over limestone, with landslips and associated irregular terrain locally. The underlying geology consists of Jurassic clay and limestone.

3/The predominant soil type in the vicinity of Flax Bourton and Farleigh villages and in the locality of Chelvey pumping station consists of stagnogleyic argillic brown earths of the HODNET series (572c), comprising reddish fine and coarse loamy soils with slowly permeable subsoils and slight seasonal waterlogging, with some similar well-drained reddish fine loamy soils with a slight risk of water erosion. The underlying geology consists of Permo-Triassic and Carboniferous reddish mudstone, siltstone and sandstone.

4/The village of Backwell is classified as Unsurveyed in the Soil Survey of England and Wales; however, immediately to the S and E of Backwell, the predominant soil type consists of brown rankers of the CRWBIN (313c) series, comprising very shallow and shallow well drained loamy soils over limestone, often on steep slopes, with limestone pavement and other rock exposures common. The underlying geology consists of Carboniferous limestone.

Former Cider Institute (Long Ashton) to Ashton Park

The urban area of Long Ashton is classified as Unsurveyed in the Soil Survey for England and Wales (SSEW 1983).

However, immediately to the S and E of Long Ashton, the soils are predominantly stagnogleyic argillic brown earths of the HODNET series (572c), comprising reddish fine and coarse loamy soils with slowly permeable subsoils and slight seasonal waterlogging, with some similar well-drained reddish fine loamy soils with a slight risk of water erosion. The underlying geology consists of Permo-Triassic and Carboniferous reddish mudstone, siltstone and sandstone.

Further to the NE, in the vicinity of Ashton Park, stagnogleyic argillic brown earths of the WHIMPLE 1 series (572d) predominate. These are composed of reddish fine loamy over clayey soils with slowly permeable subsoils and slight seasonal waterlogging, overlying drift over Permo-Triassic reddish mudstone.

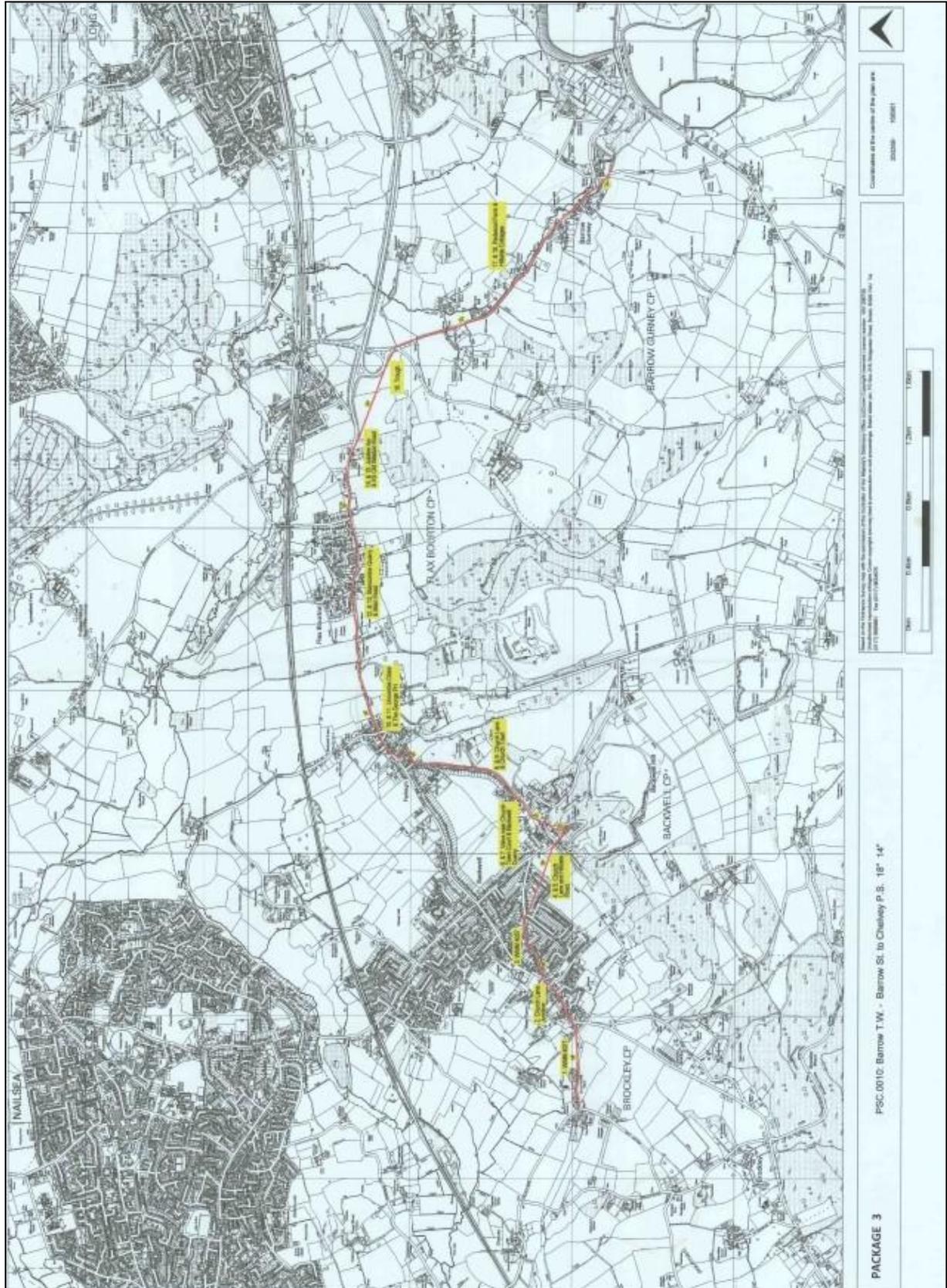


Fig 1: Plan showing the route of the proposed water mains pipeline scheme from Barrow Gurney to Chelvey pumping station (Package 3)

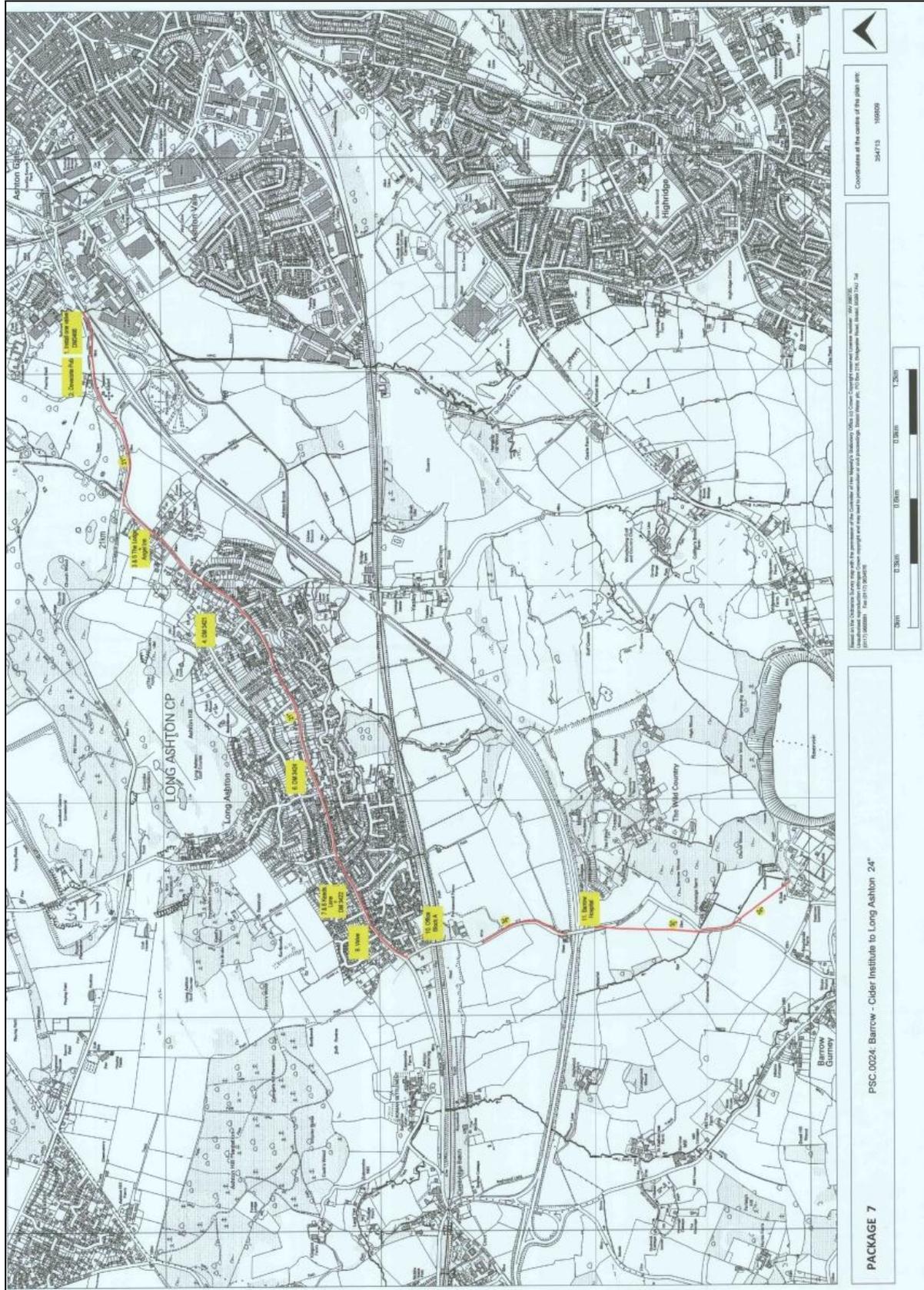


Fig 2: Plan showing the route of the proposed water mains pipeline scheme from the former Cider Institute (Long Ashton) to Ashton Park (Package 7)

3. Methodology

3.1 Archaeological Assessment

3.1.1 Research Aims

This archaeological desk-based assessment seeks to identify any known or potential archaeological resource within the specific study areas 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 North Somerset Historic Environment Record for any sites of archaeological or historic interest within a 200m corridor (100m on either side of the pipeline route).

3.1.4 Evaluation and study of primary sources

Primary documentary sources relating to the study area, where deemed necessary, were consulted at the Bristol Record Office, the National Archives and the Somerset 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 and the Somerset Record Office, including the *Victoria County History of Somerset* and relevant articles in the *Transactions of the Somerset Archaeological and National History Society*, as well as 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 dating back to the early 18th century were consulted at the Bristol Record Office, the National Archives and the Somerset Record Office. Copies of the Ordnance Survey 1st-3rd edition 6 inch and 25 inch maps and later OS 1:2500 and 1:10000 scale maps (c.1960 to present) were obtained from the Bristol Record Office and the Somerset Record Office.

Aerial photographic records, including vertical and oblique images ranging from the late 1940s to the present day, were consulted at the Somerset Record Office and the National Monuments Record, Swindon.



4. Site Specific Analysis

Two specific pipeline schemes are considered in this report. The first scheme (designated as Package 3) extends NW from the Bristol Water reservoir at Barrow Gurney (NGR ST 53254 67754) along Barrow Street (B3130) through the village of Barrow Gurney and then briefly crosses open fields to reach the A370 trunk road to the E of Flax Bourton village. The route then follows the A370 through the villages of Flax Bourton and Farleigh before heading SW through Church Town, an outlying part of the village of Backwell. From Church Town, the route continues roughly westwards, re-joining the A370 at West Town, another suburb of Backwell and continuing W for a distance of 700m before reaching its terminus at Chelvey pumping station (NGR ST 47435 67958).

The second scheme (designated as Package 7) commences from the junction of Weston Road and Wild Country Lane (NGR ST 53274 69885), close to the site of the Long Ashton Research Station (Cider Institute), and extends in a roughly ENE direction along Weston Road and its continuation, Long Ashton Road, through the village of Long Ashton. On reaching the junction with the B3128 (Clarcken Coombe/Ashton Road), immediately S of the entrance to Ashton Park, the pipeline route turns sharply E, following the course of the B3128 for an approximate distance of 850m before reaching its terminus immediately S of Ashton Park Secondary School (NGR ST 56279 71357).

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 routes and discusses its implications for the nature of the archaeological resource within the two specific study areas and the likely depth and survival of significant archaeological deposits and features.

4.1.1 Conservation areas

Package 3 (Barrow Gurney to Chelvey): This route extends through three designated conservation areas. A short stretch of the route extending along the A370 in Farleigh lies within the conservation area of Backwell Farleigh, while two other sections of the pipeline route lie within the designated conservation areas of Backwell Church Town and Backwell West Town, respectively.

Package 7 (Cider Institute to Long Ashton): A substantial section of the pipeline route, comprising the eastern part of Long Ashton village and extending NE up to the southern boundary of Ashton Park, lies within the designated conservation area of Long Ashton. The western half of the pipeline route lies within the designated conservation area of Westleaze and Wyke.

4.1.2 Scheduled Ancient Monuments

Neither pipeline route runs in close proximity to any scheduled monuments. Package 3, the pipeline route extending from Barrow Gurney Reservoir to Chelvey pumping station, runs approximately 630m SW of the Scheduled Area of the Roman settlement at Gatcombe, at its closest point. The W terminus of Package 7 (extending from the site of the Long Ashton

Research Station to Ashton Park), lies approximately 220m SE of the eastern boundary of the Scheduled Area of the Roman settlement at Gatcombe.

4.1.3 Archaeological Sites

The North Somerset Historic Environment Record was consulted to determine the nature and extent of the archaeological resource within the two respective pipeline schemes. In both cases, the search radius has been defined as being 200m in width (100m on either side of the pipeline route). The majority of the sites recorded in the North Somerset HER in the vicinity of the pipeline route consist of built heritage assets of post-medieval date.

4.1.4 Package 3: Barrow Gurney Reservoir to Chelvey Pumping Station (via Barrow Street and Backwell)

- *Prehistoric*

Only one recorded archaeological site of prehistoric date has been identified within the immediate vicinity of the pipeline route, namely, the prehistoric and Romano-British occupation/funerary site at Backwell Cave (HER 00353; 42967; NGR ST 4924 6801), located in a small strip of land between woodland and a large, disused quarry site, which was excavated in 1937 by members of the University of Bristol Speleological Society (Tratman & Jackson, 1938, 57-74). The pipeline route, at its closest point, runs adjacent to the former Coles Quarry Works, approximately 100m NW of the cave site.

The earliest evidence of human activity found at the cave site consisted of a leaf-shaped arrowhead and a rough, broken flint knife of Neolithic date (HER 00352); however, the most significant period of activity on the site appears to date from the Iron Age/early Romano-British period, with evidence for significant burial activity. The buried remains of at least 18, possibly as many as 30-40 individuals were identified during the 1937 excavations, although, unfortunately, the destruction of much of the finds archive during the Second World War bombing of Bristol Museum has made assessment of the results extremely difficult. Subsequent stripping of the area adjacent to the cave site has yielded little additional evidence of prehistoric activity.

A number of prehistoric sites have been recorded in the wider vicinity of the pipeline route. The site of a possible Bronze Age round barrow (HER 00632; ST 53040 68700) has been recorded in fields to the E of Crossgrove Wood approximately 560m NE of the pipeline route at its closest point, where it extends along the B3130 through the village of Barrow Gurney (Grinsell, 1971). Further to the W, at Church Town, Backwell, a large stone slab, possibly a recumbent standing stone of Bronze Age or Neolithic date (HER 41359), was identified in fields approximately 220m NW of the pipeline route, where it runs along Church Lane, immediately adjacent to the churchyard of St Andrew's Church.

Possible evidence of funerary activity of unspecified prehistoric date is represented by several earthworks situated on the slopes of Backwell Hill, to the E of Church Town, which have been tentatively identified as barrow mounds (HER 00293; 00354; 46235), although this has yet to be conclusively verified by archaeological investigation. The nearest of these earthworks (HER 00354) is located approximately 600m E of the pipeline route. Another pair of tadpole-shaped mounds of uncertain date or function have been recorded in Cheston



Combe to the E of Backwell Cave, approximately 250m SE of the pipeline route at its closest point (HER 04696); it has been suggested that the mounds could represent prehistoric funerary monuments, although it is equally conceivable that they could be spoil heaps associated with quarrying activity of post-medieval date (Tratman, 1935, 253). Evidence of later prehistoric occupation in the wider vicinity of the pipeline route is represented by the much-denuded remains of a defended enclosure of probable Iron Age date located on the E side of Cheston Combe (HER 00350), which has been largely destroyed by 19th-20th century quarrying activity.

In general terms, there is **low** potential for evidence of prehistoric activity to be identified along the majority of the route, especially as the majority of the route follows existing roadways, where there is likely to be significant disturbance by previous road-construction works and the installation of modern services.

However, where the pipeline route extends through Church Town, in close proximity to the occupation/funerary site of Backwell Cave, there is **moderate** potential for encountering deposits or features associated with prehistoric occupation or funerary activity, particularly in view of the significant number of prehistoric sites recorded in the wider locality of the study area. However, it is likely that extensive 19th-20th century quarrying may have impacted on the survival of archaeological deposits and features of prehistoric date in this area.

- *Roman*

Only one recorded site of Roman date has been identified in the vicinity of the pipeline route: the occupation/funerary site of Backwell Cave (HER 42697). The lack of coherent stratigraphy for the site makes it extremely difficult to determine for how long the site remained in use. A small quantity of finds were recovered during the 1937 excavations, which were assigned a Romano-British date, including a flat, disc-shaped ceramic spindle-whorl and a quantity of black burnished ware which was dated 'probably not later than 1st century AD' (Tratman & Jackson, 1938, 64).

The authors of the excavation report argued that the cave was used 'for a period probably within the limits of 100 BC to 100 AD'; however, a recent reassessment of the surviving finds from Backwell Cave has questioned the dating of the assemblage, suggesting that the majority of the finds dated to the Romano-British period should instead be assigned an Iron Age date (Tratman & Jackson, 1938, 65-6; Branigan & Darne, 1992)

One other possible, unrecorded Roman site has been identified in the immediate vicinity of the pipeline corridor. A section of the pipeline runs for approximately 600m NW from Barrow Street (NGR ST 52095 69087) across two fields before reaching the A370 on the eastern outskirts of Flax Bourton, near the Jubilee Inn (NGR ST 51545 69325). The Long Ashton tithe map of 1841 identifies up to four fields in this area: Great Portway, Lower Portway, Upper Portway and Great Lippiatts. These are located at the intersection of three parish boundaries: Barrow Gurney to the S, Long Ashton to the E and Flax Bourton to the W.

The place-name 'Portway' is often found in association with Roman roads, such as the road from Silchester to Old Sarum, although the name also occurs in reference to routeways of earlier, prehistoric origin (Cameron, 1969. 157). While no archaeological evidence for a Roman road has previously been identified in this location, it is entirely possible that there may be an association with the nearby Roman defended settlement at Gatcombe. It is



worth noting that the fields in question are situated only 630m SW of the boundary of the Scheduled Area of the Roman settlement. Moreover, the results of recent magnetometer and resistivity surveys undertaken by the Gatcombe Environs Research Team to the S of the railway line indicate that the area of Roman settlement at Gatcombe may have extended much further S than originally suspected (Smisson, 2010b-c).

- *Medieval*

The pipeline route extends through three settlements of medieval origin: Barrow Gurney, Flax Bourton (which formed part of the manor of Wraxhall) and Backwell (Church Town). Church Town represented the focus of medieval settlement at Backwell, an important estate belonging to the Rodney family from the mid-12th century through to the 17th century. The Rodneys obtained a grant of a weekly market and an annual fair at Backwell from King Henry III in 1270, augmented by the grant of another market from Edward II in 1318, which suggests that this was a reasonably prosperous settlement during the 13th-early 14th century. Earthworks situated immediately E of St Andrew's Church may represent evidence of a shrunken medieval settlement and there is topographical evidence for the possible existence of burgage plots located along the N side of Church Lane (Slatcher & Rosenberg, 2000).

A total of eight sites of medieval date have been identified in the immediate vicinity of the pipeline corridor. These include a possible medieval mill at Lower Barrow Mill (HER 45952), which has been tentatively identified with a mill at Barrow Gurney recorded in the Domesday Survey of 1086 (Bodman, 1989, 5), the medieval parish church of St Michael, Flax Bourton (HER 00615), and the adjacent remains of a churchyard cross (HER 00616). In the vicinity of Church Town, Backwell, several medieval sites are recorded close to the pipeline, including the Grade I listed parish church of St Andrew, Backwell, with its associated churchyard cross (HER 00348-00349), and a series of earthworks (possibly house platforms) of possible medieval date in a field immediately to the E of the church (HER 04795).

Two listed buildings of late medieval date are situated in Church Town near to the pipeline route, comprising a late 15th century house with 17th-18th century alterations at the Grange (HER 41284) and another late 15th century house at Combe Cottage (HER 06629). Although these sites are all located in close proximity to the pipeline, as the route runs along an existing carriageway, it is extremely unlikely that the excavation of the pipeline trench will impact upon or reveal evidence of archaeological deposits, features or structural remains associated with these sites; consequently, the potential for encountering evidence of medieval activity has been assessed as **low**.

- *Post-Medieval*

A significant number of post-medieval sites (approximately 70, the majority consisting of built heritage assets) have been recorded in the immediate vicinity of the pipeline corridor. The site of a possible pillow mound of uncertain date has been identified within Lower Portway, the easternmost of the two fields crossed by the pipeline route to the W of Barrow Street (HER 03034). The pillow mound may have been associated with a larger rabbit warren belonging to the nearby estate of Barrow Court, although the northern boundary of the Barrow Court landholding appears to have been defined by Barrow Court Lane to the S.

Other notable sites include several 17th century properties situated along Barrow Street, in the village of Barrow Gurney, including Springhead Farm (HER 02548), 1-6 Compton Mead



(HER 45850), as well as two watermill sites at Upper and Lower Barrow Mill (HER 04088; 00628), as well as various Grade II listed properties of 18th-19th century date in Flax Bourton, Farleigh and Backwell (Church Town & West Town). In Church Town, Backwell, the pipeline route runs approximately 20m E of an early 19th century double limekiln site (HER 04015; NGR ST 490 680).

Based on the designated low-impact engineering methodology of pipe-bursting within the middle of the existing carriageway, no impact on the majority of these heritage assets is anticipated, although the site of the pillow mound in 'Lower Portway' field appears to be situated in close proximity to the pipeline route.

4.1.5 Package 7: Former Cider Institute (Long Ashton) to Ashton Park

- *Prehistoric*

No archaeological evidence for prehistoric occupation has been identified within the immediate vicinity of the pipeline route. Evidence of prehistoric agricultural activity was identified during an evaluation undertaken on fields immediately E of Durnford Quarry, approximately 940m NW of the pipeline route, where a series of lynchet or cultivation features was identified, together with a quantity of flints and pottery of probable Bronze Age date (HER 00854; Cross, 1993). In view of the distance of any recorded sites from the pipeline route, the potential for encountering evidence of prehistoric activity has been assessed as **low**.

- *Roman*

No archaeological evidence of Roman activity has been identified within the immediate vicinity of the pipeline route. However, several Roman sites have been recorded in the wider locality of the route. The W terminus of the pipeline route, at the junction of Weston Road and Wild Country Lane, lies approximately 220m SE of the extreme eastern boundary of the Scheduled Area of the Roman defended settlement at Gatcombe (HER 00189; SAM Ref. 22848), while the earthworks of a Romano-British field system (HER 00848) overlain by a later medieval farmstead are located at NGR ST 532 704, approximately 300m NNW of the route at its closest point.

A scatter of Roman pottery has also been identified in Church Wood (HER 04703; NGR ST 550 712), approximately 330m W of the pipeline route, where it crosses the junction of Long Ashton Road and the B3128 (Clarken Coombe/Ashton Road). While there is clearly evidence for Roman activity in the wider area traversed by the pipeline route, the likelihood of encountering Roman occupation deposits and features has been assessed as **low**, reflecting the fact that the pipeline runs along the centre of an existing carriageway.

- *Medieval*

A total of nine recorded sites of medieval date are listed in the immediate vicinity of the pipeline route, which extends along Weston Road and Long Ashton Road, directly through the historic core of the village of Long Ashton, a settlement of medieval origin recorded as 'Estune' in the Domesday Survey of 1086. These include the site of a possible medieval well known as 'Birdwell', which appears to have been situated in Lovelinch Gardens, approximately 35m S of the pipeline route (HER 42451). A Grade II late 15th-early 16th

century house with extensive 19th-20th century alterations is situated at Nos. 77-9 Long Ashton Road (HER 06538), while the site of a 15th century vicarage (demolished in the late 18th century) is located at No. 125 Long Ashton Road (HER 45316) .

Further to the NE along Long Ashton Road is another Grade II listed house of late 15th/early 16th century date with 17th century and later alterations, the Angel Inn (HER 07412), which was originally known as the church house on account of it having been granted by the lord of Long Ashton Manor to the parish church as a chantry gift. A recent evaluation undertaken in fields immediately to the S of the Angel Inn revealed evidence of extensive post-medieval pitting; however, no occupation deposits or features of medieval date were identified (Broomhead, 2008). The site of another medieval tenement has been identified on the N side of Long Ashton Road opposite the Angel Inn (HER 45314).

The Angel Inn is referred to as 'Church Cross' on the Long Ashton parish map of 1826, deriving its name from a late medieval octagonal stone cross that originally stood in the road outside the inn (HER 43869) and was subsequently removed to its present location (in the churchyard of All Saints Church) some time between 1880 and 1884. The surviving remains of the cross (consisting of the plinth and partially intact shaft) are Grade II listed. Late 19th/early 20th century photographs of this area show this stretch of Long Ashton Road originally to have been somewhat broader than at present (*Plate 1*).



*Plate 1: Photograph of c.1890-1900 looking NE along Long Ashton Road at the junction of Church Lane, showing the Angel Inn (in foreground, to right of picture)
(Reproduced by courtesy of Somerset Record Office)*

Within a large, irregularly-shaped field immediately to the NE of the Angel Inn and All Saints Church, the earthworks of a possible medieval deserted village have been identified (HER 09629), which may represent evidence of settlement associated with the medieval manor of Bower Ashton. The pipeline route runs along Long Ashton Road and its continuation Ashton Road, bordering the western and northern edges of the field containing these earthworks.



The full extent of these earthworks has yet to be determined; however, the pipeline route runs along the centre of the existing carriageway at some distance from the earthworks that are visible in this field. Further to the NE, the pipeline route runs along the B3128, approximately 60m N of a chapel site of medieval date (dedicated either to St James or St John), the former location of which is marked on the OS 1st edition map of 1884 but does not appear on earlier historic mapping of the area (HER 00867).

While an appreciable number of recorded sites and surviving built heritage assets of medieval date occur in the vicinity of the pipeline route, it should be emphasised that the entirety of the route runs along the centre of the existing carriageway; consequently, the potential for encountering well-preserved, stratified archaeological deposits and structural remains associated with medieval occupation has been assessed as **low**.

One possible exception must be made to this assessment, however, where the pipeline route runs along Long Ashton Road in the immediate vicinity of the Old Angel Inn (which may represent the focus of the medieval settlement). In this specific area, there is **moderate** potential for structural remains and deposits/features associated with medieval occupation to be identified (based on the evidence of documents and historic mapping indicating the former presence of structures in the roadway), although it is likely that any surviving features will have been heavily disturbed by construction works associated with the modern carriageway.

- *Post-medieval*

A significant number of post-medieval sites (approximately 40, mostly consisting of built heritage assets) have been identified in the immediate vicinity of the pipeline corridor. These include sites of post-medieval farmsteads at Fenswood (HER 43885) Middle Town (HER 09918) and Lellots Pool (HER 09919) and several Grade II listed dwellings and public buildings of 17th-19th century date, including two former schoolhouses of 18th century date at 64-8 and No. 126 Long Ashton Road (HER 45517; 45518). However, based on the designated low-impact engineering methodology of pipe-bursting within the middle of the existing carriageway, no impact on these heritage assets is anticipated.

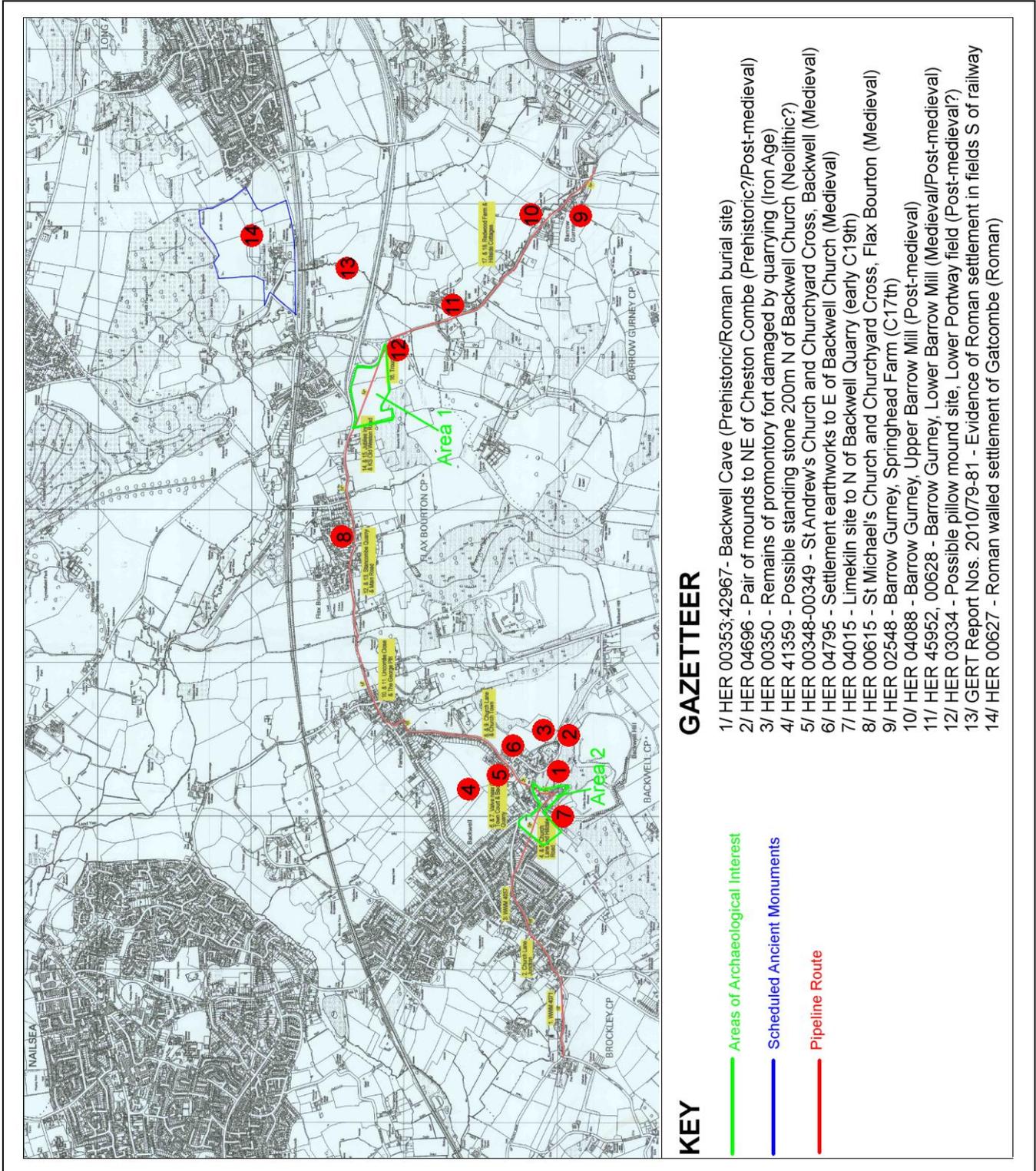


Fig.3: Package 3 – Barrow Gurney Reservoir to Chelvey Pumping Station (via Barrow Street and Backwell): Map showing archaeological sites recorded in the vicinity of the pipeline corridor (from the North Somerset Historic Environment Record) and areas of archaeological interest

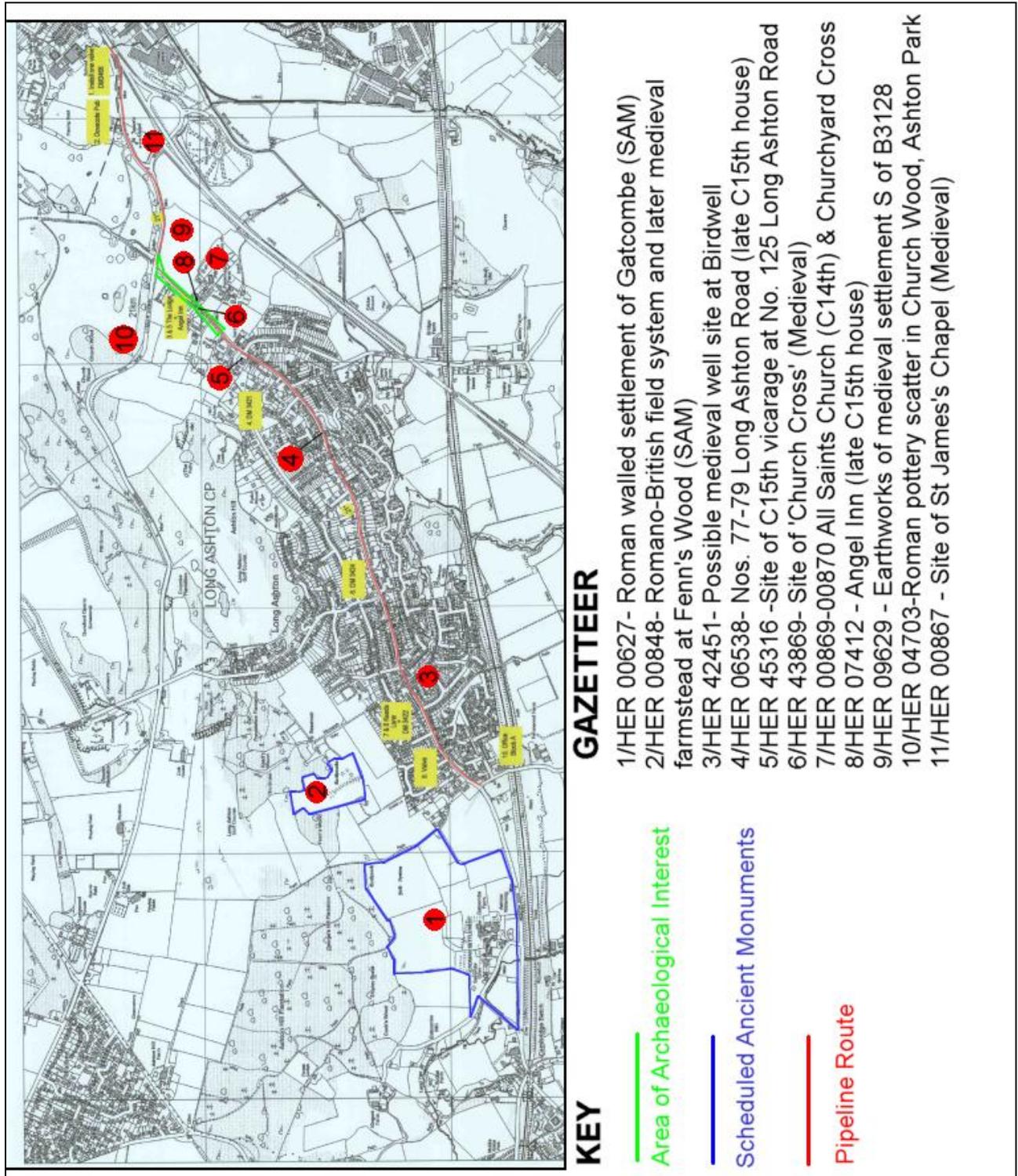


Fig. 4: Package 7 – Cider Institute (Long Ashton) to Ashton Park: Map showing archaeological sites recorded in the vicinity of the pipeline corridor (from the North Somerset Historic Environment Record) and areas of archaeological interest

4.2 Documentary Study and Map Regression (including Aerial Photography)

This section focuses on those specific areas on the two pipeline routes which have been identified in the previous section as potentially being of archaeological sensitivity.

On Package 3, the pipeline route from Barrow Gurney Reservoir to Chelvey pumping station, two specific areas of archaeological potential have been identified consisting of:

Area 1: Two fields lying to the S of Cambridge Batch and bounded to the E by Barrow Street (B3130) and to the N by the A370 trunk road.

Area 2: In the centre of Church Town, Backwell (which represents the core of the historic medieval settlement of Backwell), the area of archaeological potential comprises a section of the pipeline route extending in close proximity to the burial/occupation site of Backwell Cave.

On Package 7, the route from the Former Cider Institute at Long Ashton to Ashton Park, one specific area of archaeological potential has been identified, comprising a limited section of Long Ashton Road extending through the historic core of the village of Long Ashton, in close proximity to the late 15th century Angel Inn.

4.2.1 Package 3: Barrow Gurney Reservoir to Chelvey Pumping Station (via Barrow Street and Backwell)

c. 1700 to 1850

Area 1: The two fields presently known as 'Great Portway' and 'Lower Portway' are located immediately to the W of Barrow Street (the present-day B3130), on the extreme western fringe of the manor and parish of Long Ashton. The W boundary of the field called 'Great Portway' marks the division between the parishes of Long Ashton (to the E) and Flax Bourton (to the W), while the southern boundary of the two fields lies close to the parish boundary of Barrow Gurney (extending along Barrow Court Lane) The place-name 'Portway' is often used to denote a route or trackway of high antiquity, possibly of Roman or even earlier date.

It is possible, though not conclusively proven, that the 'Portway' may refer in this instance to a roadway on a NNW alignment that first appears on a plan of Long Ashton manor (then belonging to the Smyth family of Ashton Court) drawn by Thomas Jeffery in 1765 on the basis of an earlier survey drawn up in 1730 (BRO Ref. AC/PL/86) (*Fig. 5*). This roadway appears to have represented a more direct continuation of Barrow Street, heading directly NNW towards the Weston Road, from where it continued on a slightly staggered alignment northwards, crossing the site of the former Bedminster Union Workhouse (depicted in 1765 as a compact bloc of rectilinear field enclosures) and heading northwards before intersecting with the road running NW towards Clevedon in the vicinity of Kingcott Mill, close to the Land Yeo.



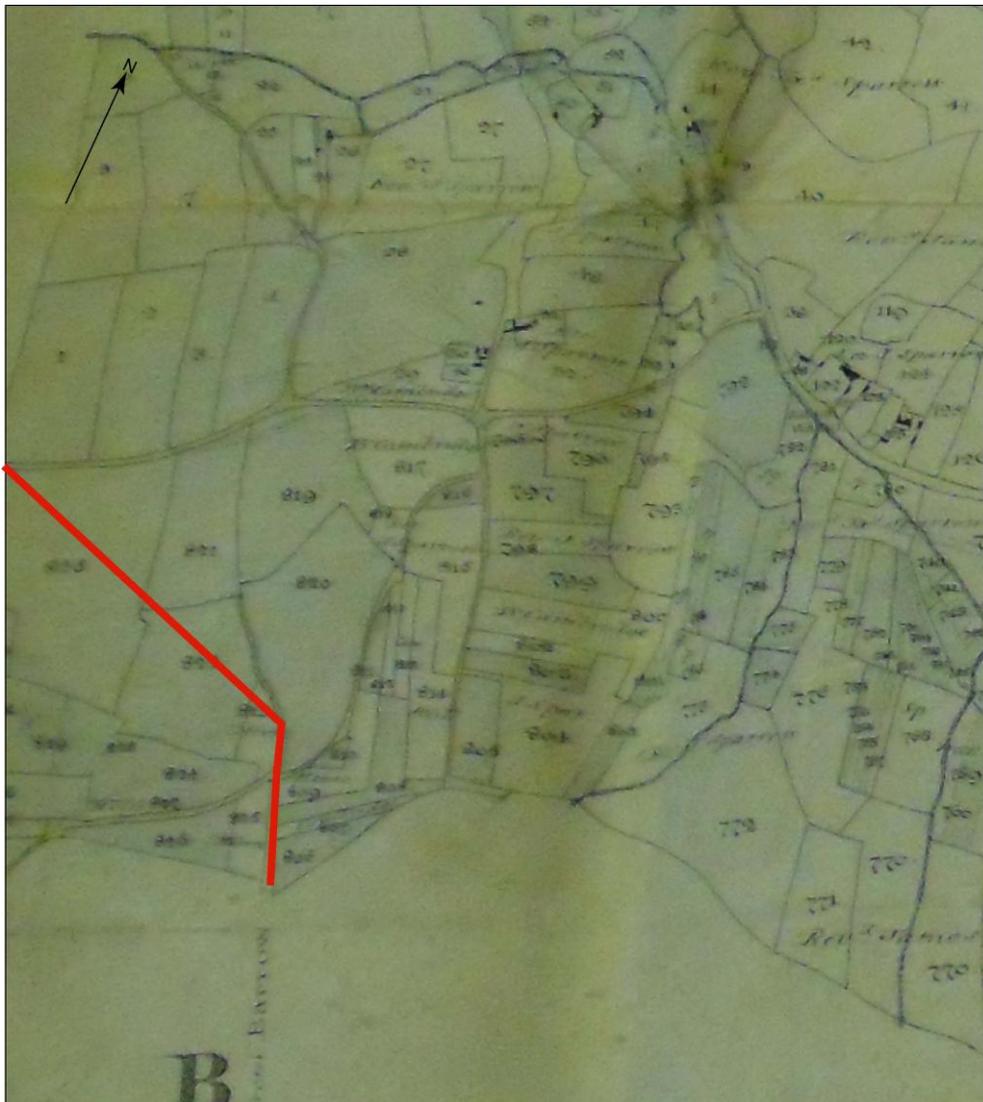
Fig. 5: Extract from a plan of Long Ashton manor dated 1765 showing the fields called 'Great Portway', 'Upper Portway', 'Lower Portway' and 'Upper Lippiatts' to the W of Barrow Street
(Reproduced by courtesy of the Bristol Record Office)

The pattern of field enclosure to the W of Barrow Street was somewhat different and more complex in 1765 compared to its present-day layout. The easternmost of the two fields, adjoining Barrow Street, was then divided into three irregular enclosures of unequal size. A small triangular-shaped field, called 'Upper Lippiatts' in the terrier of 1730 (later 'Great Lippiatts'), is depicted in the SE corner, immediately to the E of the crossroads formed by Barrow Street and its extension running NNW and another, curvilinear lane running NE-SW from Cambridge Batch towards Barrow Court (its SW continuation represented by present-day Barrow Court Lane). The place name 'Lippiatts' is of Old English origin, *hlēpgeat*, denoting a leap-gate, a gate in a fence low enough for deer and horses to cross but high enough to keep sheep and cattle from straying.

To the W and NW of this small triangular enclosure, the 1765 map depicts two irregularly-shaped fields. Plot No. 30, the field immediately W of 'Great Lippiatts', is depicted as a roughly pentagonal enclosure, its NE boundary defined by the roadway running NNW from Barrow Street towards the Weston Road. Immediately to the N of this field is a more regular, rectilinear field enclosure oriented N-S (marked as Plot No. 29 on the 1765 estate map). These two fields appear not to be named in the terrier of c.1730 but are respectively

listed as 'Upper Portway' and 'Lower Portway' in the 1826 survey of Long Ashton parish and the 1841 tithe apportionment. To the W of these two fields, the 1765 map depicts a much larger field, a roughly reversed S-shaped enclosure marked as 'Great Portway'. The terrier of c.1730 lists several plots as 'Big Portway' held by several different tenants, suggesting that 'Great Portway', as it appears on the 1765 plan, may represent an amalgamation of several different plots.

To the S of 'Great Portway' was an extensive tract of woodland marked as 'Breach Hill' which appears to have been partially enclosed by the mid 18th century, judging from the rectilinear enclosures shown on the 1765 plan, while to the SE a series of more irregular enclosures is depicted, which are collectively marked as 'Puxpitts' in the terrier of c.1730. The etymology of the name 'Puxpitts' is unclear: it is possible that the place-name element 'Pux' could denote an Old English personal name or it could have folkloric associations. The reference to 'pits' would appear to indicate some form of ground disturbance in this area (possibly quarrying activity, or burials); however, the nature of the disturbance remains undetermined.



*Fig. 6: Extract from the parish survey of Long Ashton dated 1826
(Reproduced by courtesy of the Bristol Record Office)*

A survey of the estates of Sir John Smyth in the parish of Long Ashton undertaken in 1826 (BRO Ref. AC/E/19) shows that the pattern of field enclosure in the fields to the W of Barrow Street had remained largely unchanged since 1765 (Fig.6). However, only the southern half of the roadway running NNW from Barrow Street towards the Weston Road is depicted; the northern half appears to be marked by the slightly curvilinear eastern boundary of Plot No. 821 ('Lower Portway').



Fig.7 Extract from the tithe map of Long Ashton parish (1841)
(Reproduced by courtesy of the National Archives)

The 1841 tithe map of Long Ashton parish (NA IR 30/30/14) shows relatively little change to the pattern of enclosure within the fields W of Barrow Street had occurred since 1826 (Fig. 7). All four fields (Plot No. 589 'Lower Portway', Plot No. 590 'Great Portway', Plot No. 610 'Upper Portway' and No. 612 'Great Lippiatts') were under pasture and tenanted by a local farmer, William Hitchman, from the lord of the manor, Sir John Smyth. However, there had been extensive subdivision of the fields immediately to the S ('Breach Hill' and 'Puxpits') into smaller enclosures. Moreover, immediately to the N of the Weston Road, significant changes to the local topography had taken place, with the construction of the Bedminster Union Workhouse (in 1837) and line of the Bristol to Exeter Railway (in 1839)

Area 2: This specific study area lies on the southern fringes of Church Town, now an outlying hamlet of the larger modern settlement of Backwell to the N, but which originally formed the historic core of the medieval settlement of Backwell, focused on the parish church of St Andrew (a Grade I listed building), the earliest fabric of which dates from the 12th century, with extensive later additions, including an impressive W tower of 15th century date (Pevsner, 1958).

The pipeline route runs along Church Lane, immediately to the SE of the churchyard of St Andrew's Church. Approximately 60m SW of the churchyard, the pipeline route follows the line of a public footpath running SW between two properties before exiting into Church

Town Street, from where it follows another footpath (partially through woodland) before reaching the former Coles Quarry Works site at NGR ST4910 6810. From this point, the pipeline route runs sharply NW along another public footpath for about 100m before reaching Church Town Street and then heading WNW across an open field towards a late 20th century housing estate.

The Backwell tithe map of 1842 (*Fig. 8*) shows that the footpath running SW from Church Lane to Church Town Street functioned as a boundary between two properties, the lawn and 'pleasure grounds' belonging to Backwell Rectory to the E (Field No. 669), while to the W was a house and garden occupying a small triangular plot (Field No. 676). The tithe apportionment records that the rectory, lawn and pleasure gardens were in the ownership of the rector, the Reverend Lord John Thynne, while the house and garden to the W was also owned by the rector and occupied by one William James.



*Fig. 8 Extract from the Backwell tithe map of 1842 showing Church Town
(Reproduced by courtesy of the National Archives)*

Continuing further to the SW, the tithe map depicts a small triangular plot on the SW side of Church Town Street (Field No. 663), which is listed in the tithe apportionment as a quarry belonging to the Marquess of Bath. This would appear to represent the precursor of the much larger quarry site at Cheston Combe, which was opened some 25 years later in 1867 and subsequently expanded to the W during the early 1930s. Immediately to the W of the quarry site, the tithe map marks a roughly triangular plot of woodland referred to as 'Grove Wood' (Field Nos. 661 & 662), which was owned by one Sarah Bretton and occupied by a tenant farmer named Joseph Cottle. To the NW of Grove Wood, the tithe map shows a large, sub-rectangular field enclosure oriented NE-SW; this is identifiable with the existing field situated between Coles Quarry to the SE and the modern housing estate to the NW. The tithe apportionment marks this field as an orchard (Plot No. 650), which was then owned by a farmer named Joseph Winscombe.

c. 1850 to present

Area 1: By 1865, the topography of the study area had undergone significant change, as shown by an estate plan of Long Ashton manor drawn up in that year (BRO Ref. AC/PL/126). The 1865 estate plan (*Fig. 9*) no longer shows the roadway depicted on the 1841 tithe map and earlier historic mapping extending NNW from Barrow Street, its alignment being preserved by the eastern boundary of Fields 589 and 610. 'Great Lippiatts', the small triangular field marked as Field No. 612 on the tithe map, had also been amalgamated with Field No. 610 ('Upper Portway') to form a single enclosure. Fields 589 ('Lower Portway'), 590 ('Great Portway') and 610 ('Upper Portway' and 'Great Lippiatts') were all under pasture and still tenanted by William Hitchman.

The 1865 plan also shows two trackways originating from the SE corner of Field 610, one heading WNW through Fields 610 ('Upper Portway') and 590 ('Great Portway'), while the other footpath ran in a NW direction before curving sharply northwards through Field No. 589 ('Lower Portway') towards the Bedminster Union Workhouse.



*Fig.9: Extract from the 1865 plan of Long Ashton manor
(Reproduced by courtesy of Bristol Record Office)*



Fig.10 Extract from the OS 1st edition 6 inch map of 1884 (with the pipeline superimposed in red)
(Reproduced by courtesy of the Somerset Record Office)

The OS 1st edition 6 inch map of 1884 (Fig.10) shows the pattern of field enclosure within the study area to have remained essentially unchanged since 1865. The E boundary of Lower Portway is shown as heavily lined with trees, which may be associated with the roadway which formerly ran along this boundary. The two trackways shown on the 1865 estate map are specifically marked as footpaths on the 1st edition map. Of particular interest is the water-main shown extending WNW across 'Lower Portway' and 'Great Portway', which is marked on the 6 inch map as 'Supply Pipes Bristol Water Works'.

Little change to the topography of the study area is shown on the OS 2nd edition 6 inch map of 1904 (Fig. 11); however, the OS 3rd edition 6 inch map of 1932 (Fig. 12) shows that 'Great Portway', the large field occupying the western half of the study area, had been enlarged at its SW corner, incorporating an elongated field enclosure aligned roughly N-S, which had formerly belonged to Breach Hill. The southern boundary of 'Great Portway' field had also been slightly altered, having a sharply-defined, diagonal edge compared to the staggered boundary depicted on the OS 1st and 2nd edition maps. In addition to these boundary changes, another supply pipeline had been laid directly through the study area, running roughly parallel with and to the N of the pipeline first shown on the OS map of 1884. The 1932 map also marks an air valve and stop valve in the SE corner of Upper Portway field, at the point where the two supply pipelines converge.

Little evidence for alteration to field boundaries is visible on an RAF vertical photograph of the study area dated 1946 or on an Ordnance Survey 6 inch map of 1960. However, by 1978, the construction of the roundabout at the intersection of the A370 (Weston Road) with the B3130 (Barrow Street) had significantly encroached upon the NE corner of the study area. The two fields occupying the eastern half of the study area ('Upper Portway' and 'Lower Portway') were amalgamated to form a single enclosure

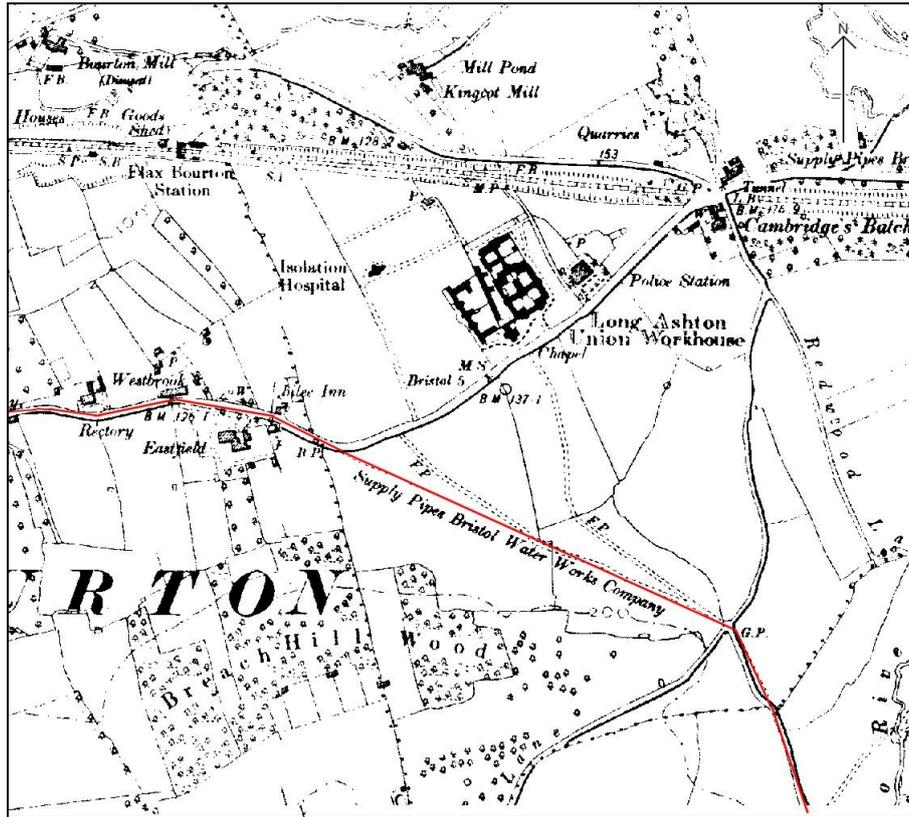


Fig. 11 Extract from the OS 2nd edition 6 inch map of 1904
(Reproduced by courtesy of Somerset Record Office)

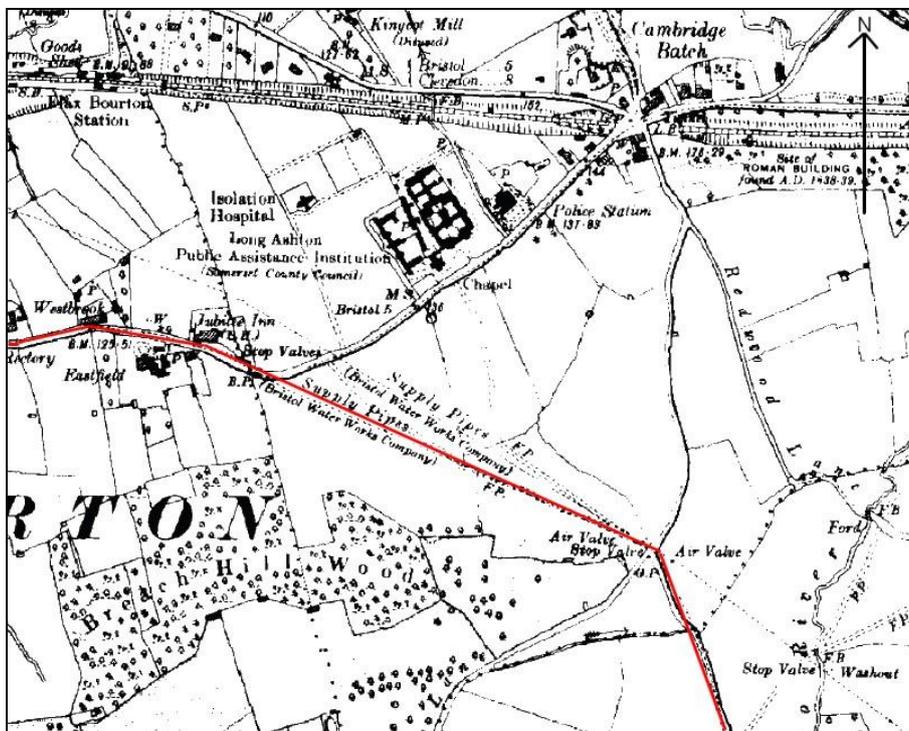
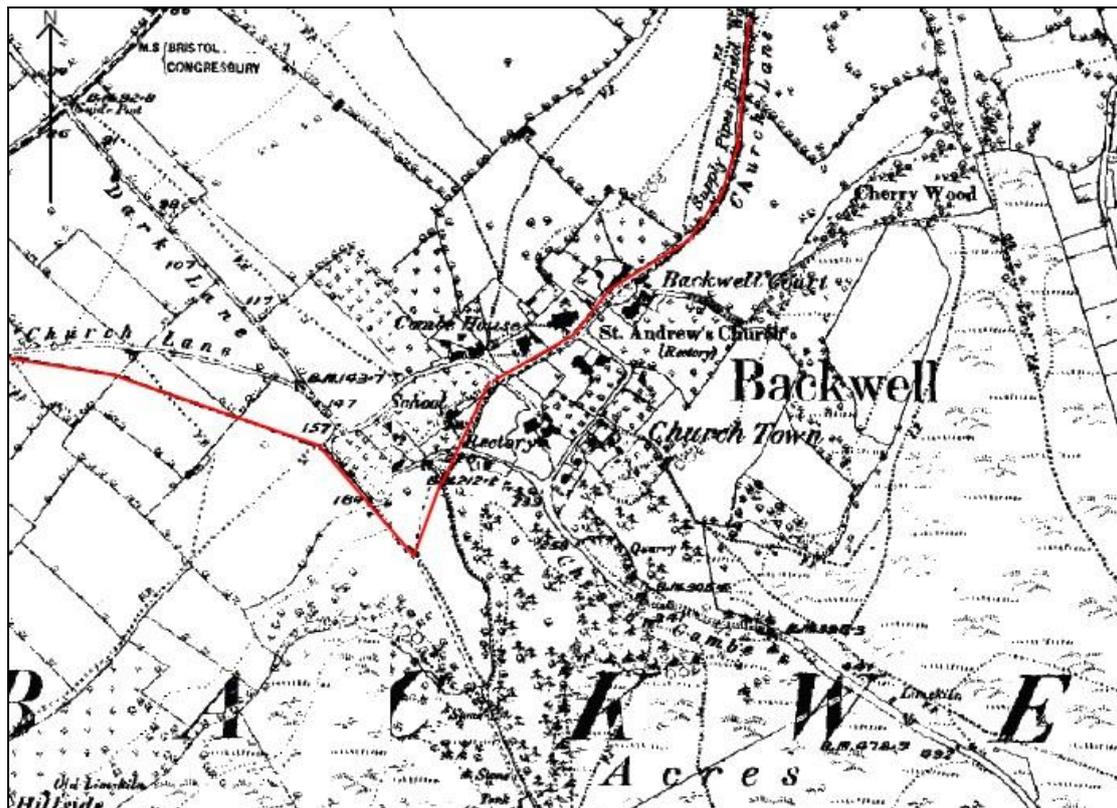


Fig. 12 Extract from the OS 3rd edition 6 inch map of 1932
(Reproduced by courtesy of the Somerset Record Office)

Area 2: The OS 1st edition 6 inch map of 1884 (*Fig. 13*) shows that the topography of the study area had undergone relatively little change since the 1840s, the most notable development being the expansion of quarrying activity on the E side of Cheston Combe, to the S of Church Town (in 1867).

To the SW of Church Lane, a footpath is shown running from NE-SW along the boundary between the rectory grounds to the E and the property to the W, which then continues into Grove Wood and then turns sharply, running on a SSE alignment through the woodland. There is no indication of the small quarry site shown on the 1842 tithe map (listed as Field No. 663), which suggests that it must have fallen out of use by that date, presumably superseded by the larger quarry site to the SE. The boundaries of the large orchard enclosure to the NW of Grove Wood (marked as Field No. 650 on the tithe map) appear to have remained intact; a footpath is shown running NE-SW through the middle of the field.

The 1st edition map of 1884 also depicts the line of a water-main pipeline extending SSE from Church Town through Grove Wood to the W of Cheston Combe, marked as 'Supply Pipes Bristol Water Works Company'. The route of the pipeline is indicated by several stone markers and is shown as heading towards a reservoir or water-tank situated towards the southern end of the wood.



*Fig.13 Extract from the OS 1st edition 6 inch map of 1884
(Reproduced by courtesy of Somerset Record Office)*

The OS 2nd edition 6 inch map of 1904 (Fig. 14) shows that the extent of the settlement at Church Town had remained largely unchanged since 1884; however, there had been an extension of quarrying activity at Cheston Combe to the SW of Church Town.

By the early 1930s, there had been a significant expansion of quarrying activity to the SW of Church Town, with the establishment of the Coles limestone quarry site at Grove Wood, to the W of Cheston Combe, which is first shown on the OS 3rd edition map of 1932. The site of a Bristol Water reservoir is also marked to the S of the quarry complex. Late 1940s RAF vertical photographs and an Ordnance Survey 6 inch map of 1960 show that the quarry area had expanded slightly to the W and SW since the early 1930s.

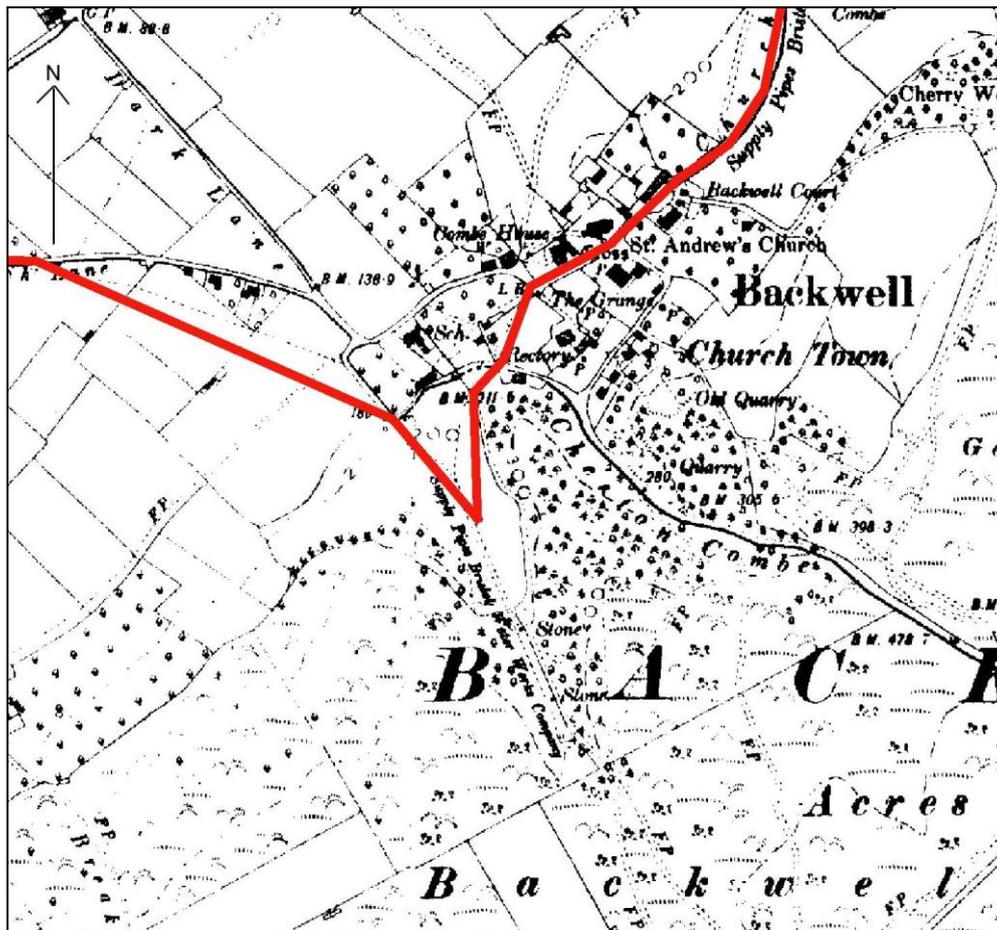


Fig. 14 Extract from the OS 2nd edition 6 inch map of 1904
(Reproduced by courtesy of the Somerset Record Office)

4.2.2 Package 7: Former Cider Institute (Long Ashton) to Ashton Park

The pipeline route extends along Weston Road and its continuation, Long Ashton Road, directly through the village of Long Ashton, a settlement of medieval origin recorded as 'Estune' in the Domesday Survey of 1086. The manor appears to have been a substantial landholding, amounting to 20 hides, and was valued at £10 (Collinson 1791, II, 289). It was held by Bishop Geoffrey of Coutances in 1086 and appears subsequently to have been divided into several separate manors, the chief estate, that of Ashton Court, being acquired by the de Lyons family in the late 13th century. The manor was acquired by Sir Richard Choke of Stanton Drew in 1454 and was subsequently purchased by John Smyth of Lydney (co. Gloucs) in 1545; the Smyth family remained in possession of the manor until the late 19th century (Collinson 1791, II, 290-1).



*Fig. 15 Extract from a plan of Long Ashton manor dated 1765 showing the settlement at Long Ashton with the parish church of All Saints situated to the S (in centre of picture)
(Reproduced by courtesy of Bristol Record Office)*

This study will focus on a section of the pipeline route running for approximately 400m along Long Ashton Road, through what appears to have been the historic core of the medieval settlement of Long Ashton, in close proximity to the Angel Inn, a Grade II listed building

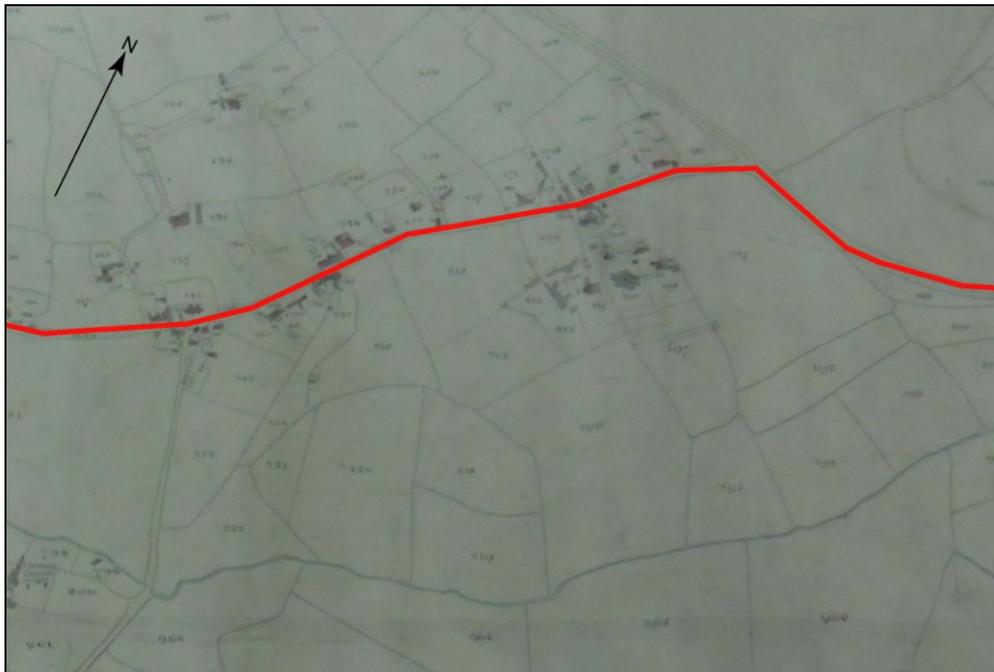
originally of late 15th /early 16th century date with 17th century and later alterations, which stands on the S side of the road, approximately 150m N of the medieval parish church of All Saints, of late 14th century date (HER 00869).

Documentary evidence indicates that the Angel Inn was already in existence in some form by the late 15th century, when it was known as the 'Church House'. A deed of 1495 records that Sir John Choke, then holder of Long Ashton manor, gave 'a house called the Church House', situated near the church cross in the village of Long Ashton, together with lands, to feoffees in trust for the parish, on condition that 'on Sunday for ever prayer should be offered from the pulpit of Ashton church for the souls of himself and his ancestors deceased' (Collinson, 1791, II, 292). Of particular interest is the reference in the deed to the church cross, which appears to have stood in the middle of the road opposite the Angel Inn, at the junction with Church Lane, and was subsequently removed to the churchyard in about 1880. The inn ceased to be used as a private house at some time during the 17th century and became an alehouse known as the 'Angel Inn' by the mid to late 18th century (Bettey, 1985, 11)

The earliest topographically detailed plan of the settlement at Long Ashton is a plan of the manor dated 1765 (*Fig. 15*), which shows a cluster of rectilinear tenement plots of varying size situated on either side of Long Ashton Road, to the N of the parish church. These tenement plots appear to have been associated with houses either fronting immediately onto Long Ashton Road or set slightly back from the road. The Angel Inn is depicted as a narrow oblong building aligned NE-SW occupying the northern end of a long tenement plot oriented NW-SE, adjoining the corner of Long Ashton Road and Church Lane. Another oblong structure, possibly a barn, is depicted at the SE end of this plot.



*Fig. 16 Extract from the parish survey of Long Ashton dated 1826 showing the tenement plot named 'Church Cross' to the N of the parish church
(Reproduced by courtesy of Bristol Record Office)*



*Fig. 17 Extract from the Long Ashton tithe map (1841) showing the Angel Inn and adjacent tenement plots on Long Ashton Road, to the N of the church
(Reproduced by courtesy of the National Archives)*

The detailed plan accompanying the parish survey of Long Ashton drawn up in 1826 (*Fig. 16*) shows that there had been limited settlement growth in the vicinity of Long Ashton and Church Lane, close to the Angel Inn (which incidentally is marked as 'Church Cross', even though the property is referred to as the 'Angel Inn' by the antiquary Collinson, writing in 1791). The inn itself appears to have been enlarged with the addition of a range of buildings immediately to the SE. There is also a noticeable expansion in settlement activity farther to the SW along Long Ashton Road, close to the junction with Yanley Lane, which appears to represent another, slightly later focus of settlement distinct from the cluster of tenement plots situated to the N of the parish church.

At the junction of Long Ashton Street and Church Lane, immediately W of the Angel Inn, the 1826 map shows a noticeable widening of the road, suggesting a meeting place or village green. Although not specifically marked on the 1826 map, a late medieval church cross is documented as having stood in this approximate location until its removal c.1880-4, together with a stocks or whipping-post (HER 45513; 45514), the location of which in this area may be connected with the apparent usage of the Angel Inn as a courthouse in the 18th–early 19th century. The Long Ashton tithe map of 1841 (*Fig. 17*) shows relatively little change to the pattern of settlement had occurred in the vicinity of the Angel Inn.

At some time between 1880 and 1884, the church cross located at the junction of Long Ashton Road and Church Lane had been removed; its site, however, is clearly marked on the OS 1st edition map of 1884 (*Fig. 18*). According to an account of a visit to Long Ashton by members of the Clifton Antiquarian Club on 29th May 1884, the 'position from which [the cross] had recently been moved was not its original site' (Hudd, 1888, 68-9); however, the evidence of the original deed of gift of the 'Church House' (Angel Inn) dated 1495 would

appear to place the location of the cross somewhere immediately next to the Angel Inn. A photograph of the Angel Inn probably taken c.1890-1900 shows the junction of Long Ashton Road and Church Lane following the removal of the cross (*Plate 1*); it is noticeable that this stretch of road now appears narrower compared to its appearance on this early photograph.

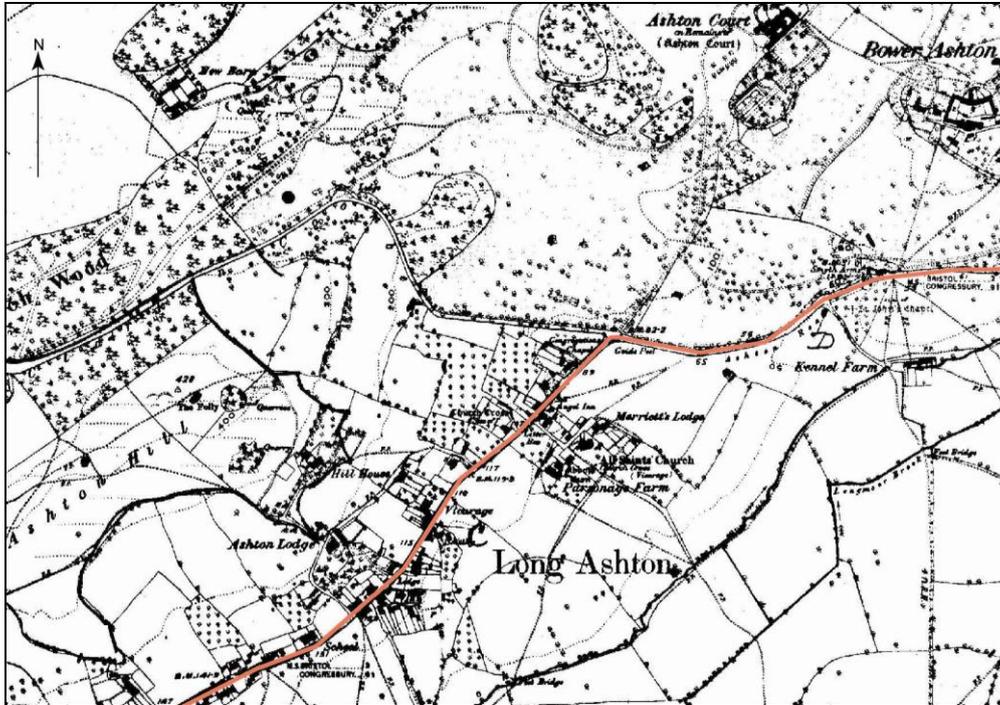


Fig. 18 Extract from the OS 1st edition 6 inch map of 1884
(Reproduced by courtesy of Somerset Record Office)

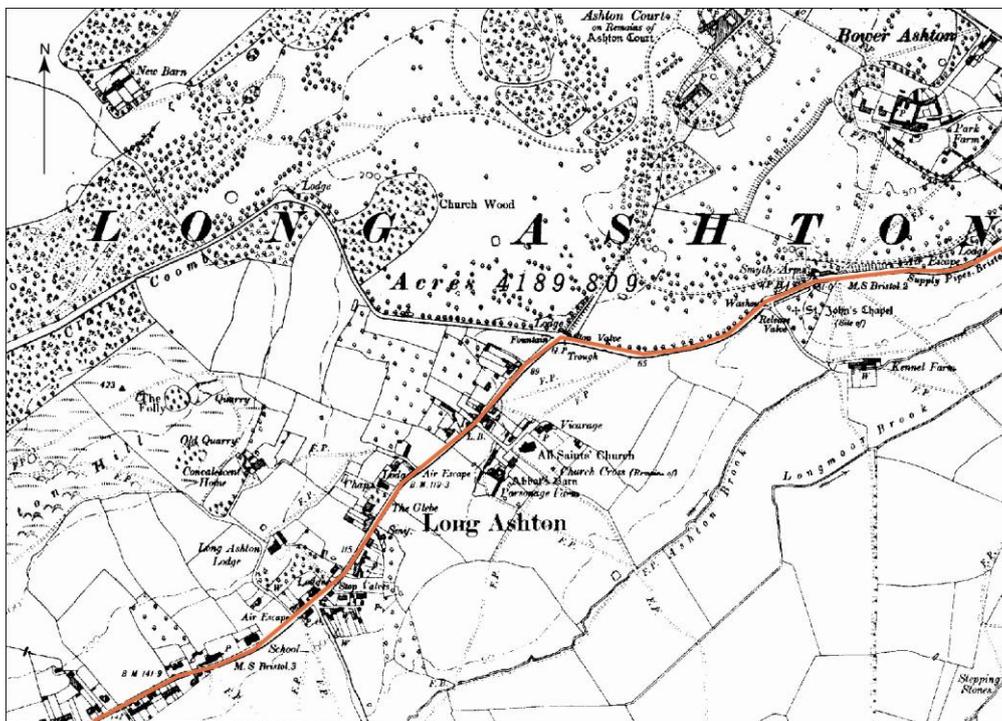


Fig. 19 Extract from the OS 2nd edition 6 inch map of 1904
(Reproduced by courtesy of Somerset Record Office)

5. Site Visit

A site visit was undertaken on 20th April 2012 to assess, wherever accessible, the survival of any above-ground archaeological features on both pipeline routes.

It should be emphasised that, in the case of Package 3 (Barrow Gurney to Chelvey), the pipeline route largely runs along existing roads, apart from a short section running through open fields to the W of Barrow Street (B3130) towards Flax Bourton and in the vicinity of Church Town, Backwell, where a section of the pipeline route runs along a number of footpaths and across a field before crossing directly through a modern housing estate. In the case of Package 7 (Cider Institute (Long Ashton) to Ashton Park), the entirety of the pipeline route runs along existing carriageways. Consequently, the potential for identifying features of archaeological interest on either route was extremely limited.



Plate 2: View W from Barrow Street across 'Lower Portway' field with Breach Hill Wood visible in background (to left of picture)

From NGR ST 52095 69087 to ST 51545 69325, the pipeline route extends for a distance of approximately 600m across two pasture fields of unequal size located immediately to the S of the roundabout at the intersection of the A370 with the B3130 (Barrow Street), bounded to the E by Barrow Street, to the N by the A370 and to the S by a thin belt of woodland (Breach Hill Wood) (*Plate 2*).

The two fields ('Great Portway' and Lower Portway') are separated by a staggered, partially tree-lined hedge boundary oriented roughly N-S, which appears to be long established. Evidence for several faint linear depressions in the field was observed which appear to

represent the line of two footpaths or trackways running across the fields, one on a WNW-ESE alignment and another on a more curvilinear, NW-SE alignment. Evidence of possible terracing was noted towards the S end of Lower Portway field (where the ground rises upwards towards Breach Hill Wood); however, no clear indication of the pillow mound recorded in the extreme SE corner of the field was identified.



Plate 3: View looking NW towards Church Lane and St Andrew's Church, Backwell (with the churchyard in foreground)

Another section of the pipeline route extends through Church Town, the historic core of the medieval settlement of Backwell. The pipeline runs along Church Lane immediately adjacent to the churchyard of St Andrew's Church (*Plate 3*) before leaving the road and following a public footpath running SW between two properties before exiting into Church Town Street.

From this point, the pipeline route follows another footpath (partially through woodland) on a SW alignment before reaching the former Coles Quarry Works site (access to which was restricted) at NGR ST 4910 6810. The pipeline route then runs NW along another footpath for about 100m before reaching Church Town Street and then heading WNW across a rectilinear field enclosure marked as an orchard on the 1842 tithe map (partially tree-lined on its southern and western edges), before entering the gardens of a modern housing estate to the N and NW.

6. Conclusion

This archaeological desk-based assessment of two mains refurbishment schemes, Package 3, extending from Barrow Gurney reservoir via Barrow Street and Backwell to Chelvey Pumping Station and Package 7, extending from the former Cider Institute at Long Ashton along Weston Road/Long Ashton Road to Ashton Park School, has identified that, in overall terms, the archaeological potential is **low**, reflecting the fact that both routes, for the most part, run along existing carriageways and the designated engineering methodology is pipe-bursting, which will involve minimal impact outside the original pipeline trench.

However, three specific areas of archaeological potential have been identified, which are as follows:

In the case of Package 3 (Barrow Gurney Reservoir to Chelvey Pumping Station), two areas of archaeological potential have been identified comprising:

1/A 600m-long section of pipeline running across two fields situated to the W of Barrow Street (B3130), immediately S of where Barrow Street intersects with the A370 trunk road. Historic mapping and documentary evidence (dating back to c.1730) indicate that this area originally comprised four fields known as 'Great Portway', 'Upper Portway' and 'Lower Portway' and 'Great Lippiatts, located at the intersection of the boundaries of three parishes, Barrow Gurney, Flax Bourton and Long Ashton.

The place-name 'Portway' is often found in association with a Roman road or other routeway of high antiquity and it may be significant that these fields are situated about 630m SW of the Scheduled Area of the Roman settlement at Gatcombe. The documentary and place-name evidence suggests that there is at least **moderate** potential for archaeological features to be identified within this area

2/A 650m-long section of the route extends through Church Town, the historic core of the shrunken medieval settlement of Backwell, approximately 100m (at its closest point) to the NW of the occupation/funerary site at Backwell Cave, where evidence of human activity dating back to the Neolithic period has been identified, in addition to a substantial number of inhumation burials of Iron Age or early Roman date.

Although this area has been heavily impacted by 19th-20th century quarrying activity, there remains **moderate** potential for further evidence of prehistoric or Roman activity (possibly including burials) to be found in the immediate vicinity.

In the case of Package 7 (Cider Institute (Long Ashton) to Ashton Park), the entirety of the route appears to run along the centre of a modern carriageway; consequently, the potential for encountering evidence of undisturbed, stratified archaeological features and deposits is limited. However, one specific area of archaeological interest has been identified, comprising a short section of pipeline route (approximately 400m in length) extending along Long Ashton Road adjacent to the late medieval Angel Inn.

This area appears to have been the focus of the medieval settlement of Long Ashton, possibly a meeting-place or village green (a church cross stood in the road adjacent to the Inn until 1880), and there is **moderate** potential for the survival of archaeological features or buried structural remains associated with this settlement focus.

7. Mitigation and Engineering – Considerations thereof

The chosen methodology is PE slip-line & roll-down.

In view of the low level of engineering impact, but taking into account the archaeological context of the area, archaeological observation is recommended in three specific areas as specified in the Executive Summary and the Conclusion above.

8. Copyright

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10. Cartography & Aerial Photography

Bristol Record Office

AC/PL/86 Map of manor of Long Ashton measured by W Williams 1730 and drawn by Thomas Jeffery -1765

AC/PL/10 Sketch plan: Measure of lands at Long Ashton, Bishford and Knole, belonging to Sir J.H.Smythe - 1784

AC/PL/94 Plan of the manor of Long Ashton – undated late 18th c.

37959/46A: Plan of lands to be enclosed within the parish of Long Ashton - 1814

AC/PL/105 Map of manor of Long Ashton - 1826

AC/PL/119 Tithe map of parish of Long Ashton - 1841

AC/PL/126 Map of the parish of Long Ashton prepared for Sir J.H. Greville Smyth, bart– 1865

National Archives

IR 30/30/14 Tithe map of Long Ashton parish – 1841

IR 30/30/25 Tithe map of Barrow Gurney parish - 1841

IR 30/30/19 Tithe map of Backwell parish - 1842

Somerset Record Office

(Please note the 1787 plan of Backwell parish was unavailable for consultation at the time of visiting)

OS 1st edition 25 inch map (Somerset 5.4; 5.8; 5.12; 5.15; 5.16) - 1882



OS 1st edition 6 inch map (Somerset 5 NE, SE) - 1884

OS 2nd edition 25 inch map (Somerset 5.4; 5.8; 5.12; 5.15 5.16) - 1903

OS 2nd edition 6 inch map (Somerset 5 NE, SE) -1904

OS 3rd edition 25 inch map (Somerset 5.4; 5.8; 5.12; 5.15; 5.16) - 1931

OS 3rd edition 6 inch map (Somerset 5 NE, SE) - 1932

OS provisional edition 6 inch map (Somerset 5 NE, SE) - 1961

OS 1:2500 map – 1978

OS 1:10000 map - 1992

- *Aerial Photographic Records*

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



Document Control

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