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Standing Building Recording

Markey Construction

Former Electricity Sub-Station
169 Southgate Street
Gloucester
GL1 1XE



November 2014



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Cover: View looking southwest showing the north-facing principal elevation of the former sub-station building at 169 Southgate Street Gloucester

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1 Executive Summary

The programme of building recording undertaken by Border Archaeology on a former an electricity sub-station at 169 Southgate Street Gloucester has produced the following results, which are summarised below:

- *The former substation (Building A) and the partial remains of a taller gabled range (Building B) attached to its east end were both constructed at about the same time, probably during the mid to late 19th century.*
- *Neither building appears on Causton's 1843 map of Gloucester but both ranges are shown on Cadle's map of 1877, indicating a construction date broadly ranging between 1843 and 1877. It is highly likely that both structures post-date the construction of the High Orchard branch of the Midland Railway in 1848 (the line of which is now followed by present-day Trier Way).*
- *It is clear from their simple design and relative absence of architectural detailing that the extant building and the heavily truncated range to the east were utilitarian buildings, used for stabling, storage or possibly as workshops. However, it is difficult to be more certain regarding their function as little documentary evidence has been found specifically relating to these structures and very few original internal features have survived predating the conversion of the extant building to use as an electricity sub-station (which took place in the mid-1960s).*
- *In view of the close proximity of both buildings to the former line of the Midland Railway and the nearby Gloucester Railway Carriage and Wagon Works (which had acquired substantial holdings along the lower part of Southgate Street), it is possible that they could either have been associated with the railway or with the construction of railway carriages.*
- *However, a further search of documentary records (in particular local trade directories and census returns) indicates that the property at No. 169 Southgate Street was occupied by the Gowmans, a family of bakers and shopkeepers, from c.1860 until 1885. It appears likely, based on the limited architectural evidence and historic mapping that both ranges were built during their tenure of the premises.*
- *Projecting south of and at right-angles to Building B was a short section of heavily truncated brick walling, probably representing the remaining part of a southward enlargement of Building B, which appears to have taken place at some time between 1877 and 1885.*
- *A later phase of construction took place in the mid-1960s, when the building was converted by Gloucester Borough Council to house as an electricity sub-station. It appears that the west gable end was substantially rebuilt, the ground level raised by 0.8m and trenches dug for electricity cabling. The doorway and windows in the north-facing elevation were blocked up at the same time. The majority of internal features relating to its original usage appear to have been removed when the building was converted into a sub-station, with the exception of two hatches providing access to the loft above.*

2 Introduction

Border Archaeology (BA) was instructed by Markey Construction to carry out a programme of Archaeological Standing Building Recording (SBR) to English Heritage Level 2 of a former electricity sub-station, prior to its demolition and the subsequent redevelopment of their site at 169 Southgate Street Gloucester GL1 1XE (NGR: SO 82846 17821) (Planning Ref. 13/00052/FUL). The study area forms part of a larger development of some 3016 m² incorporating the adjacent site at Nos. 161-5 Southgate Street.

Copies of this building record will be supplied to the Client, to Andrew Armstrong Esq Archaeological Officer Gloucester City Council and to the Gloucester City Council Historic Environment Record.

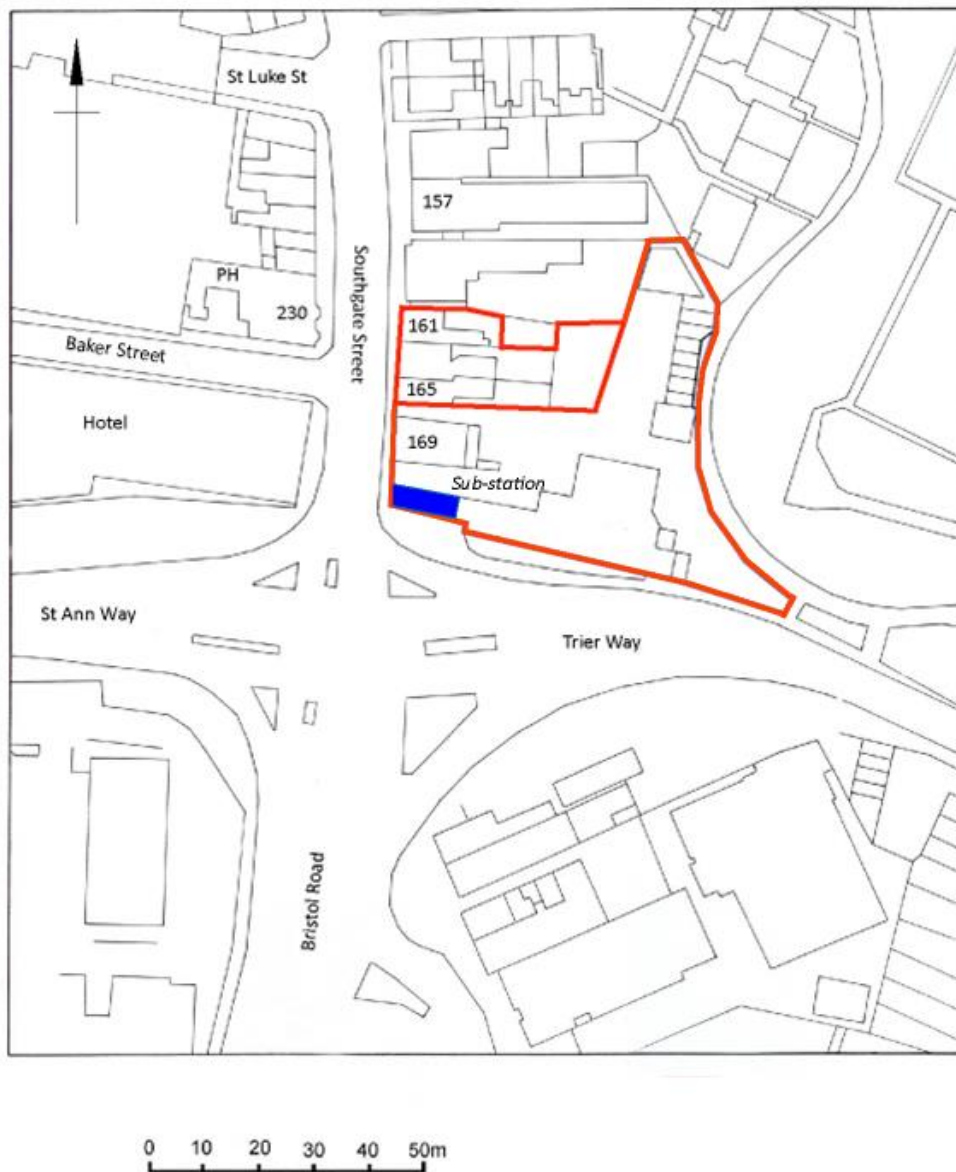
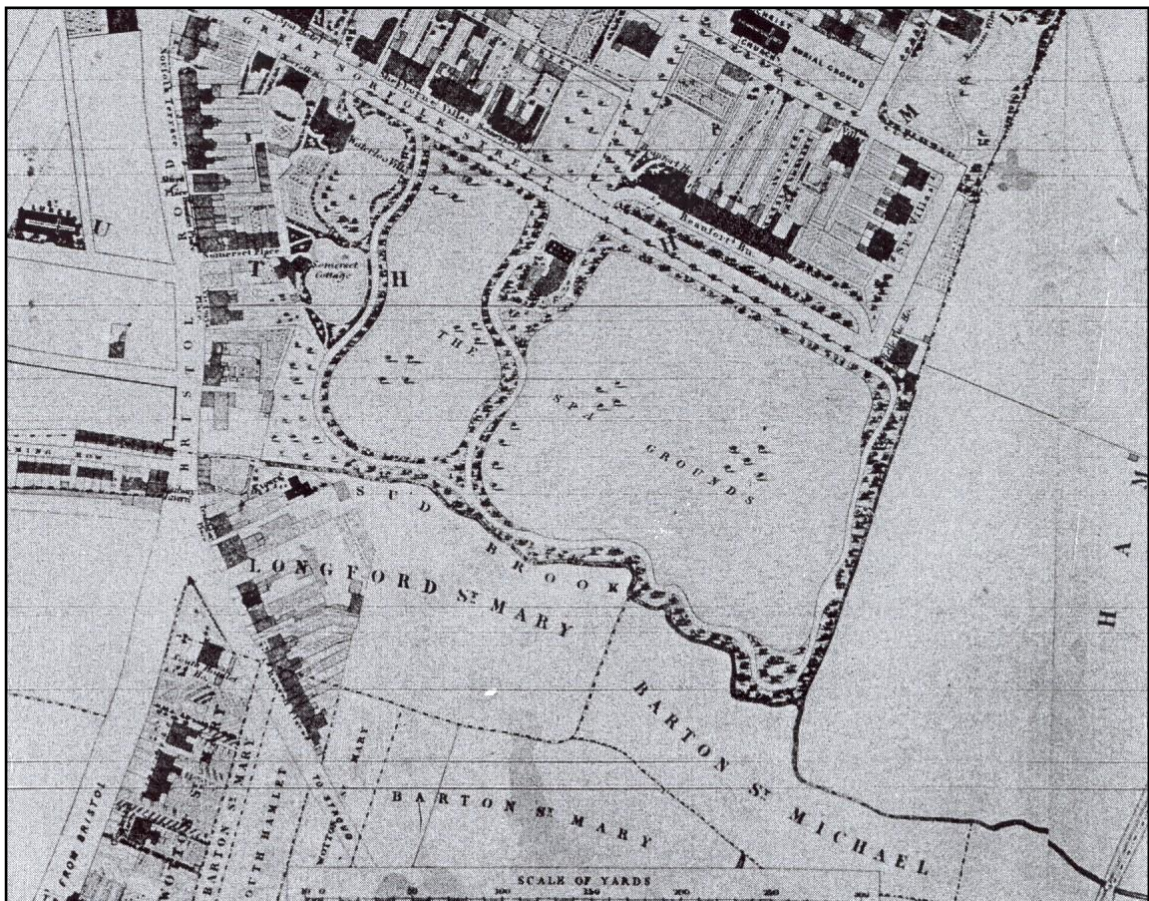


Fig. 1: General site location plan

3 Brief Historical and Archaeological Background

The study area lies within Area 1 of the Southgate Street Conservation Area, an area which is characterised by 19th -century development on either side of the street, with an almost continuous frontage of historic buildings on the E side between Albion House and 165 Southgate Street, including 15 listed buildings and examples of early to mid-19th century terraced houses faced with either red brick or stucco.



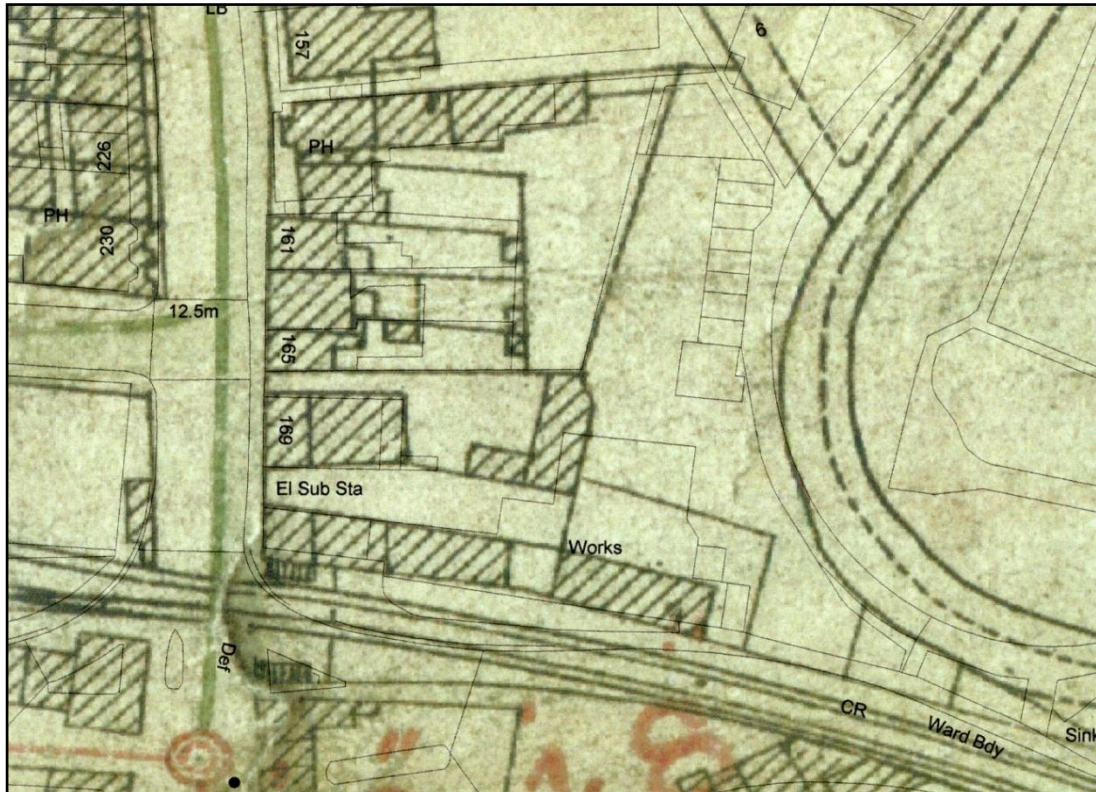
*Fig. 2: 1843 Causton's Map of the City of Gloucester
 (Reproduced by courtesy of Gloucester City Library)*

Several programmes of fieldwork have been undertaken in the immediate vicinity of the site. In 2005, Border Archaeology opened five evaluation trenches at 169 Southgate Street, which revealed a series of 19th -and 20th -century reclamation, demolition and clearance phases. Natural deposits were observed roughly 0.65m below the existing ground surface at between 11.42m and 11.66m OD. Much of the site appears to have been characterised by deposits of dark grey clayey sand with very frequent charcoal flecking and occasional fragmentary animal bone and post-medieval pottery. Apart from a fragment of post-medieval wall constructed of standard gauge 19th -century mortar bonded brick in within the western part of the site, no archaeological features or artefacts

predating the 19th century were observed or recovered. A more recent evaluation undertaken in September 2014 on 161-5 Southgate Street, immediately to the N of the site, revealed the remains of two small sections of 19th-century brick masonry forming a wall and possible culvert located to the rear of No. 161 Southgate Street.

No evidence of building activity is indicated on the site prior to c.1840. The 1799 enclosure map shows the area as occupied by a large meadow enclosure immediately N of the Sudbrook which marked the S boundary of the site. Between c.1820 and 1840 there had been extensive building activity along the E side of Southgate Street extending S towards the Sudbrook. Causton's map of 1843 (*fig.2*) shows a detached house, T-shaped in plan, with a projecting S wing, occupying the NW corner of the property at No. 169 Southgate Street. No building activity is shown in the S half of the plot adjoining the Sudbrook.

By 1877, the layout of the site had changed significantly, with the construction of the High Orchard branch line of the Midland Railway to Gloucester Docks in 1848. Cadle's map of 1877 (*fig. 3*) shows two ranges of narrow, oblong buildings abutting the S boundary of the site at No. 169 Southgate Street. The western range, which appears to correspond to the existing gabled structure, is shown as sub-divided into two compartments, with another single-celled range attached at the E end, which may be identified with the adjoining ruined building to the E. It would appear likely that these two ranges were originally built at some time between c.1848-49 (post-dating the construction of the railway) but before 1877 (when Cadle's map was published).



*Fig. 3: Extract from Cadle's Map of the City of Gloucester (1877)
 (Reproduced by courtesy of Gloucester City Council Historic Environment Record)*

In view of the close proximity of both buildings to the railway line and the nearby Gloucester Railway Carriage and Wagon Works in High Orchard (which had leased or purchased extensive blocs of property along both sides of Bristol Road and Southgate Street both to establish new workshops and to provide housing for its expanding workforce), it was previously assumed that they were associated either with the railway itself or with carriage manufacture. However, a further search of documentary records (in particular, local census returns and trade directories) has provided an alternative explanation of the function of the buildings.

These records indicate that the No. 169 Southgate Street formed the southernmost of five separate properties collectively known until the late 1870s as Sudbrook extending along the E side of Southgate Street from the New Pilot Inn to the railway line (now the junction with Trier Way). From 1881 onwards, these properties were termed as Nos. 161, 163, 165, 167 and 169 Southgate Street. Examination of census records and trade directories indicate that the southernmost property, No. 169, was occupied by a baker and grocer named John Gowman, his wife Grace and their family from c.1860 to 1885. Based on the evidence of Cadle's map, it would appear that the two ranges of outbuildings to the S of No. 169 were probably built during the tenure of the premises by the Gowman family.

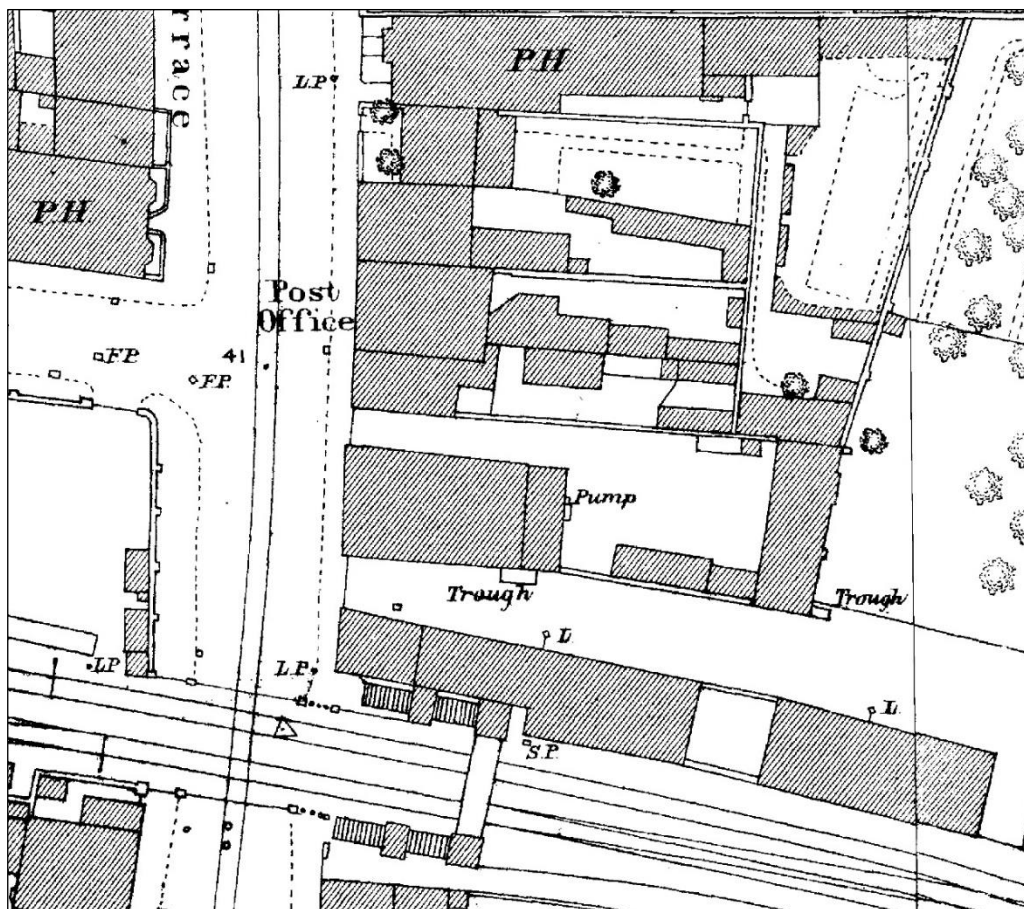


Fig. 4: Extract from the OS 1st edition 1:500 map (1885) showing the two ranges of buildings immediately N of the railway
 (Reproduced by courtesy of Gloucestershire Archives)

Examination of the OS 1st edition map of 1885 (*fig. 4*) shows that the E range had been slightly enlarged, projecting slightly to the S closer to the railway line. Most of this range has now been demolished; however, the survival of a wall stub projecting S at right-angles to the extant building represents the remaining part of this enlarged structure. The W range (corresponding to the existing sub-station building) is still shown as subdivided into two compartments. The OS map also shows a stairway and footbridge crossing the railway line immediately S of the two ranges, while two gas lamps are marked within the yard immediately N of these buildings. Little overall change is depicted on the OS 2nd edition 25 inch map of 1902-3 (*fig. 5*) or later OS maps dated 1921 and 1936.

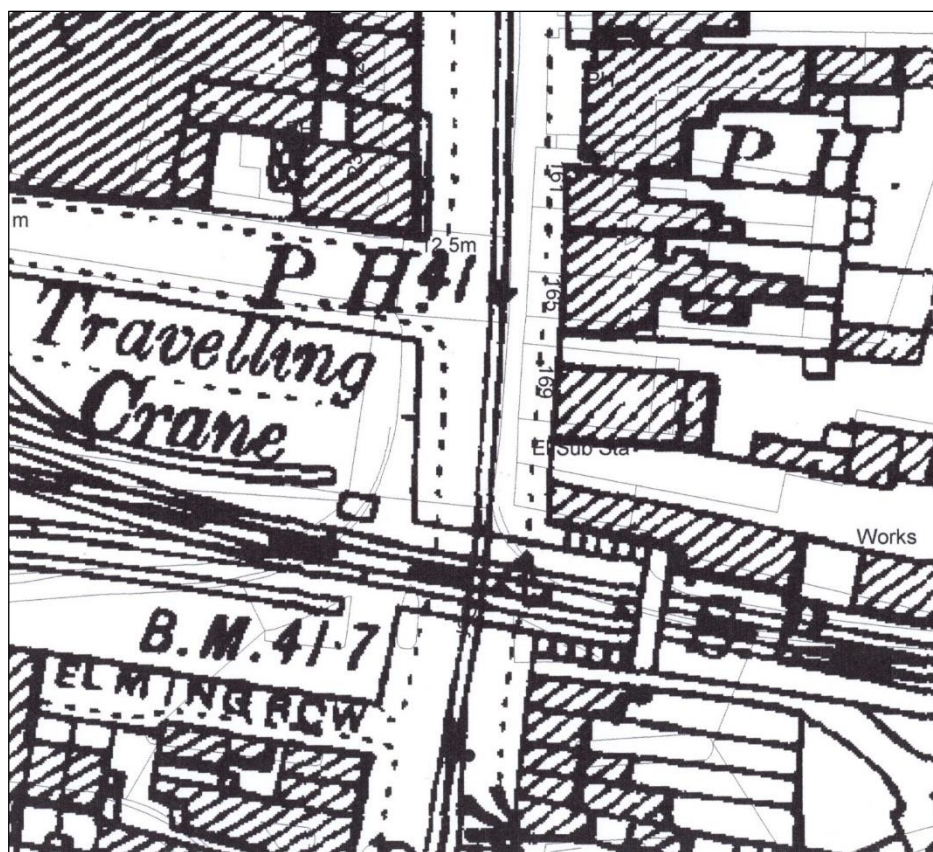


Fig. 5: Extract from the OS 2nd edition map of 1902-3 showing the study area located on the E side of Southgate Street immediately to the N of the railway line

(Reproduced by courtesy of Gloucester City Council Historic Environment Record)

Trade directories and local newspapers show that, by the late 1920s, the W part of the site at No. 169 Southgate Street was occupied by the Coal Supply and Haulage Co., a firm of coal merchants. By the late 1940s, a substantial works building had been erected to the E of the site, which appears to have been used as a laundry (owned by the Hygienic Laundry Company) and subsequently as a light engineering works. By the mid-1960s, an oblong building in this location is marked as an electricity sub-station on an OS 1:2500 map of 1968, which corresponds to the existing brick structure.

4 Methodology

This standing building recording survey was carried out to RCHME Level 2 as defined within *Understanding Historic Buildings: A guide to good recording practice* (English Heritage, 2006), consisting of ‘a written, drawn and photographic record of all standing fabric likely to be affected by the proposed development’.

The work also followed guidance contained within *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures* (IfA 2013). Border Archaeology complied throughout with the Institute for Archaeologists’ *Code of Conduct* (2013) and *Code of approved practice for the regulation of contractual arrangements in field archaeology* (2008). The aim of the programme of historic building recording was to allow for the preservation by record of all standing building fabric of historical interest that is likely to be affected by the development. The survey thus comprised a photographic and descriptive survey of the extant building.

A limited documentary assessment was carried out prior to fieldwork in order to assess the historic importance of the buildings. Copies of relevant information, including historic mapping, aerial photography and HER data, were obtained from Gloucester City Council HER and Gloucestershire Archives. Building phases were established prior to photographic recording, with each phase being discussed in detail.

The programme of Standing Building Recording consisted of the following elements:

1. High-resolution digital photography (16MPX capacity), all with suitable scales, of the following.

- All external elevations
- All internal room spaces and roof structures (where accessible)
- Details of any architectural or functional fixtures, fittings and features relating to either the function or development of the building. Each feature was photographed and placed into a wider context (i.e. the surrounding elevation), individual features being photographed as separate items and in detail
- Photographs illustrating the buildings relationship to surrounding buildings and setting

It should be noted that access to certain parts of the building was restricted due to safety concerns.

2. Collation and annotation of existing survey drawings

The report contains:

- An annotated plan of the building, with photo locations clearly marked, and a location plan related to the national grid.
- Appropriate additional illustrations that help support findings and the interpretation of the buildings
- Additional illustrations of dateable fixtures and fittings (mouldings, catches, hinges, latches etc.)
- A summary description of the building in its current form in the format of a typical listed building description

The paper archive (including the report, photographs and annotated survey drawings) will be deposited with Gloucester City Museum & Art Gallery and the digital archive will be deposited with the Archaeology Data Service.

5 Results

5.1 Analytical Description

5.1.1 General Building Description

The former electricity sub-station located in the SW corner of the site at 169 Southgate Street Gloucester is a gabled structure with a pitched roof (formerly tiled), roughly rectangular in plan and oriented E-W (Building A). The building is of red-brick construction, one-and-a-half storeys in height, three bays long and a single bay in width. Attached to the E end of this building are the heavily truncated remains of a taller gabled range (Building B) indicated by the slightly heightened roofline and steeper pitch of the roof. The overall external dimensions of the two buildings measure 15.4m × 14.4m × 4.3m (width) × 5.5m (height).



Plate 1: View looking E showing W-facing gable end of former sub-station fronting onto Southgate Street at junction with Trier Way

5.1.2 Exterior

The former electricity sub-station (Building A) is a gabled red-brick structure exhibiting two principal phases of construction. The W-facing gable elevation (*Plate 1*), fronting onto Southgate Street, appears to have been substantially rebuilt, judging from the brickwork laid in stretcher bond which differs markedly from the bonding of the brickwork used in the N -and S-facing elevations (which is laid in a slightly irregular Flemish Bond). Evidence of a construction break is visible towards the W end of the N -and S-facing elevations (*Plate 2*). Inserted in the corner of the W-facing elevation is a flat headed doorway with a pair of double doors; it is likely that the reconstruction of this elevation occurred when the sub-station was installed in the mid-1960s.

The principal N-facing elevation, which gave access to a yard immediately to the S of No. 169 Southgate Street, appears to have been partially reconstructed at some point, judging from the more irregularly coursed brickwork in the upper stages of the central and western bays of the elevation, which are coated with whitewash (*Plates 2 & 3*). Much of the brickwork is blackened, which may be explained by its close proximity to the former railway line. Inserted in the centre of the elevation is a tall flat-headed doorway (2.75m high × 1.40m wide) with gauged brick *voussoirs*, which is in turn flanked on either side by windows with segmental gauged brick arches (2m high × 1.30m wide). The doorway and windows were blocked up with later brickwork and ventilation grilles inserted (presumably when the sub-station was installed in the mid-1960s).



Plate 2: View looking SE showing N and W facing elevations of the former electricity sub-station (Building A) and the more steeply pitched roofline of the range attached to the E end (Building B)



Plate 3: View looking SE showing N-facing elevation of Building A with doorway with gauged brick voussoirs flanked by two segmental arched windows, all bricked-up

The S-facing elevation of Building A is devoid of architectural detailing and fenestration. In contrast to the N-facing elevation, this wall does not appear to have been whitewashed. The brickwork, which was laid in an irregular Flemish bond, is again heavily blackened, presumably reflecting its close proximity to the railway line (*Plate 4*). Evidence of cracking in the brickwork was noted in several places and a series of steel ties had been inserted in the W-end of the wall, presumably to prevent further weakening of the structure.



Plate 4: View looking NW showing S-facing elevation of Building A and the remains of Building B with projecting wall stub (at right end of picture)

Adjoining the E end of the former sub-station are the heavily truncated remains of a much taller range (Building B), the gable of which was noticeably different in form and steeper in pitch compared to its western counterpart. The upper stages of the gable had been partially roughcast, although this appeared to be a later alteration.

No evidence of a construction break was noted between the two ranges, which suggests that they were probably contemporary with each other, which further appeared to be confirmed by the similarity of the brick bonding (laid in an irregular Flemish bond).



Plate 5: View looking SW showing largely demolished remains of gabled range (Building B) at E end of former sub-station building

Attached to the E end of the N-facing elevation of the former sub-station (Building A) was a wall stub, two courses (0.25m) thick, which represented the heavily truncated remnant of the N wall of the taller gabled range (Building B). The jamb of a flat-headed doorway (2m high) was noted at the E end of the extant section of walling, together with the collapsed remains of the wooden frame of the door associated with it (*Plate 5 & 6*).

A more substantial section of the S-facing elevation of Building B remains extant, measuring about 3.40m long and two courses (0.25m) thick. No external detailing was visible; however, two small rectangular slots visible in this section of walling may represent evidence of an adjoining superstructure associated with a stairway located immediately S of this building (as shown on the OS 1st edition map of 1885), which led to a footbridge crossing over the railway line (*Plate 4*). Projecting S of and at right-angles to this wall was a section of heavily truncated brick walling (*Plate 4*), measuring approximately 1.2m (N-S) × 1m high × 0.25m thick, roughcast on its W-facing side within evidence of a coat white paint on its E-facing (presumably internal) side. This wall appears to represent the remaining part of a southward extension of Building B, which appears to have taken place between 1877 and 1885, as it is clearly depicted on the OS 1st edition map of 1885 (*fig. 4*).



Plate 6: View looking SW showing detail of door jamb and door frame in N-elevation of Building B and stepped chimney flue in thickness of S-wall

The majority of the N -and E-facing walls of the taller gabled structure had already been demolished, revealing the interior, which was completely whitewashed. Evidence was noted for a sub-division between the ground floor and loft space; no other internal flooring was noted (*Plate 7*). Due to safety considerations, it was not possible to investigate this part of the structure further; however, evidence for what appeared to be a stepped chimney flue was visible in the thickness of the S wall (*Plates 6 & 7*).



Plate 7: View looking W showing interior of Building B at E end of former sub-station with remains of chimney flue in thickness of S-wall

5.1.3 Interior

The interior of the former sub-station building (Building A) exhibited few features of interest and had been entirely coated in whitewash (*Plate 8*). The floor level of the building had been raised with concrete breeze blocks up to a height of 0.8m when the sub-station was installed in the mid-1960s and trenches laid out, presumably for electricity cabling. A substantial quantity of fixtures and fittings associated with the former sub-station (including the transformer and various wall switches) was still extant (*Plate 9*).



Plate 8: Internal view looking W showing flat headed doorway with pair of wooden double doors in W gable wall

Few indications were given as to the former usage of the building prior to its conversion into a sub-station. Cadle's map of 1877 and the OS 1st edition map of 1885 both show that the W section of the building was partitioned off from the remaining two thirds. No obvious evidence of an internal sub-division was noted, although a vertical indentation was noted to the right of the window to the W of the central doorway, which might possibly represent a partition. Two hatches were inserted in the ceiling leading to a loft space above, one located roughly within the centre of the ceiling with another situated immediately above and to the left of the central doorway in the N wall. The roof itself was of simple open-truss construction with a single set of purlins. There was no evidence of an internal doorway linking Buildings A and B.



Plate 9: View looking E showing interior of Building A with raised concrete flooring with cable trenches leading to transformer. A hatch is visible in the ceiling just above the transformer



Plate 10: Internal view looking NW showing blocked doorway in N wall of Building A with hatch above and to left of doorway



Plate 11: Internal view looking NW showing blocked up window with modern ventilation grille at W end of N wall, with indentation for possible partition wall visible to right of window



Plate 12: Internal view looking NNE showing blocked window with modern ventilation grille inserted in eastern bay of Building A

6 Conclusions

The programme of building recording to RCHME Level 2 undertaken by Border Archaeology on a former sub-station building at No. 169 Southgate Street Gloucester has produced the following results:

The architectural evidence indicates that the former sub-station (Building A) and the taller gabled range (Building B) attached to its E end (of which only heavily truncated remains survive) were both constructed at about the same time, probably during the mid to late 19th century. Neither building appears on Causton's 1843 map of Gloucester but both ranges are shown on Cadle's map of 1877, indicating a construction date broadly ranging between 1843 and 1877. It is highly likely that both structures post-date the construction of the High Orchard branch of the Midland Railway in 1848 (the line of which is now followed by present-day Trier Way).

It is clear from their simple design and relative lack of architectural detailing that the extant building and the heavily truncated range to the E were utilitarian buildings, used for stabling, storage or possibly as workshops. However, it is difficult to be more certain regarding their function, as little documentary evidence has been found specifically relating to these structures and very few original internal features have survived predating the conversion of the extant building to use as an electricity sub-station (which took place in the mid-1960s).

In view of the close proximity of both buildings to the former line of the Midland Railway and the nearby Gloucester Railway Carriage and Wagon Works (which had acquired substantial holdings along the lower part of Southgate Street), it was hypothesised that they could either have been associated with the railway or with the construction of railway carriages.

However, a further search of documentary records (in particular local trade directories and census returns) indicates that the property at No. 169 Southgate Street was occupied by the Gowmans, a family of bakers and shopkeepers, from c.1860 until 1885, and it appears likely, based on the limited architectural evidence and historic mapping, that both ranges were built during their tenure of the premises.

Projecting S of and at right angles to Building B was a short section of heavily truncated brick walling, probably representing the remaining part of a southward enlargement of Building B, which appears to have taken place at some time between 1877 and 1885.

A more recent phase of construction took place in the mid-1960s, when the building was converted by Gloucester Borough Council to house as an electricity sub-station. It appears that the W gable end was substantially rebuilt, the ground level raised by 0.8m and trenches laid out for electricity cabling. The doorway and windows in the N-facing elevation were blocked up at the same time. The majority of internal features relating to its original usage appear to have been removed when the building was converted into a sub-station, with the exception of two hatches providing access to the loft above.

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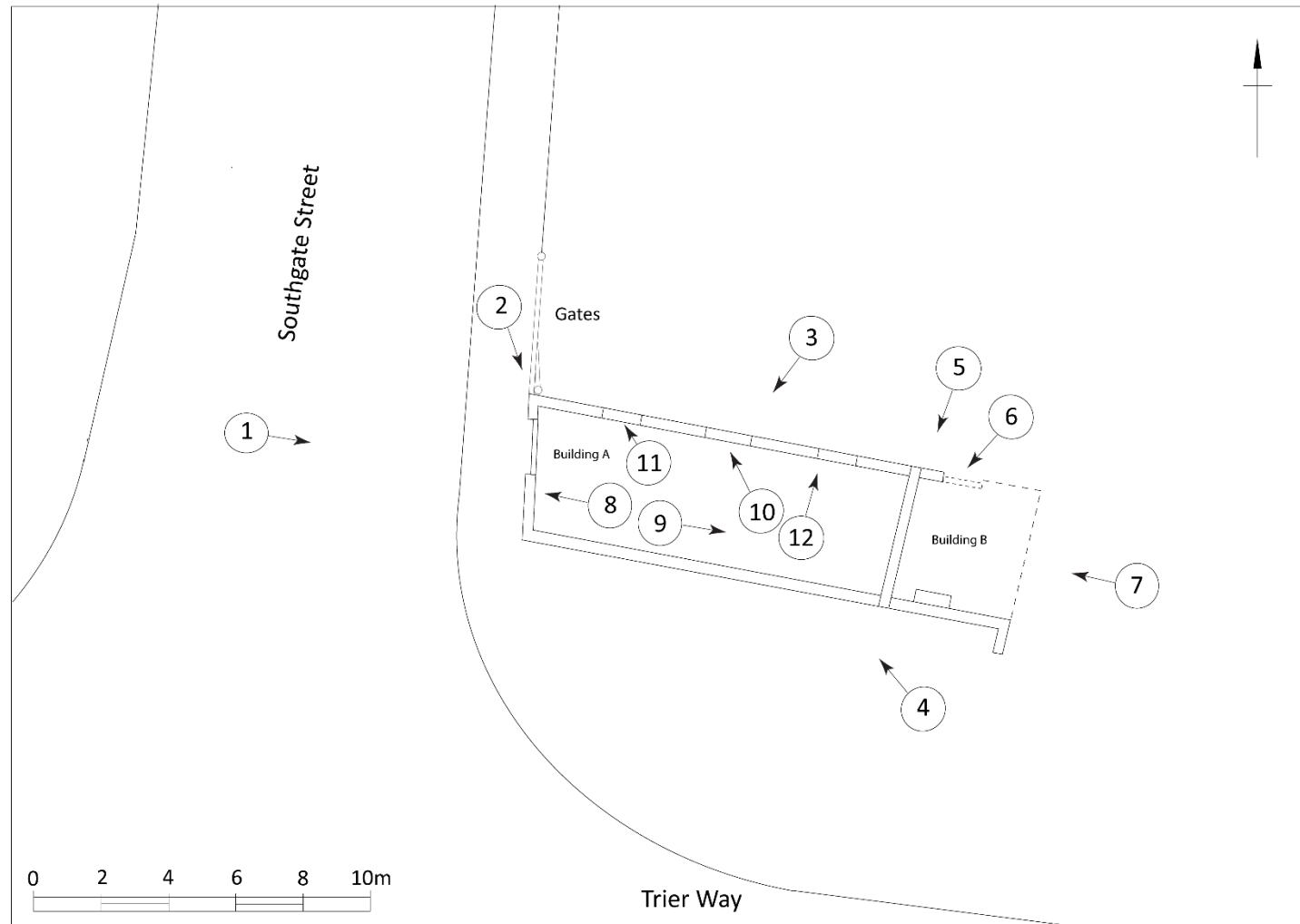


Fig. 6: Annotated plan of former substation building and attached ruined structure at No. 169 Southgate Street Gloucester

Plate No.	Description
1	View looking E showing W-facing gable end of former sub-station fronting onto Southgate Street at junction with Trier Way
2	View looking SE showing N and W facing elevations of the former electricity sub-station (Building A) and the more steeply pitched roofline of the range attached to the E end (Building B)
3	View looking SE showing N-facing elevation of Building A with doorway with gauged brick <i>voussoirs</i> flanked by two segmental arched windows, all bricked-up
4	View looking NW showing S-facing elevation of Building A and the remains of Building B with projecting wall stub (at right end of picture)
5	View looking SW showing largely demolished remains of gabled range (Building B) at E end of former sub-station building
6	View looking SW showing detail of door jamb and door frame in N-elevation of Building B and stepped chimney flue in thickness of S-wall
7	View looking W showing interior of Building B at E end of former sub-station with remains of chimney flue in thickness of S-wall
8	Internal view looking W showing flat headed doorway with pair of wooden double doors in W gable wall
9	View looking E showing interior of Building A with raised concrete flooring with cable trenches leading to transformer. A hatch is visible in the ceiling just above the transformer
10	Internal view looking NW showing blocked doorway in N wall of Building A with hatch above and to left of doorway
11	Internal view looking NW showing blocked up window with modern ventilation grille at W end of N wall, with indentation for possible partition wall visible to right of window
12	Internal view looking NNE showing blocked window with modern ventilation grille inserted in eastern bay of Building A

Table 1: List of plates referenced in annotated plan (fig. 6)

8 References

8.1 Primary Sources

Gloucestershire Archives:

Gloucester Corporation Deeds 17th -19th c. (D 3117)

Census returns for Gloucester 1841-1911

Records of the Gloucester Railway Carriage and Wagon Company 1860-1961 (D 4791)

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8.3 Cartography and Aerial Photography

8.3.1 Cartographic Records

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GRO Ref. Q/RI 70 Enclosure Map of Gloucester (1799)

OS 1st edition 1-inch map of Gloucester (1830)

Dawson's Map of Gloucester taken from the Ordnance Survey (1837)

Causton's Map of Gloucester (1843)

Moore's Map of Gloucester (c.1870)

Cadle's Map of Gloucester (1877)

OS 1st edition 1:500 map (1885)

OS 1st edition 25 inch map Glos. XXXIII.2 & 3 (1886)

Goad's Insurance Map of the City of Gloucester (1891)

OS 2nd edition 25 inch map Glos. XXXIII.2 & 3 (1902-3)

OS 3rd edition 25 inch map Glos. XXXIII.2 & 3 (1921)

OS provisional edition map Glos. XXXIII.2 & 3 25 inch map (1936)

OS 1:2500 map (1956)

OS 1:2500 map (1968)

8.3.2 Photographic Records

Collections of 19th -20th -century photographs of Southgate Street and its environs were consulted at Gloucestershire Archives.

Oblique and vertical photographs of the study area dated 1950 and 1999 were consulted using collections held at the National Monuments Record, Swindon and Gloucestershire Archives

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