

Former Gasworks  
Bristol Road  
Gloucester  
Gloucestershire

Historic Building Recording

DRAFT

*for*

**CgMs Consulting**


CA Project: 3393  
CA Report: 11074

March 2011

FORMER GASWORKS  
BRISTOL ROAD  
GLOUCESTER  
GLOUCESTERSHIRE

Historic Building Recording

CA Project: 3393  
CA Report: 11074

prepared by	Peter Davenport, Senior Publication Officer
date	March 2011
checked by	Mark Collard, Head of Contracts
date	March 2011
approved by	Mark Collard, Head of Contracts
signed	
date	March 2011
issue	01

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## CONTENTS

SUMMARY .....	4
1. INTRODUCTION .....	5
2. BACKGROUND .....	5
3. OBJECTIVES.....	6
4. DESCRIPTION .....	7
5. CONCLUSION <b>ERROR! BOOKMARK NOT DEFINED.</b>	
5. CA PROJECT TEAM .....	15
6. REFERENCES .....	15
<b>APPENDIX A: OASIS REPORT FORM .....</b>	<b>17</b>

## LIST OF ILLUSTRATIONS

- Fig. 1 Site location plan 1:25,000
- Fig. 2 Site plan (1:2500)
- Fig. 3 Extract from Ordnance Survey County Series 1:2500 map of 1884
- Fig. 4 Extract from Ordnance Survey County Series 1:2500 map of 1902
- Fig. 5 Extract from Ordnance Survey County Series 1:2500 map of 1923
- Fig. 6 Extract from Ordnance Survey County Series 1:2500 map of 1936
- Fig. 7 Extract from Ordnance Survey New Series 1:2500 map of 1960
- Fig. 8 The south elevation of the gate lodge, BD1. Scale 2m
- Fig. 9 The ceiling vent in the eastern room of BD1
- Fig. 10 The east elevation of BD1
- Fig. 11 Plan of BD1 (1:125)
- Fig. 12 The east elevation of BD2
- Fig. 13 The south elevation of BD2
- Fig. 14 The north elevation of BD2, with the 1901 gasometer stanchion stumps visible in foreground
- Fig. 15 Plan of BD3 (1:125)
- Fig. 16 The original WC screen in BD3, looking east

- Fig. 17 The south-east ground-floor room in BD3 looking south-east, showing size of windows (and modern fittings)
- Fig. 18 The north-west room in BD3, looking south-west, showing false ceiling, blocked-in fireplaces and stud infill of the formerly-removed internal walls either side of the fireplace
- Fig. 19 The stair to the first floor in BD3, looking south. The inserted fire escape door on the first landing can be seen (cf Fig. 24)
- Fig. 20 The original under-stair cupboard and (rear of) panelling in BD3, with the remains of the recent fire enclosure, looking north-east
- Fig. 21 A typical internal door and architrave on the ground floor of BD3
- Fig. 22 The north elevation of BD3, looking south-west
- Fig. 23 The east elevation of BD3, the fenestration reflecting the smaller rooms and the WC on the ground floor
- Fig. 24 The south elevation of BD3 showing the inserted fire escape door (and fire escape), converted window above it and the inserted window on the ground floor
- Fig. 25 The west elevation of BD3
- Fig. 26 One of the decoratively-treated chimneys on BD3
- Fig. 27 The fired brick copings of most of the walls in BD4
- Fig. 28 The north wall and north-east corner of BD4.1 looking west, showing the buttresses
- Fig. 29 The west wall of BD4.1 and the foundations and floors of sheds along it, looking north
- Fig. 30 The curved wall at the west end of the south part of the gasworks, looking west
- Fig. 31 Plan of BD5 (1:250)
- Fig. 32 The west elevation of BD5, looking north-east
- Fig. 33 The south elevation of BD5, looking north-east
- Fig. 34 The south and east elevations of BD5, looking north-west
- Fig. 35 The door in the north-east corner of BD5, looking south-west, showing evidence of former window
- Fig. 36 The corridor in the south-west corner of BD5, looking west, showing the two original doors to the vehicle bays on the left, the inserted door, by the scale, and the added office wall on the right
- Fig. 37 The western central room in BD5: and the office inserted into the northern side of it, looking north-west
- Fig. 38 A view westwards along the “nave” of BD5 to the two doors into the western room, or “chancel”
- Fig. 39 The door from the (full-height) entrance lobby in BD5 into the corridor in the north-western corner block, looking east. Note the false ceiling behind the transom light

Fig. 40 The recycled door and partition at the east end of the corridor in the north-west corner block of BD5, seen from the “transept”, looking west

Fig. 41 The site of the rolling road in the north “transept” of BD5

Fig. 42 The control box for the rolling road in BD5, on the wall nearby

Fig. 43 The exhaust extraction system and one of the stations feeding into it in the north “aisle” of BD5

Fig. 44 The central “nave” of BD5, looking east, with offices at the far end and the heaters and ventilators slung from the ceiling

Fig. 45 BD6 looking south-east

Fig. 46 BD6 looking north-east

Fig. 47 Extract from the 1960 plan of the gasworks showing BD1, BD2, BD3 and BD6

Fig. 48 Extract from the 1960 plan of the gasworks showing BD5

## SUMMARY

<b>Project Name:</b>	Former Gasworks, Bristol Road, Gloucester
<b>Location:</b>	Bristol Road, Gloucester, Gloucestershire
<b>NGR:</b>	SO 8190 1590
<b>Type:</b>	Historic Building Recording
<b>Date:</b>	10-11 March 2011
<b>Planning ref:</b>	10/01131/FUL
<b>Archive:</b>	To be deposited at Gloucester City Museum

Historic building recording was undertaken by Cotswold Archaeology for CgMs Consulting, of the buildings related to former use as a Gasworks, on an extensive site on the Bristol, Road, Gloucester. The gasworks was founded in 1875. Of this earliest foundation, only a few boundary walls and a partly demolished gate lodge survived above ground. The infilled brick pit for the eastern gasometer of 1875 was visible on the site visit. The complete but sunken and completely empty gasometer on the north, added in 1901 was also visible. The stanchions of the rising framework for this were removed in 2001 and the stumps are still *in situ*. A brick-built office on the south side of the entrance road looked as if it belonged to the first phase, but does not appear on mapping until 1936. The other buildings recorded all belonged to the experimental gas production plant established in the 1950s.

## 1. INTRODUCTION

- 1.1 In March 2011 Cotswold Archaeology (CA) carried out historic building recording at the former gasworks at Bristol Road, Gloucester for CgMs Consulting (centred on NGR: SO 8190 1590 Fig. 1). The recording programme was undertaken to fulfil a condition (No. 4) of a planning consent granted by Gloucester City Council (ref: 10/01131/FUL).
- 1.2 In response to the condition, a *Brief for Historic Environment Building Investigation* was issued by Jonathan Smith, Historic Environment Manager, Gloucester City Council Heritage Service (GCCHS 2011) which set out the methodologies for the works, and identified the buildings for recording (see accompanying plan, Buildings BD1 to BD6. In the text and captions the buildings are referred to as BD1 etc).
- 1.3 Cotswold Archaeology provided a *Written Scheme of Investigation* to meet the requirements of the brief (CA 2011) This WSI was guided in its composition by the *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures* (IfA 2008), the *Statement of Standards and Practices Appropriate for Archaeological Fieldwork in Gloucestershire* (GCC 1995), the *Management of Archaeological Projects 2* (English Heritage 1991), the *Management of Research Projects in the Historic Environment (MORPHE): Project Manager's Guide* (EH 2006) and any other relevant standards or guidance contained within Appendix A. The work was carried out using *Understanding Historic Buildings: A guide to good recording practice* (English Heritage 2006).

## 2. BACKGROUND

- 2.1 An archaeological Desk-Based Assessment was carried out for the site by CgMs Consulting (CgMs 2010) which sets out the archaeological and historical background to the development of the whole site over time, and reference should be made to that document for the detailed account of the site and a wider study area. In summary, the buildings which are to be recorded form part of the 19th and 20th-century gasworks which stood on the site.
- 2.2 The 1st edition 1:2,500 Ordnance Survey map of 1884 depicts a gasworks occupying the south-west corner of the site, comprising gasometers and a number of buildings (Fig. 3). The gasworks belonged to the Gloucester Gaslight Company

and was built between 1875 and 1877 (VCH 1988, 262-269). Coal was originally brought to the site via a wharf on the Gloucester and Sharpness Canal, which lies very close to the west of the site (VCH 1988, 251-258) and then by rail when the branch line was built (reference Glos Transport 2010 says in 1898 – although the OS mapping of 1902 shows no railway line and this statement is not further referenced). The positions of the gasometers of this period, the southern boundary walls (BD4) and the gate lodge (BD1), are all that survive from this phase. By the publication of the 1902 Ordnance Survey (Fig. 4), a third gasometer had been built, dated to 1901 on a plaque seen during demolition in 2001 (pers. comm. Wales and West Utilities employee). The extra building east of it was presumably a retort house for the extra gas required to fill it, but the gasworks was still confined to the south-western corner of the study site. It is only in 1923 that the railway branch line appears on OS mapping, which seems remarkably late for a new line (Fig. 5).

- 2.3 There was little change until the 1950s, except for the construction of BD3 before 1936 (Fig. 6). By the middle 1950s the gasworks had expanded to the east and north and been almost completely rebuilt (Figs 7 and 47). This was the result of the introduction of test beds for the production of gas by newer methods before the availability of natural gas (VCH 1988, 262-269). This lasted until the introduction of natural gas in the 1970s, when on site manufacture was no longer required. Only two buildings (BD1 and 3) and the southern boundary walls (BD4) survived from earlier periods, along with the gasometers (Fig. 2). A new railway line was laid to serve the eastern part of the site (Figs 7 and 47). During the 1990s and 2000s the various structures in the southern part of the gasworks were demolished and today this part of the study site is devoid of standing structures (Fig. 2).

### **3. OBJECTIVES**

- 3.1 The investigation was to consist of the archaeological recording of the site's standing structure, with special attention to pre-1970s structures, fabric and machinery.
- 3.2 The investigation was to include the analysis and interpretation of the findings and the formation of a site archive that secures the long-term conservation and storage of the records, with the provision for the appropriate dissemination of the findings.
- 3.3 The investigations were to seek to address the following research questions:



- Determine the presence and nature of remains related to the Industrial Age (1750-1970) activity on the site.
- Do the forms of the structures relate to their industrial use; similarly, does change in form reflect and relate to changing use?
- Do any of the structures exhibit use that relates to the mid 20th-century experimental use of the site?

### **Methodology**

- 3.4 The building recording followed the methodology set out within the Brief (GCCHS 2010). Drawn, written and photographic survey was undertaken to Level 3 as defined in *Understanding Historic Buildings: A guide to good recording practice* (English Heritage 2006).
- 3.5 The archive is currently held by CA at their offices in Kemble. It will be deposited with Gloucester City Museum and a digital copy will be supplied to Gloucester County Historic Environment Record (HER). A summary of information from this project, set out within Appendix A, will be entered onto the OASIS online database of archaeological projects in Britain.

## **4. DESCRIPTION**

### **Building 1 (BD1)**

- 4.1 This small brick, single-storey building appears to have functioned as the gate lodge. It can be identified on the earliest OS maps to show the gasworks, dating to 1884. Another building shown on the maps up to at least the 1950s, facing this one on the south side of the access road, may have made a matching pair (Fig. 6). The western end has been partially demolished, leaving only the façade, but it can be reasonably interpreted as being originally a simple symmetrical composition of two gabled blocks flanking a central linking block (Fig. 8). Note that the ranging rod used in the illustrations in this report came from a faulty manufacturing batch and is white/red/red/white, rather than the conventional white/red/white/red.
- 4.2 The openings all appear to be original, although the two doors seem to have had arched tops replaced with concrete lintels. The central, blocked opening seems to have had the brick plinth rebuilt and this may have been a passage through the building.

- 4.3 The roof is tiles with decorative ridge tiles. The spinning ventilator may be original and seem to be connected to the central ceiling openings with moulded plaster frames that occupy the two rooms at this end (Figs 8 and 9).
- 4.4 As far as can be seen in its present state, the building's plan was simply a large and a small room either side of a central passage, but only the eastern end survives as more than a front wall.
- 4.5 The coloured brick and simple gothic detailing suggest the influence of William Butterfield and the fashion for Venetian gothic following the publication of Ruskin's *The Stones of Venice* in 1851-3 (Figs 8 and 10). Internally the rooms are very plain with utilitarian quarry tile flooring, simple woodwork and plain, plastered walls.
- 4.6 The smaller room, to the west now contains a small horizontal gas boiler, of modern design and a gas burning or transmitting installation at the north side, of unknown function, looks to be of similar vintage.

### ***Building 2 (BD2)***

- 4.7 This is a building of "modern movement" design, flat-roofed, brick-built with simple concrete window frames and string courses (Figs 12, 13 and 14). The aluminium door- and window frames and the door furniture are typical of the 1950s in Britain. The glass-brick windows either side of the main entrance are slightly old-fashioned but not untypical of this sort of design at this time. The plan is a simple rectangle with a projecting porch at the north end. The interior was not accessible during our visit. This building is marked on the gas board plan of 1960 (Fig. 47) as the "Jones washroom". As it was next to the Jones plant (see below), it may well have been a welfare facility. It does not seem to have had any plant associated with it. This building is one of those erected as part of the thorough-going rebuilding resulting from the selection of the site as an experimental gas production site (VCH 1988, 262-269). As it was so simple and no internal access was possible, no ground plan was made.

### ***Building 3 (BD3)***

- 4.8 Building 3 was a four-square, extremely solidly-built brick structure (Figs 15-25), whose details, materials and general appearance made it seem to be part of the original build of the gasworks, or from shortly thereafter. In fact, it does not appear on the OS mapping until 1936 (Figs 5 and 6). The map evidence indicates it was not built until after 1923. If so, then it was remarkably conservative. It is fairly clear that it was designed as offices or meeting rooms, some of which may have been high

status, given the size and high ceilings. This is only inferred from the size and scale, as interior details and fittings are all missing or obscured (for example by modern suspended ceilings). Fig. 47 has it marked as “Works Office” by 1960. Only the ground floor could be seen as the first floor was closed because of asbestos contamination. There was no sign of a cellar.

- 4.9 The plan was a simple, rectangular, double-pile, with rooms arranged either side of a front-to-back, off-centre, staircase hall (Fig. 15). The plan shows two large rooms on the west, and two smaller ones on the east separated by a WC and probable cloakroom, now just a WC and washroom. The WC still has its original glass-screened compartment, slightly altered for the provision of another closet (Fig. 16).
- 4.10 The main rooms were plain but well-lit, with large sash windows on two external sides (Figs 15 and 16). Fire surrounds had all been removed and the chimney breasts plastered over/dry-lined, but the grate recesses, where visible, were lined with olive-green tiles as were the hearths. This suggests that the large chimneys were actually fitted with gas fires, rather than coal ones, as the tiles were neither especially heat-resistant nor soot-marked.
- 4.11 The two larger rooms on the west had been knocked into one (leaving the chimney breasts in place, however) and then later subdivided with stud and plywood walls on the line of the original walls (Fig. 18).
- 4.12 The balusters on the stair were completely boarded in and the original, panelled, under-stair space was hidden behind a recent fire enclosure (Fig. 19 and 20).
- 4.13 The building was extremely solidly built. The brick walls were 23” (0.58m) thick. The external face was all in stretcher bond, suggesting that the walls had a cavity around 5” (0.13m) wide flanked by a single-brick skin externally and a double skin internally. No cavity was actually seen, as no relevant breaking out had occurred. The red engineering bricks (large at 3” x 4 $\frac{1}{8}$ ” x 8 $\frac{3}{4}$ ” to 9 $\frac{1}{4}$ ”) were set on a plinth topped with black, chamfered special bricks similar to those in BD1, but colourful trimming was sparsely employed elsewhere, in a line of black bricks near the foot of the wall and in the chimneys. (Fig 22).
- 4.14 The building, however, was not devoid of decorative features. The windows had stone sills and lintels and the double windows were subdivided by a simple stone mullion. The north elevation front door had a stone gable feature. The stone work and the brick jambs were enlivened with simple angle-stop chamfering and the

eaves cornice was stepped and supported on angled bricks giving a corbelled effect. The stone work has been painted cream in recent times. The chimneys were quite elaborate with labels and string courses in black brick (Figs 22-26).

#### **Building 4 (BD4)**

- 4.15 This was the designation given to the remains of the boundary walls and some small sheds on the south side of the gasworks (Fig. 2). There seems to have been an entrance or delivery yard on the south side of the gasworks from the side road which led to Gasworks Villas. The remains of these four houses and their gardens occupied the space south of the eastern section of boundary wall, called BD4.1 here. The houses and walls all appear on the OS mapping of 1884, with no other residential development nearby, strongly suggesting that they were built for employees of the gasworks. A larger house in a large garden at the corner of the side street and Bristol Road, is assumed to have been the site manager's house. The map shows that there was access from it into the gasworks (Fig. 3). The boundary walls of this garden also survive and were called BD4.2. This was all marked very clearly on a large-scale 1960 plan (SWGB 1960).
- 4.16 Between these gardens and Gasworks Villas was the paved yard running north from the side street. All the boundary walls are broadly similar and are now generally just under 1.8m tall. However, the highest survival is over two metres. Like BD1 the bricks were laid in English bond. It seems all were originally capped with shaped, brick coping blocks (Fig. 27). The northern side of BD4.1 was provided with brick buttresses, on the gasworks side, a nod to the gothic style of BD1, but these did not appear elsewhere (Figs 28 and 29). The buttresses' sloped tops were built "tumblehome" in black brick, again a link to the original 1875 design.
- 4.17 The northern side of BD4.2 had no buttresses and was generally consistently around 2.2m high. It was otherwise similar to the walls in BD4.1 and to its own southern side. At its west end it joined a curved section of wall forming the south-west corner of the gasometer enclosure. This had a black-brick chamfered plinth like that in BD1 and BD3 (Fig. 30).
- 4.18 There had been a certain amount of rebuilding and repair, and the northern buttressed wall of BD4.1 had clearly been reduced to its present height fairly recently (Fig. 29). The curved south-east corner of BD4.2 seemed to be original but had a replacement concrete coping copying the form of the ceramic coping originally employed.

- 4.19 The yard between these two enclosures was paved with black brick pavements of both plain and Bridgwater diamond-pattern type. The mapping from 1884 shows a narrow building closing off the north end of this yard, and the bases of the brick walls and the concrete and earlier brick floors of these buildings were seen on site. There was a suggestion of a narrow alley or passage linking this yard to the gasometers, through the east end of this building. Two sheds survived, albeit roofless and in very parlous state, flanking the southern end of this yard. The eastern one still had evidence of the gates that had closed its northern end. The western one was heavily overgrown. Both appeared to be integral with the main BD4 walls. Other sheds, only evident from their floors and marks on the walls, had lined this yard, but all were later additions (Fig. 29). Their addition seems at times to have required the truncation of the overhang of the coping blocks (Fig. 27). The 1960s plan marks this area as “Store and Garage” (SWGB 1960)

#### ***Building 5 (BD5)***

- 4.20 Building 5 is stylistically similar to BD2 and appeared on the OS mapping at the same time, in 1956. It was brick-built around a steel frame, the steel stanchions nearly all being clad in plastered brick or concrete. The roofs are relatively lightweight with the main spaces simply spanned by steel girders, perforated with hexagonal openings for lightness. The lower, western block has its girders concealed under plaster or concrete.
- 4.21 The plan was curiously church-like and is most simply described as a nave with flanking aisles. However the “nave” roof is lower than the aisles and it therefore not lit from clerestory windows, and is rather dark. Circular skylights have been built into the roof to combat this. At the west end was a transverse space answering to a transept and a room to the west as if a chancel. The north-west and south-west corners were taken up with smaller rooms (Fig. 31).
- 4.22 The external treatment was rather old-fashioned with echoes of 1930s Art-Deco in the fluted panels between the blocked high level windows on the west façade (Fig. 32) and the combination of dark red brick and concrete detailing. Otherwise it was not untypical of 1950s industrial design in the wake of the Festival of Britain of 1951 with its projecting concrete canopies and window architraves. The large lateral windows and cladding, however, may be later alterations (Fig. 34).
- 4.23 The building had undergone various changes. All the ground floor doors and windows in the central recessed part of the west elevation were later insertions (Fig.

- 32), and two large doors in the west end of the south elevation had been blocked up and the rooms they served turned into offices or stores (Fig. 33). The windows in the blocking were contemporary with it. Further east, the two small doors on this façade were also insertions. The large vehicle doors here are original to the fabric.
- 4.24 The east end seems to have undergone the biggest external changes. Both large doors at the east ends of the “side aisles” appear to be additions. The brickwork around the southern door has been completely replaced. A blocked vehicle access door into the south side of the eastern outshut was presumably closed at the time the new door was inserted (Fig. 34). The brick work around the door in the northern aisle indicates that it had a large window above a solid wall in the same pattern as the northern elevation and the added concrete access ramp would seem to confirm that there was no door here before (Fig. 35). Indeed, it is possible that the large windows in their current form on both north and south elevations are later alterations.
- 4.25 The northern elevation had only the two large doorways opening into the “transept” and the west end of the north “aisle”. The western one had been widened by about 0.55m on the western side. The three tall, concrete-framed windows in the western corner block matched that on the west elevation and probably indicate that this was an office area.
- 4.26 Internally the building was very plain. There had been some alterations, some connected to those noted externally and some in addition. In the south-west corner the blocking of the two vehicle doors in the south face have allowed the spaces behind to be converted into three rooms. The western one is the original space behind the westernmost door; the other has been divided by a concrete block wall. This is the normal material for these later subdivisions. Two of the rooms seem to have been offices and the easternmost is now a WC and shower room, entered from the “transept”. The two other rooms are reached via a corridor, but while its southern wall is original (the back of the vehicle bays) this was created as a separate circulation space when the office to its north was added (in concrete block) and the door at its west end inserted (Fig. 31). This corridor was used for the siting of the most recent electrical breakers and other control circuitry (Fig. 36).
- 4.27 The added office was one of two inserted into the western central room, the other being in stud work (Fig. 37), which had been first one large space, open to the “transept”, via two doors (Fig. 38).

- 4.28 Another set of office-like rooms and a corridor occupied the north-west corner section (Fig. 31). These appeared to be the original layout, although, as with the other alterations at this end of the building, lower false ceilings had been inserted, the first condition of these rooms being with rather high ceilings, as in Fig. 37 (and see Fig. 39). When the large side door to the eastern outshut was blocked (Fig. 34), another set of offices was built in that end of the building (Figs 31 and 44).
- 4.29 An unusual note is struck by the door at the other end of this corridor, which has clearly been recycled from earlier buildings (Fig. 40) It is almost identical to an *ex situ* door seen in BD3. It is late 19th or early 20th century in date.
- 4.30 It is clear that the building was designed for vehicle access to all its sections except the north-west corner and it is currently called by site personnel, "The Garage". That this was indeed its most recent use, in the sense of a maintenance facility for vehicles, is indicated by two features in particular. In the north end of the "transept" is a concrete-filled, steel-framed rectangular pit. Electrical equipment nearby shows that this was the site for a "rolling road" (Figs 41 and 42). The building also has a very extensive specialised extraction system, designed to remove exhaust fumes directly from the tail pipes of vehicles, fitted in the "aisles" and "transepts" only (Fig 43). A series of blocked rectangular apertures near ground level all around the building would seem to represent an earlier version of such a system (visible in Fig. 34 for example). These vents, the addition of wider and extra doors and the removal of others first suggested that this was the intended use, and that the changes merely reflect changed needs and technology (larger and different vehicles, changes in health and safety requirements etc). However, the plan of the gasworks production facilities in 1960 (Fig. 48) makes clear that this building was built as the mixing plant for the five different kinds of gas produced in the experimental facilities on site. It was obviously converted for its garage use after the introduction of natural gas made it redundant.
- 4.31 Especial care was given to natural lighting and the large windows are supplemented with circular and more traditional skylights. This may reflect the later use as good lighting may not have been so essential in the earlier phases.
- 4.32 Heating and ventilation was most recently provided by many large gas radiators slung from the roof and wall tops, and what appear to be air conditioning units also slung from the roof (Fig. 44).

### **Building 6 (BD6)**

- 4.33 This was very utilitarian brick shed whose purpose was to house the machinery that pumped gas from the retorts to the gasometers. It appears on maps after 1936 and by 1954. Its asbestos roof covering is very typical of the war years and just after, as are the concrete lintels and Crittall-style windows. It is built in rather soft bricks in stretcher bond, suggesting a cavity wall. The only change in the fabric was the reduction in size of the door in the western side.
- 4.34 A large pipe rose from the ground and into its north gable end and another at the south end, the pipe work through which the gas was pumped from the retorts to the gasometers. Which was in and which out is presumably indicated by the colours (yellow and black) they are painted (Figs 45 and 46). Fig. 47 shows that the present pipe work postdates the experimental facility and belongs to the era of natural gas.
- 4.35 Access to the interior was not available.

## **5. CONCLUSION**

- 5.1 Only the buried pits for the gasometers, the boundary walls BD4 etc and the partly demolished Building 1 (BD1) survived from the 1875 gasworks. The floor and footings for Gasworks Villas also survived. It is probable that the house in the enclosure formed by BD4.2 was built as the manager's house and some of this may survive, but this area was entirely overgrown (and partly out of bounds because of the presence of Japanese Knotweed).
- 5.2 The gasometer added in 1901 is still visible in the ground, but its superstructure has been almost entirely removed. It was not of specific interest as it was of a common type.
- 5.3 The office block, BD3 was added between 1923 and 1936 and is remarkably old-fashioned, looking as if it was built in 1880-1910. It is a very solid expression of company confidence in the 1920s, but is essentially a 19th-century idea of an office block, not a 20th-century one. Study was limited to the ground floor.
- 5.4 The gasworks was completely rebuilt in the mid to late 1950s, on map evidence, and nothing of the 1875-1902 gasworks was left above ground other than as described above (Fig.7). The rebuild was necessary because of the change from the simple production of town gas from coal to the installation of experimental gas production equipment. The plan of 1960 (SWGB 1960) shows that five types of gas production



were being tried out. These were: coal gas from the new vertical retort house, Hall Gas (a by-product of aluminium and steel smelting originally), Carburetted Water Gas (C.W.G - made by passing steam over a red-hot hydrocarbon fuel such as coke), Jones Gas (made from carbon paste) and Gaz Integrale (made from fuel oil).

- 5.5 Of this reconstruction, nothing remains above ground apart from BD2, BD5 and BD6 (and some railway lines by BD5). BD6 was apparently a “carbon store” for the Jones or the C.W.G plant. BD2 and 5 were quite modern buildings in their time, despite some old-fashioned touches. BD2 is marked as “Jones Washroom” in 1960, presumably a welfare unit for Jones plant operatives. BD5 was most recently a large, specialised maintenance garage for the gasworks vehicles, but was designed for the plant where all the various gases were mixed and pumped out to the consumers either directly, or via the gasholders, as town gas. The various functions of the spaces in this building are marked on the 1960 plan (Fig. 48). The changes it underwent after initial conversion for vehicle maintenance (after c. 1975) can be explained as keeping it abreast of changes in the vehicles it was intended for, the need for more office space and changing working regulations.

## 5. CA PROJECT TEAM

Fieldwork was undertaken by Peter Davenport assisted by Rachel Leung. The report was written by Peter Davenport. The illustrations were prepared by Lorna Gray. The archive has been compiled by Rachel Leung, and prepared for deposition by James Johnson. The project was managed for CA by Mark Collard.

## 6. REFERENCES

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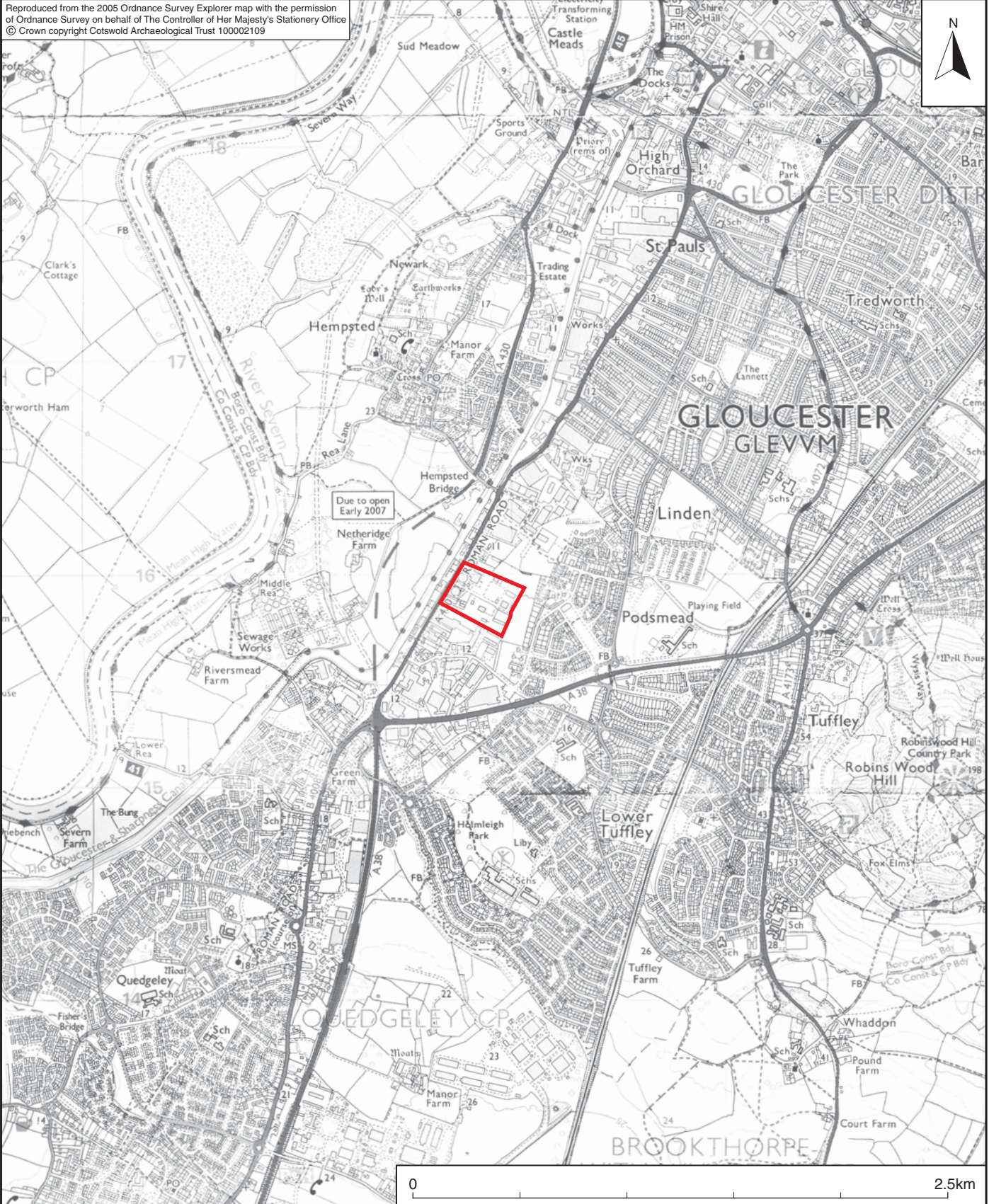
SWGB 1960 *Hempsted Works Gloucester*, 1:384 scale plan of the experimental production facilities in December 1960, South Western Gas Board


VCH 1988 'Gloucester: Public services', *A History of the County of Gloucester: Volume 4: The City of Gloucester* (1988). URL: <http://www.british-history.ac.uk/report.aspx?compid=42308> Date accessed: 22 March 2011.

**APPENDIX A: OASIS REPORT FORM**

<b>PROJECT DETAILS</b>		
Project Name	Former Gasworks, Bristol Road, Gloucester	
Short description	Historic building recording was undertaken by Cotswold Archaeology for CgMs Consulting, of the buildings related to former use as a Gasworks, on an extensive site on the Bristol, Road, Gloucester. The gasworks was founded in 1875. Of this earliest foundation, only a few boundary walls and a partly demolished gate lodge survived above ground. The infilled brick pit for the eastern gasometer of 1875 was visible on the site visit. The complete but sunken and completely empty gasometer on the north, added in 1901 was also visible. The stanchions of the rising framework for this were removed in 2001 and the stumps are still <i>in situ</i> . A brick-built office on the south side of the entrance road looked as if it belonged to the first phase, but does not appear on mapping until 1936. The other buildings recorded all belonged to the experimental gas production plant established in the 1950s.	
Project dates	10-11 March 2011	
Project type	Historic Building Recording	
Previous work	None	
Future work	Unknown	
<b>PROJECT LOCATION</b>		
Site Location	Bristol Road, Gloucester	
Study area (ha)	0.7	
Site co-ordinates	SO 8190 1590	
<b>PROJECT CREATORS</b>		
Name of organisation	Cotswold Archaeology	
Project Brief originator	None	
Project Design (WSI) originator	Cotswold Archaeology	
Project Manager	Mark Collard	
Project Supervisor	Peter Davenport	
<b>MONUMENT TYPE</b>		
None		
<b>SIGNIFICANT FINDS</b>		
None		
<b>PROJECT ARCHIVES</b>		
	Intended final location of archive (museum/Accession no.)	Content
Physical	Gloucester City Museum	None
Paper		Site notes, BW photos
Digital		Digital photos, pdf report
<b>BIBLIOGRAPHY</b>		
CA (Cotswold Archaeology) 2011 Former Gasworks, Bristol Road, Gloucester: <i>Historic Building Recording</i> . CA typescript report <b>11074</b>		

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 <b>COTSWOLD ARCHAEOLOGY</b>			
<b>PROJECT TITLE</b> Former Gasworks, Bristol Road Gloucester			
<b>FIGURE TITLE</b> <b>Site location plan</b>			
<b>DRAWN BY</b>	<b>SCALE</b>	<b>PROJECT NO.</b>	<b>FIGURE NO.</b>
LG	1:25,000@A4	3393	<b>1</b>



16



SO

0 250m

- site
- BD1 recorded building
- Fig. 8 direction of photograph



**COTSWOLD ARCHAEOLOGY**

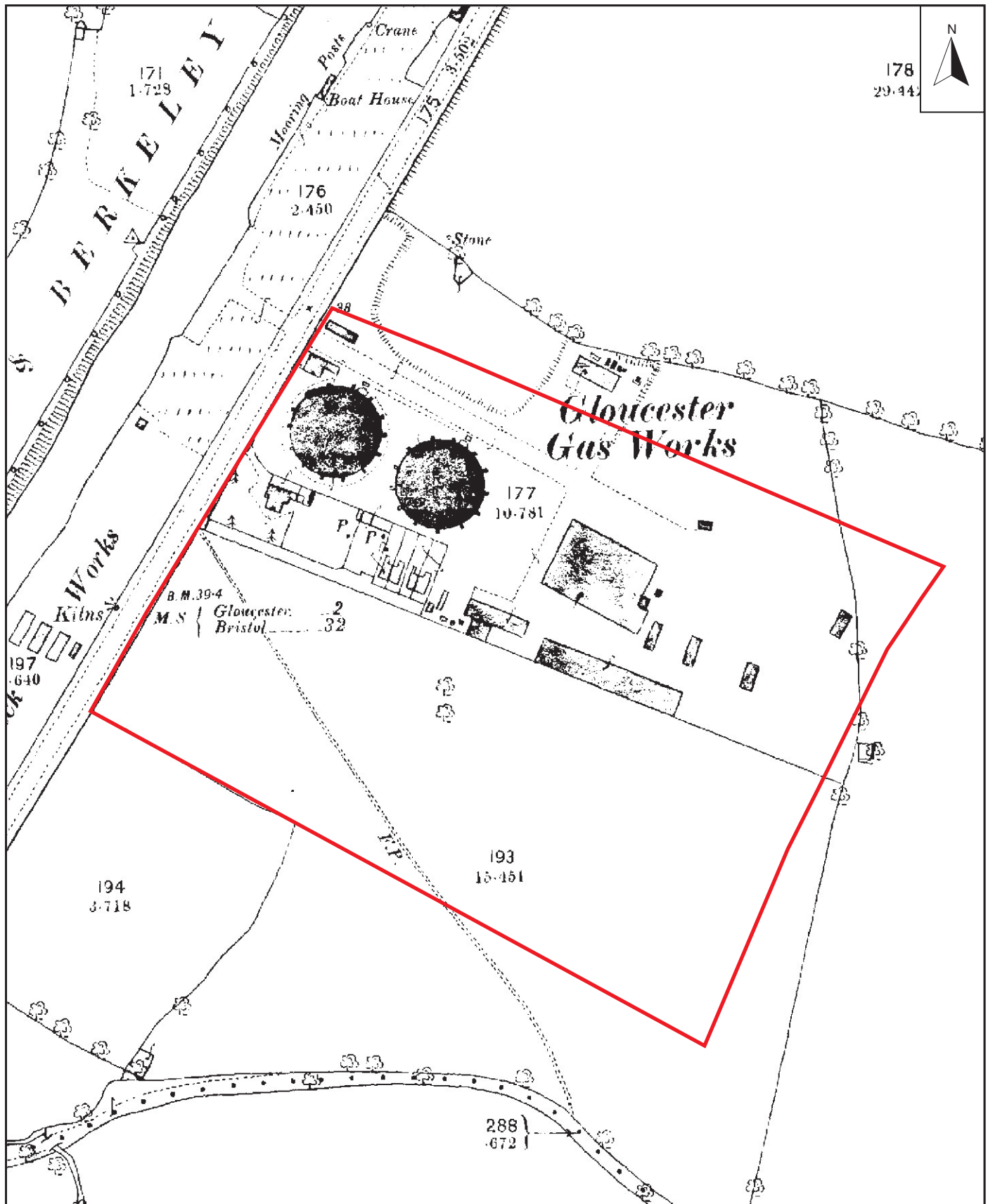
PROJECT TITLE

**Former Gasworks, Bristol Road  
 Gloucester**

FIGURE TITLE

**Site plan**

DRAWN BY	SCALE	PROJECT NO.	FIGURE NO.
LG	1:2500@A4	3393	<b>2</b>



COTSWOLD ARCHAEOLOGY

PROJECT TITLE

Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE

Extract from Ordnance Survey  
County Series 1:2500 map of 1884

DRAWN BY

LG

APPROX. SCALE

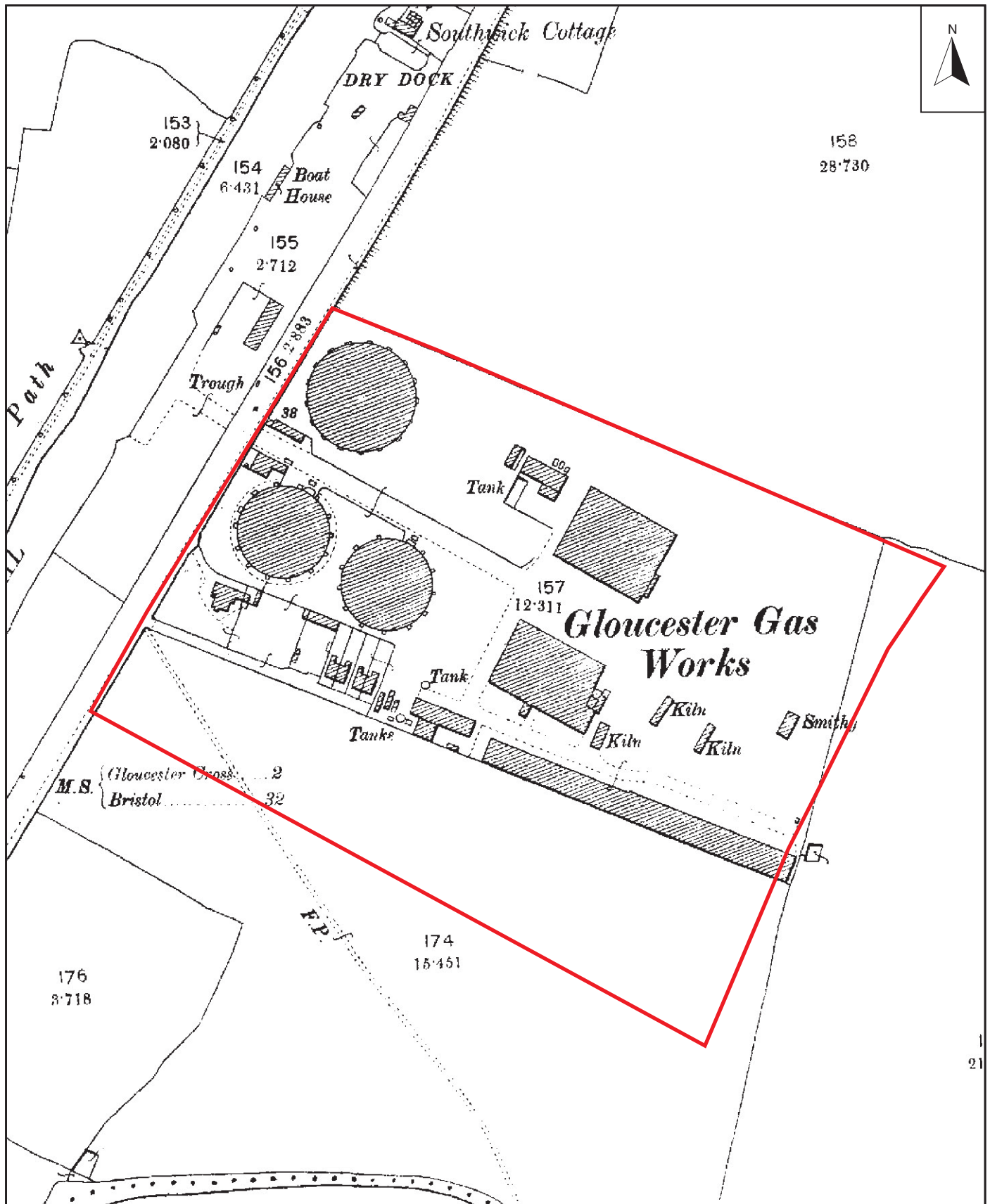
1:2500@A4

PROJECT NO.

3393

FIGURE NO.

3

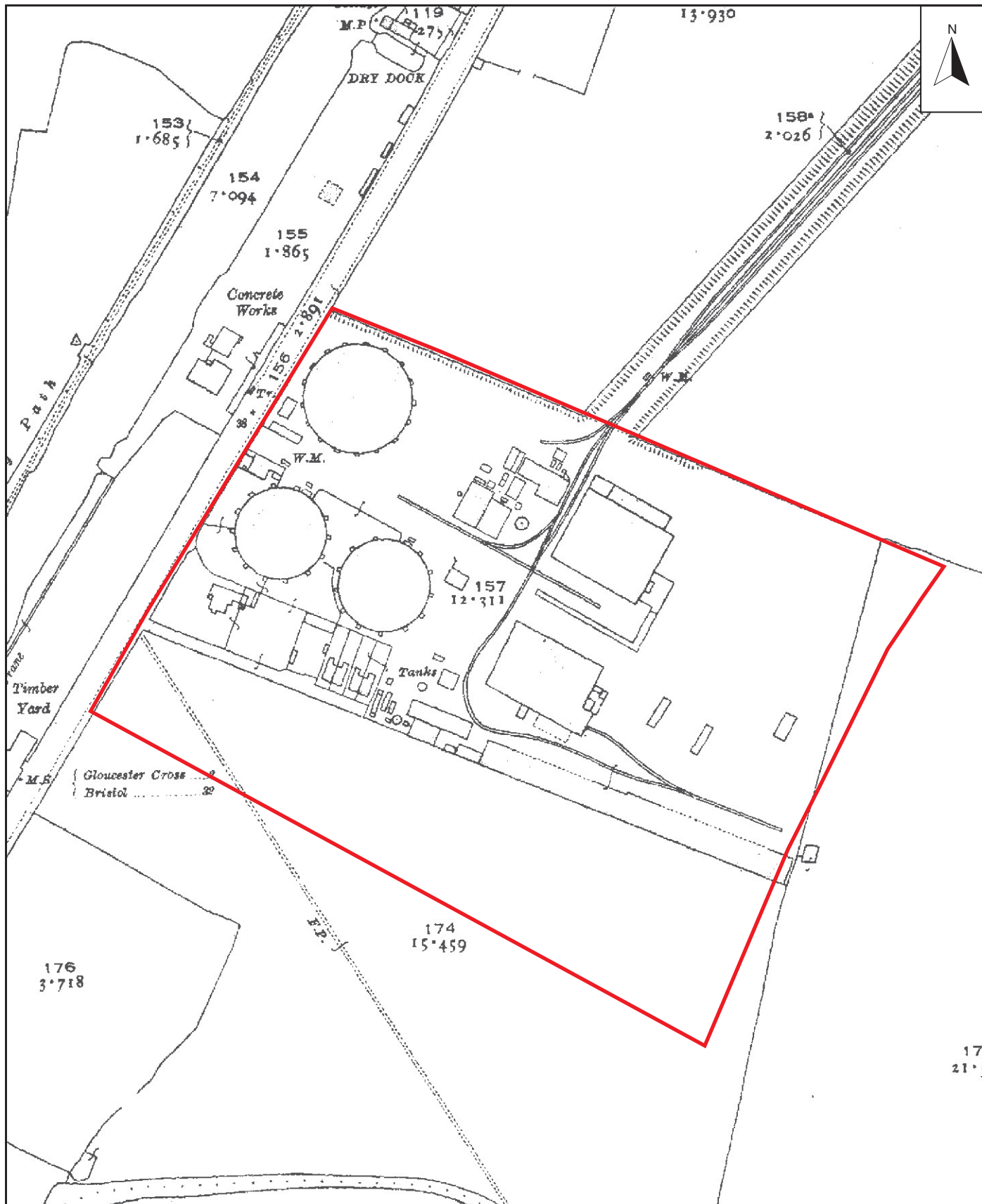


 COTSWOLD ARCHAEOLOGY

PROJECT TITLE  
Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE  
**Extract from Ordnance Survey  
County Series 1:2500 map of 1902**

DRAWN BY	APPROX. SCALE	PROJECT NO.	FIGURE NO.
LG	1:2500@A4	3393	<b>4</b>



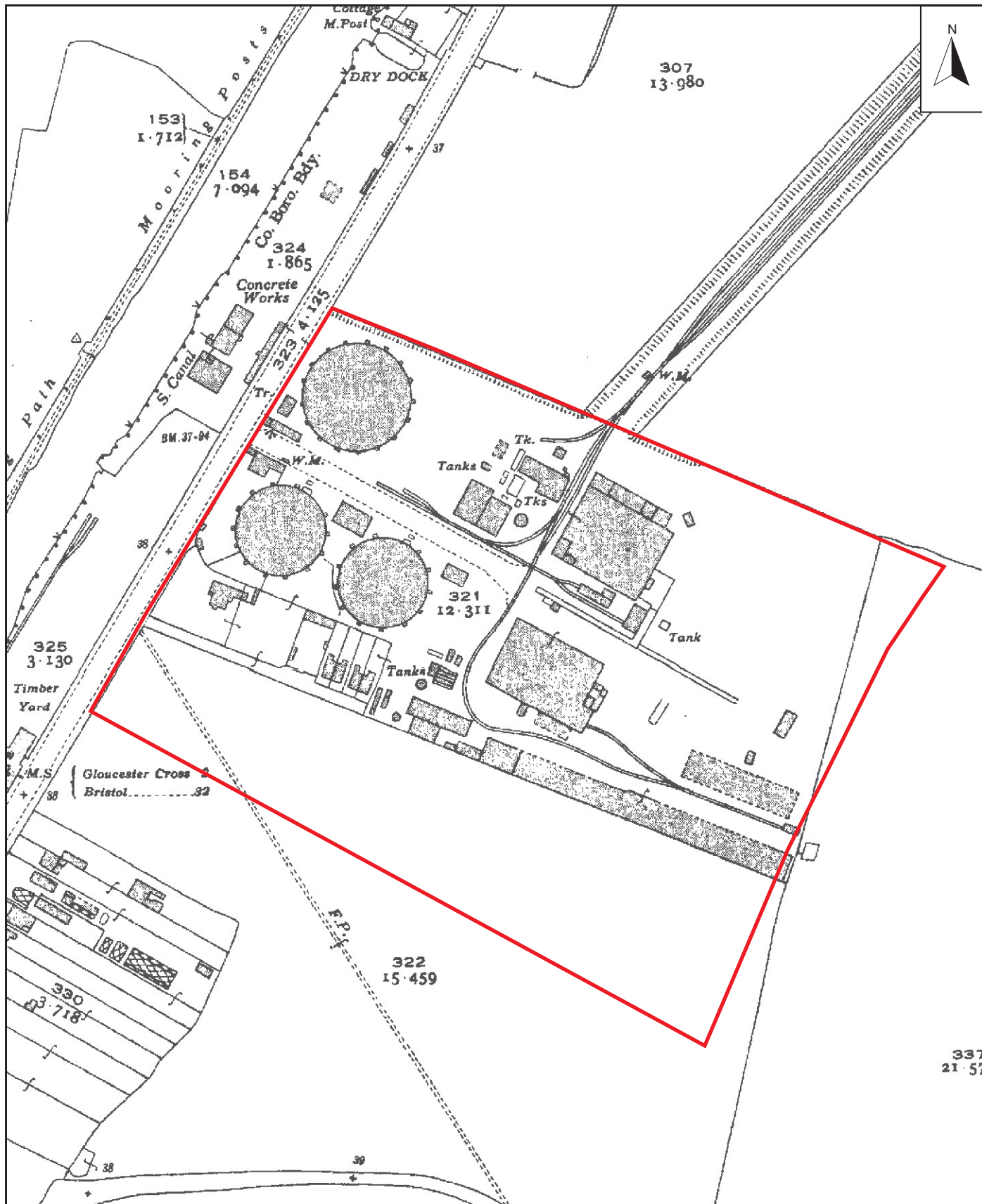
COTSWOLD ARCHAEOLOGY

PROJECT TITLE  
 Former Gasworks, Bristol Road  
 Gloucester

FIGURE TITLE  
 Extract from Ordnance Survey  
 County Series 1:2500 map of 1923

DRAWN BY	APPROX. SCALE	PROJECT NO.	FIGURE NO.
LG	1:2500@A4	3393	5





COTSWOLD ARCHAEOLOGY

PROJECT TITLE

Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE

Extract from Ordnance Survey  
County Series 1:2500 map of 1936

DRAWN BY

LG

APPROX. SCALE

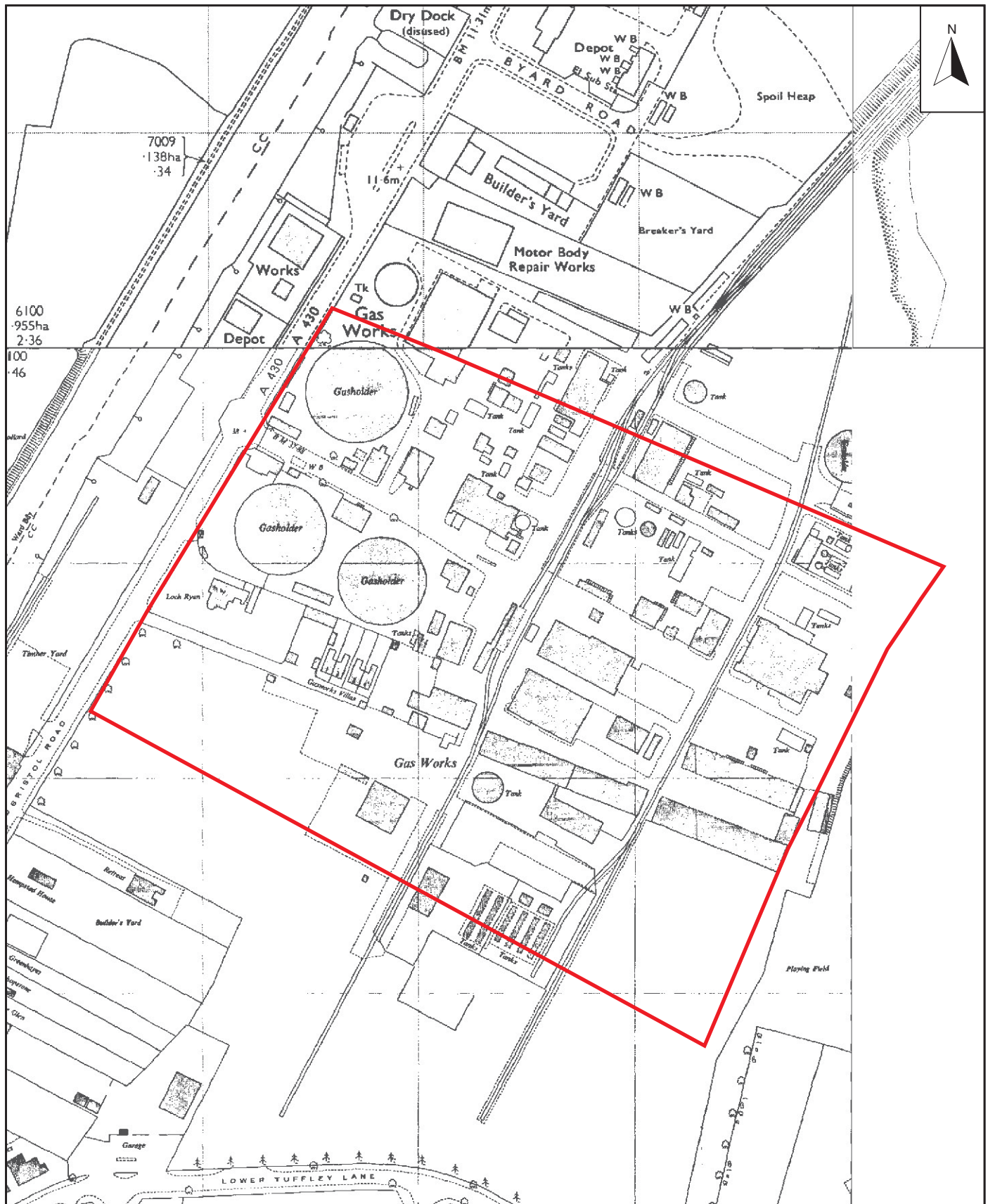
1:2500@A4

PROJECT NO.

3393

FIGURE NO.

6



COTSWOLD ARCHAEOLOGY

PROJECT TITLE

Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE

Extract from Ordnance Survey  
New Series 1:2500 map of 1960

DRAWN BY

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APPROX. SCALE

1:2500@A4

PROJECT NO.

3393

FIGURE NO.

7

Fig. 8 The south elevation of the gate lodge BD1 (Scale 2m)

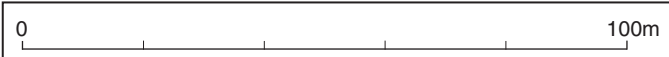
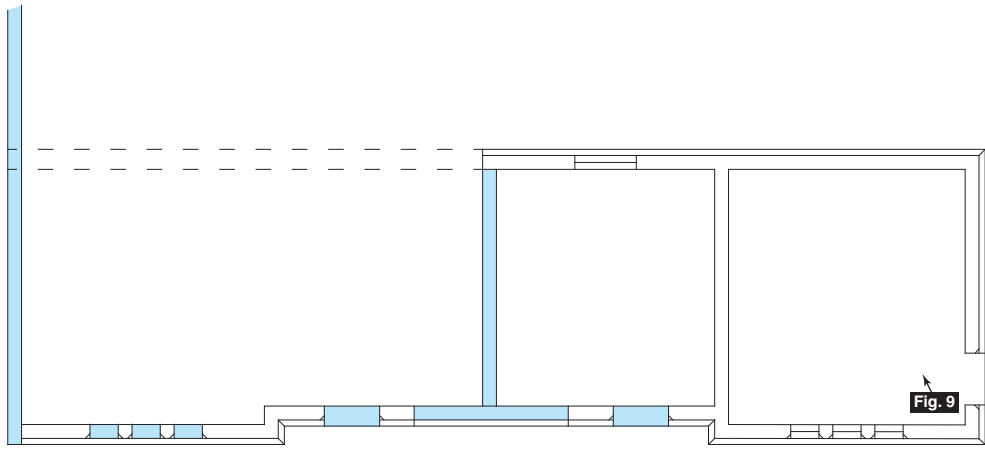





Fig. 9 The ceiling vent in the eastern room of BD1



Fig. 10 The east elevation of BD1 (Scale 2m)





-  1875 structure
-  20th-century alterations
-  direction of photograph



PROJECT TITLE  
**Former Gasworks, Bristol Road  
Gloucester**

FIGURE TITLE  
**Plan of BD1**

DRAWN BY	SCALE	PROJECT NO.	FIGURE NO.
LG	1:125@A4	3393	<b>11</b>

Fig. 12 The east elevation of BD2 (Scale 2m)

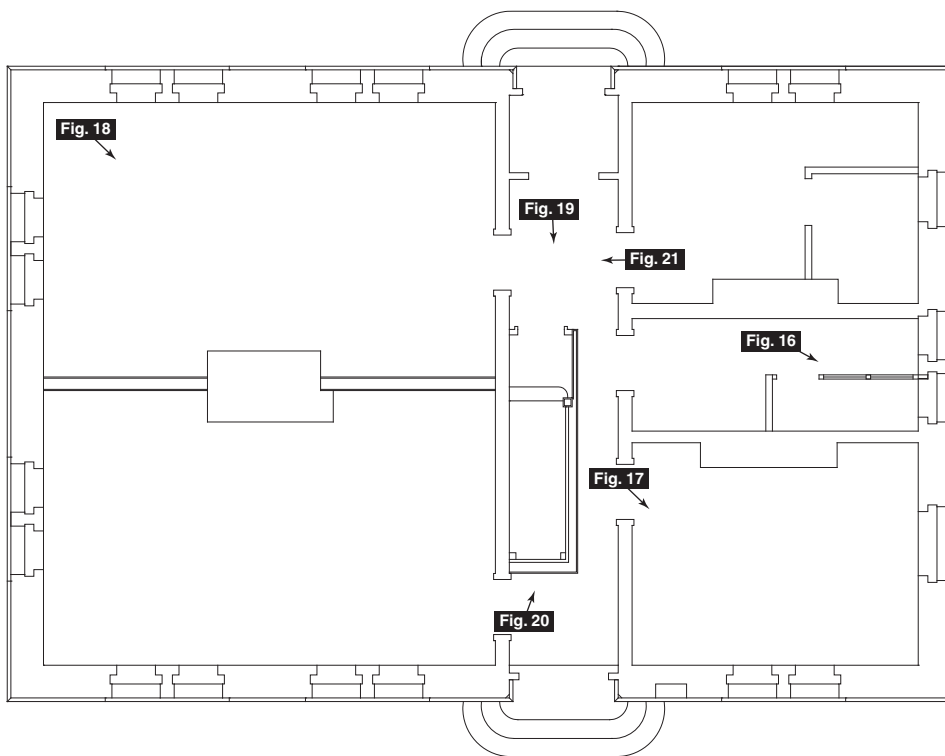




Fig. 13 The south elevation of BD2 (Scale 2m)



Fig. 14 The north elevation of BD2, with the 1901 gasometer stanchion stumps visible in foreground (Scale 2m)





 1923-36 structure  
 direction of photograph



**COTSWOLD ARCHAEOLOGY**

PROJECT TITLE  
**Former Gasworks, Bristol Road  
Gloucester**

FIGURE TITLE  
**Plan of BD3**

DRAWN BY	SCALE	PROJECT NO.	FIGURE NO.
LG	1:125@A4	3393	<b>15</b>

Fig. 16 The original WC screen in BD3, looking east  
(Scale in 0.5m divisions)



Fig. 17 The south-east ground-floor room in BD3 looking south-east, showing size of windows (and modern fittings) (Scale 2m)



Fig. 18 The north-west room in BD3, looking south-west, showing false ceiling, blocked-in fireplaces and stud infill of the formerly-removed internal walls either side of the fireplace (Scale 2m)



Fig. 19 The stair to the first floor in BD3, looking south. The inserted fire escape door on the first landing can be seen (cf Fig. 24) (Scale 2m)



Fig. 20 The original under-stair cupboard and (rear of) panelling in BD3, with the remains of the recent fire enclosure, looking north-east (Scale in 0.5m divisions)



Fig. 21 A typical internal door and architrave on the ground floor of BD3 (Scale 2m)





Fig. 22 The north elevation of BD3, looking south-west



Fig. 23 The east elevation of BD3, the fenestration reflecting the smaller rooms and the WC on the ground floor (Scale 2m)



Fig. 24 The south elevation of BD3 showing the inserted fire escape door (and fire escape), converted window above it and the inserted window on the ground floor (Scale 2m)



Fig. 25 The west elevation of BD3 (Scale 2m)



Fig. 26 One of the decoratively-treated chimneys on BD3



Fig. 27 The fired brick copings of most of the walls in BD4



Fig. 28 The north wall and north-east corner of BD4.1 looking west, showing the buttresses (Scale 2m)



Fig. 29 The west wall of BD4.1 and the foundations and floors of sheds along it, looking north (Scale 2m)



Fig. 30 The curved wall at the west end of the south part of the gasworks, looking west (Scale 2m)



COTSWOLD ARCHAEOLOGY

PROJECT TITLE

Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE

**Photograph**

DRAWN BY

LG

SCALE

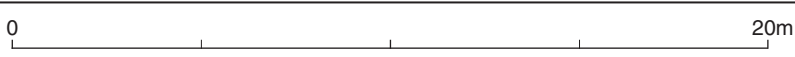
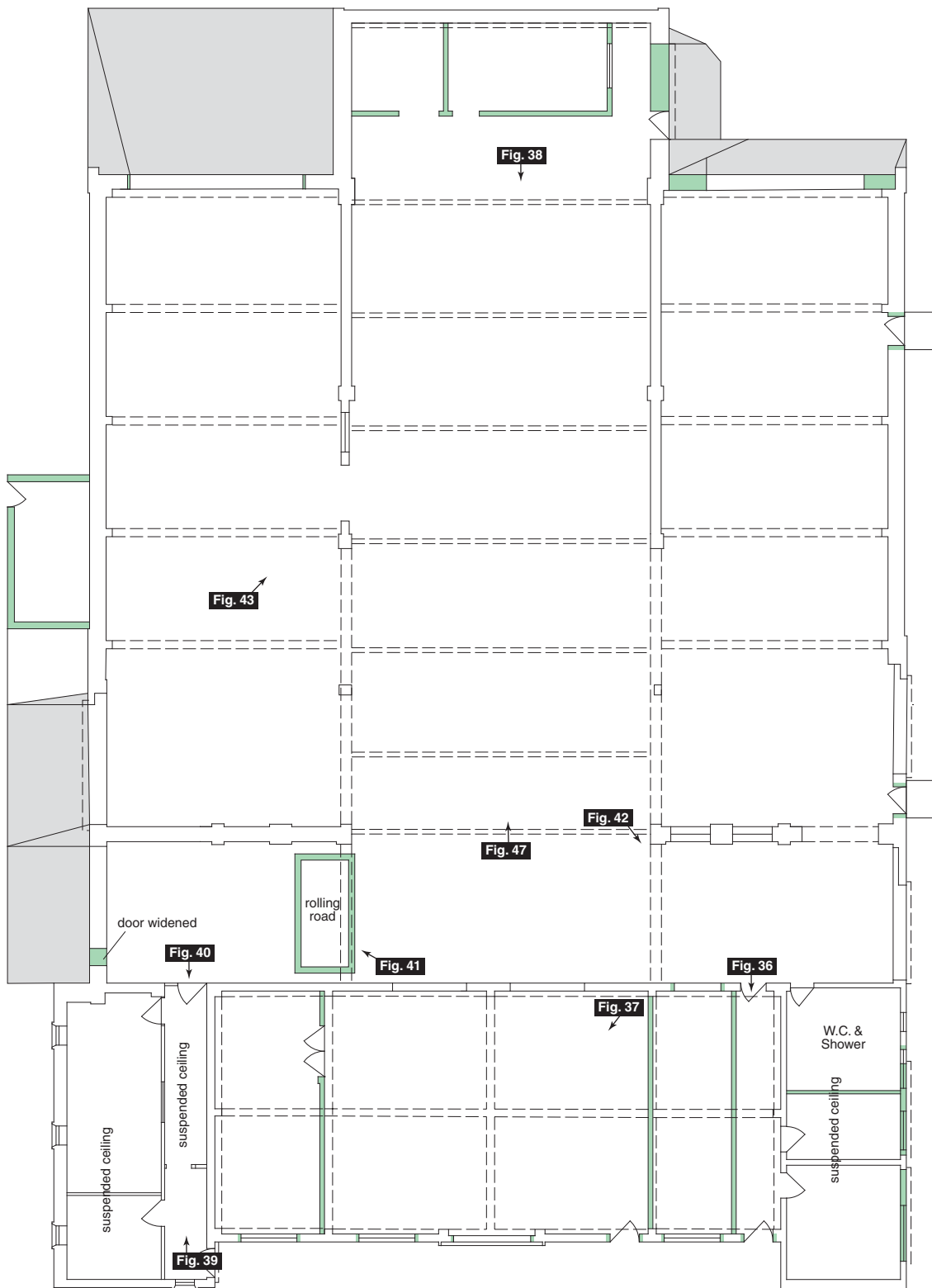
n/a

PROJECT NO.

3393

FIGURE NO.

**30**



- 1950s structure
- post 1970 alterations
- concrete ramp
- Fig. 36 direction of photograph



**COTSWOLD ARCHAEOLOGY**

PROJECT TITLE

**Former Gasworks, Bristol Road  
Gloucester**

FIGURE TITLE

**Plan of BD5**

DRAWN BY

LG

SCALE

1:200@A4

PROJECT NO.

3393

FIGURE NO.

**31**

Fig. 32 The west elevation of BD5, looking north-east (Scale 2m)



Fig. 33 The south elevation of BD5, looking north-east



Fig. 34 The south and east elevations of BD5, looking north-west



Fig. 35 The door in the north-east corner of BD5, looking south-west, showing evidence of former window



Fig. 36 The corridor in the south-west corner of BD5, looking west, showing the two original doors to the vehicle bays on the left, the inserted door, by the scale, and the added office wall on the right (Scale 2m)



Fig. 37 The western central room of BD5 and the office inserted into the northern side of it, looking north-east



Fig. 38 A view westwards along the "nave" of BD5 to the two doors into the western room, or "chancel"

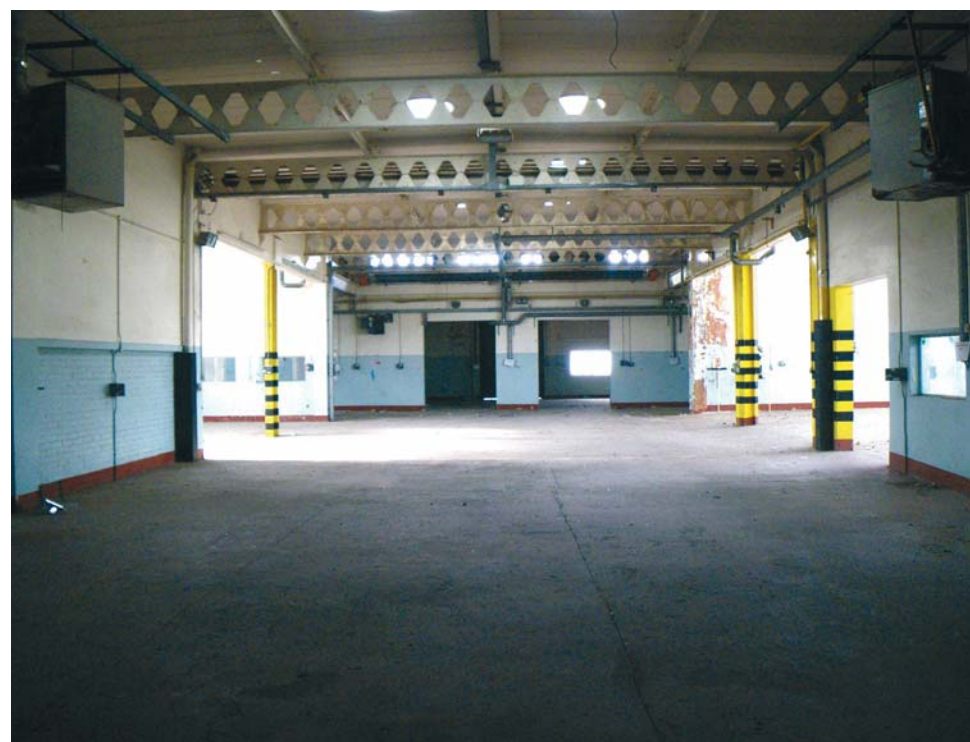


Fig. 39 The door from the (full height) entrance lobby in BD5 into the corridor in the north-western corner block, looking east. Note the false ceiling behind the transom light



Fig. 40 The recycled door and partition at the east end of the corridor in the north-west corner block of BD5, seen from the "transept", looking west



Fig. 41 The site of the rolling road in the north "transept" of BD5



Fig. 42 The control box for the rolling road in BD5, on the wall nearby



Fig. 43 The exhaust extraction system and one of the stations feeding into it in the north "aisle" of BD5



Fig. 44 The central "nave" of BD5, looking east, with offices at the far end and the heaters and ventilators slung from the ceiling



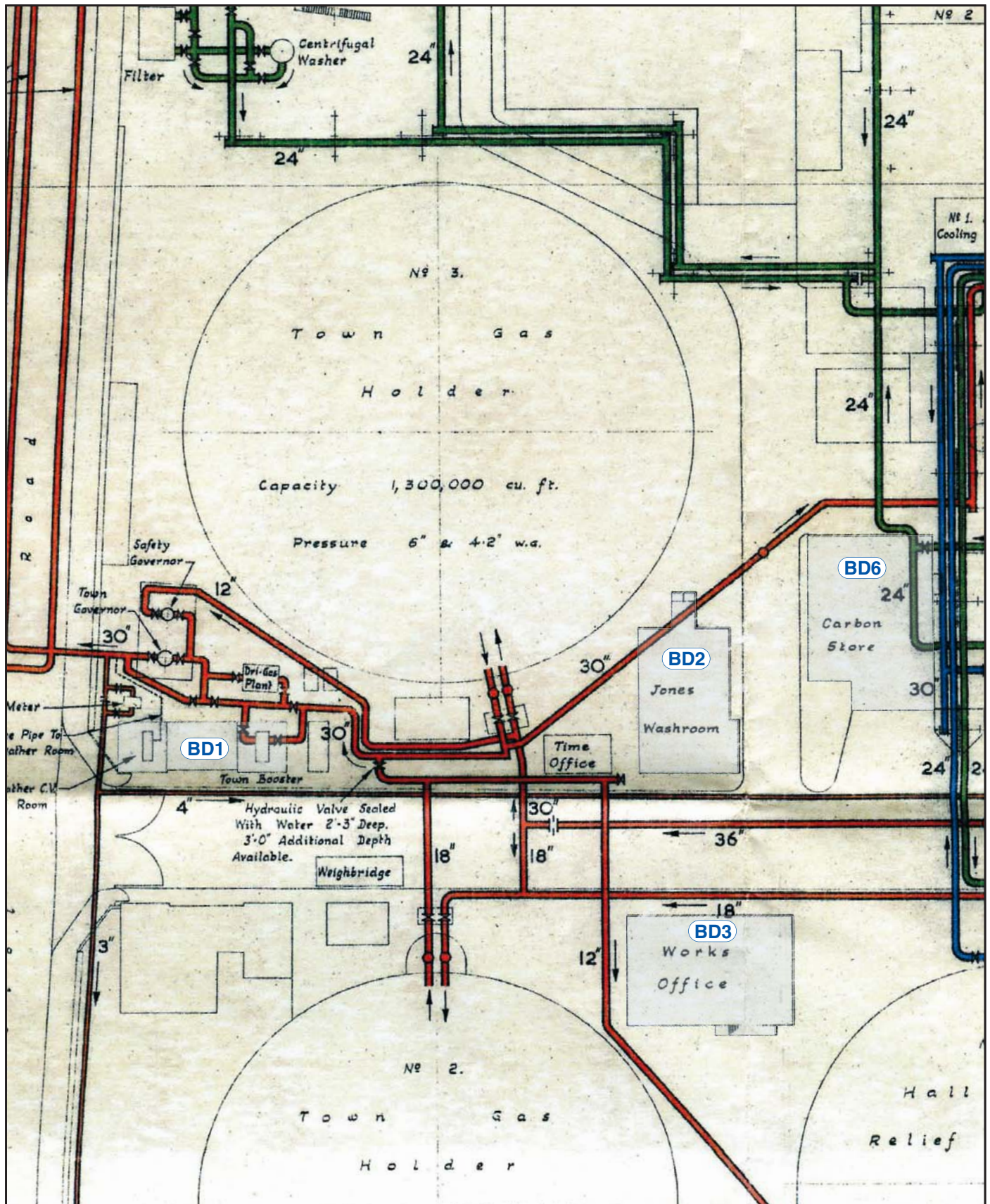
Fig. 45 BD6 looking south-east (Scale 2m)



Fig. 46 BD6 looking north-east (Scale 2m)







COTSWOLD ARCHAEOLOGY

PROJECT TITLE

Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE

Extract from the 1960 plan of the  
gasworks, showing BD1-3 and 6

DRAWN BY

LG

APPROX. SCALE

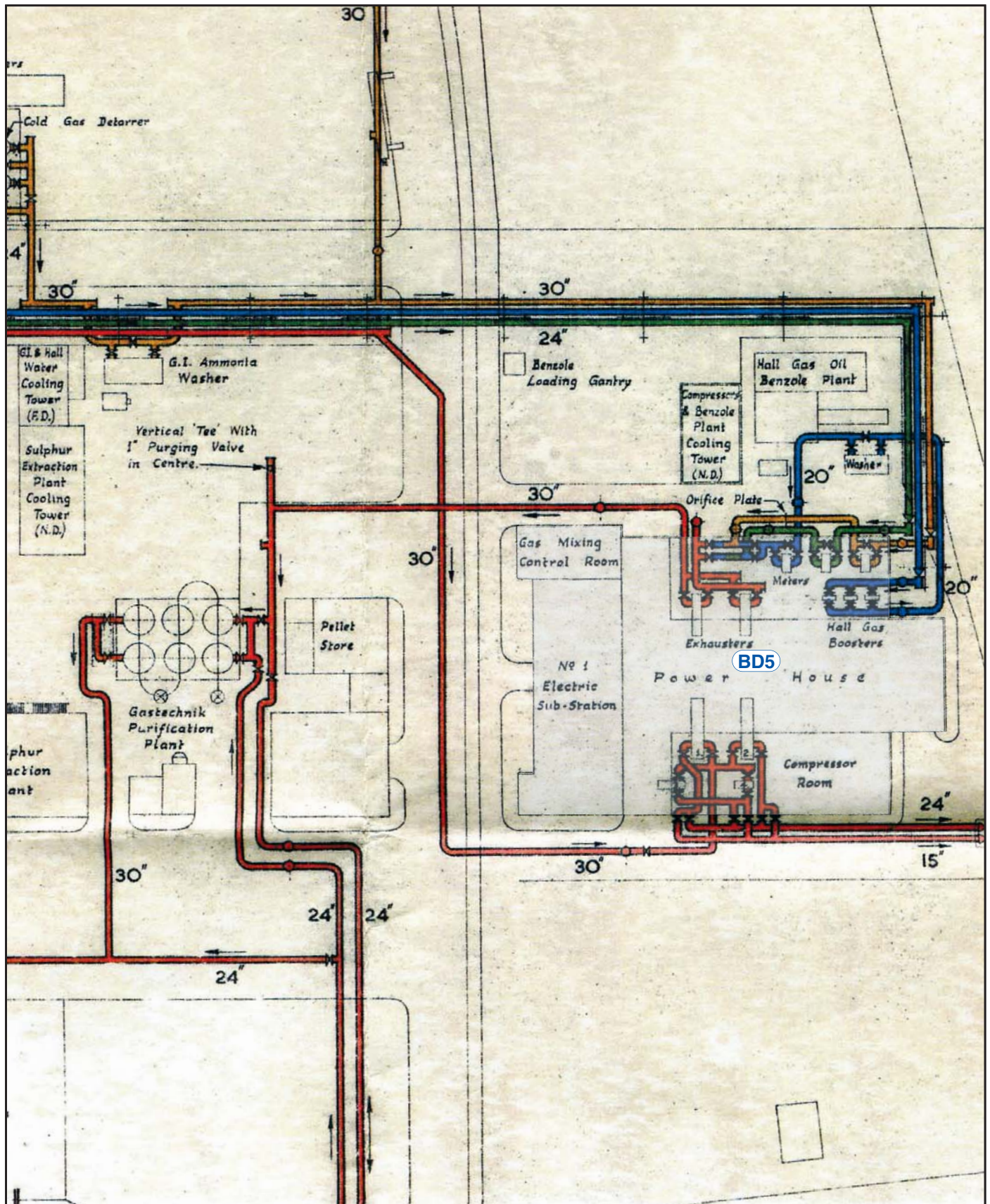
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PROJECT NO.

3393

FIGURE NO.

47



COTSWOLD ARCHAEOLOGY

PROJECT TITLE

Former Gasworks, Bristol Road  
Gloucester

FIGURE TITLE

Extract from the 1960 plan of the  
gasworks, showing BD5

DRAWN BY

LG

APPROX. SCALE

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PROJECT NO.

3393

FIGURE NO.

48