

# Nos. 104-107 Redcliff Street, Bristol

## Amended Archaeological Desk-Based Assessment

BHER 25147



on behalf of

## Freemantle Developments

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**Avon Archaeological Unit Limited**

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## ABSTRACT

*Avon Archaeological Unit Limited was commissioned by Freemantle Developments to produce an updated and amended text of a study originally carried out in 2007, on a site at Nos. 104 to 107, Redcliff Street, Redcliff, Bristol, centred NGR ST 5905 7260. This was to take account of a change of design which involved the deletion of a proposed underground car park, and would have necessitated deep excavation of deposits below the proposed new development, with potentially major negative implications for any buried, in situ archaeological deposits which might survive. The revised design proposes making alternative arrangements for on-site car-parking at ground level, which would involve much reduced excavations from the original scheme, in terms of both depth and area: instead of a full-blown underground car-park, this would instead entail the establishment of car platforms, requiring the excavation of a pit occupying an area of about 110m<sup>2</sup> at ground floor level, to a depth of just over 2m below modern ground level. The intention is that potential negative impacts on any surviving archaeology will thereby be reduced or completely ameliorated.*

*The Study Area lies within the Redcliff Conservation Area, which was designated in 1976, and it is also part of an area which has been identified by the local authority as being of High Archaeological Sensitivity. It is occupied by modern buildings with a footprint of approximately 678 m<sup>2</sup>, and which were formerly the premises of Gas World, a company specialising in the installation, servicing and maintenance of domestic and commercial central heating systems. The firm has since moved out to new premises, and the existing buildings on the Redcliffe Street site are now empty and closed. It is proposed completely to demolish these structures, to make way for the construction of new residential apartments.*

*The site is located on the west side of Redcliff Street, which it fronts, and is bounded by Ferry Street to the north and west. Nos. 98 to 103 Redcliff Street adjoin to the south. This is the district of Redcliff, which with Temple Meads, lies inside a northward meander of the former River Avon, now the Floating Harbour. Redcliff Street runs in an approximately south to north direction inside the western arm of the meander, until it reaches the ancient river crossing at Bristol Bridge. The ground around the Study Area is generally level, at c.8.5 m aOD.*

*The site was formerly within the 12<sup>th</sup> century manor of Bedminster and the ancient parish of St. John, Bedminster; it was known at that date as The Marsh, and was therefore in Somerset, and was not part of the original City of Bristol. Archaeological and historical evidence indicates that from the early 12<sup>th</sup> century onwards the eastern bank of the western arm of the meander was utilised as a wharf, with associated settlement and warehouse activity. By the later 12<sup>th</sup> century this settlement had formalised with tenements extending westwards from Redcliff Street towards the water's edge, which at that date would have extended through the Study Area. The church of St. Mary Redcliff was founded c.1150.*

*By the early 13<sup>th</sup> century both sides of Redcliff Street appear to have been settled. Piecemeal land reclamation seems to have pushed the waterfront back towards its present location, but the line of the waterfront probably still lay within or close to the Study Area, and was populated with stone quays, warehouses, houses, shops and industries, all laid out in tenements whose boundaries persisted into the 20<sup>th</sup> century. From the mid-13<sup>th</sup> century Redcliff and Temple were enclosed with a defensive wall and ditch known as the Portwall. Development continued into the 14<sup>th</sup> century, when the waterfront was moved west of the Study Area. In 1373 Redcliff was formerly incorporated into the City and Borough of Bristol.*

*The western side of Redcliff Street remained settled and occupied as a mixed residential and industrial area throughout the 15<sup>th</sup> and 16<sup>th</sup> centuries. In the 17<sup>th</sup> century traditional industries based around the wool trade gave way to newer enterprises based on trade with the New World. The backs of several tenements were given over to glasshouses and sugar bakers. A glasshouse was noted north of No. 103 Redcliff Street in the early 18<sup>th</sup> century and may have operated in the rear of Nos. 104 to 107. By the mid-18<sup>th</sup> century this had probably been replaced by the Redcliff Brewery, which appears to have operated from a front on No. 107, but extending across the backs of Nos. 104 to 107. The brewery seems to have operated until the 1890s. By 1940 the premises was used by a road haulier. The fronts of Nos. 104 to 106 were utilised for various purposes throughout the 18<sup>th</sup>, 19<sup>th</sup> and early 20<sup>th</sup> centuries, but mostly as shops and public houses. A plan of 1870 indicates there was a cellar in No. 105 Redcliff Street.*

*The Study Area was completely remodelled in the later 1950s following extensive aerial bombardment of Redcliff in 1940-1941 which destroyed the 18<sup>th</sup> and 19<sup>th</sup> century standing structures within the Study Area. The present two storey office and shop front, with warehouse to the rear was constructed on part of the former tenements, whilst the course of Ferry Street was re-routed to the north of the Study Area, through No. 107 and the backs of Nos. 104 to 106.*

*Intensive archaeological investigations took place at adjacent Nos. 98 to 103 Redcliff Street between 1999 and 2001. Although those tenements had been extensively cellared in the 18<sup>th</sup> and 19<sup>th</sup> centuries, regionally significant waterlogged archaeological deposits of the 12<sup>th</sup> and 13<sup>th</sup> centuries were preserved beneath the later cellar floors at depths between 5.8m and 7.55m aOD. Medieval walls had been reused by the later tenement boundaries, including the boundary between Nos. 103 and 104. Where the tenements had not been cellared significant stratified archaeological deposits relating to the later middle ages were also preserved.*

*It is concluded that notwithstanding the presence of known cellars at No. 105 and within the curtilage of the former Redcliff Brewery, the potential within the Study Area for the preservation of significant buried archaeological deposits dating from the medieval and post-medieval periods is considered to be moderate to high.*

## ACKNOWLEDGEMENTS

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## NOTES

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## ABBREVIATIONS

AAU	Avon Archaeological Unit
aOD	Above Ordnance Datum
BMGL	Below Modern Ground Level
BUAD	Bristol Urban Archaeological Database
NGR	National Grid Reference
NMR	National Monuments Record
OS	Ordnance Survey
HER	Historic Environment Record
BRO	Bristol Record Office

## 1 INTRODUCTION

Avon Archaeological Unit Limited was commissioned by Freemantle Developments to produce an updated and amended text of a study originally carried out in 2007, on a site at Nos. 104 to 107, Redcliff Street, Redcliff, Bristol, centred NGR ST 5905 7260 (**Figures 1 and 2**: Etheridge 2007; BUAD 4407). This was to take account of a change of design which involved the deletion of a proposed underground car park, and would have necessitated deep excavation of deposits below the proposed new development, with potentially major negative implications for any buried, in situ archaeological deposits which might survive. The revised design proposes making alternative arrangements for on-site car-parking at ground level, which would involve much reduced excavations from the original scheme, in terms of both depth and area: instead of a full-blown underground car-park, this would instead entail the establishment of car platforms, requiring the excavation of a pit occupying an area of about 110m<sup>2</sup> at ground floor level, to a depth of just over 2m BMGL. A lift pit just under 2m<sup>2</sup> in area, and 1.5m deep, would also be required.

Occupying the Study Area is a two storey brick built showroom and office fronting Redcliff Street, with a single storey garage and warehouse on the Ferry Street Frontage adjoining. The site footprint as a whole extends across approximately 678 m<sup>2</sup>. These premises were formerly occupied by Gas World, a heating and plumbing company specialising in the installation, servicing and maintenance of domestic and commercial central heating systems. The company has since moved out to a new site, and the buildings on Redcliffe Street are now empty and closed. It is proposed to demolish these structures entirely and clear the site to make way for the construction of a block of new residential apartments. The site is bounded to the east by Redcliff Street and to the north and west by Ferry Street. On the south side it is bounded by No. 101 Redcliff Street, a recently constructed block of residential properties.

An important point to note is that the study site lies within the Redcliff Conservation Area, which was designated in 1976 (City of Bristol Conservation Area 19). It has recently (2008) been the subject of a detailed Conservation Area Character Appraisal, carried out by Bristol City Council, which showed, among other things, that the site lies within a part of the Conservation Area which the local authority has identified as being of High Archaeological Sensitivity (BCC 2008, 9, Fig 9).


This report will be accessioned into the Bristol HER, where it will have the reference **25147**.

## 2 METHODOLOGY

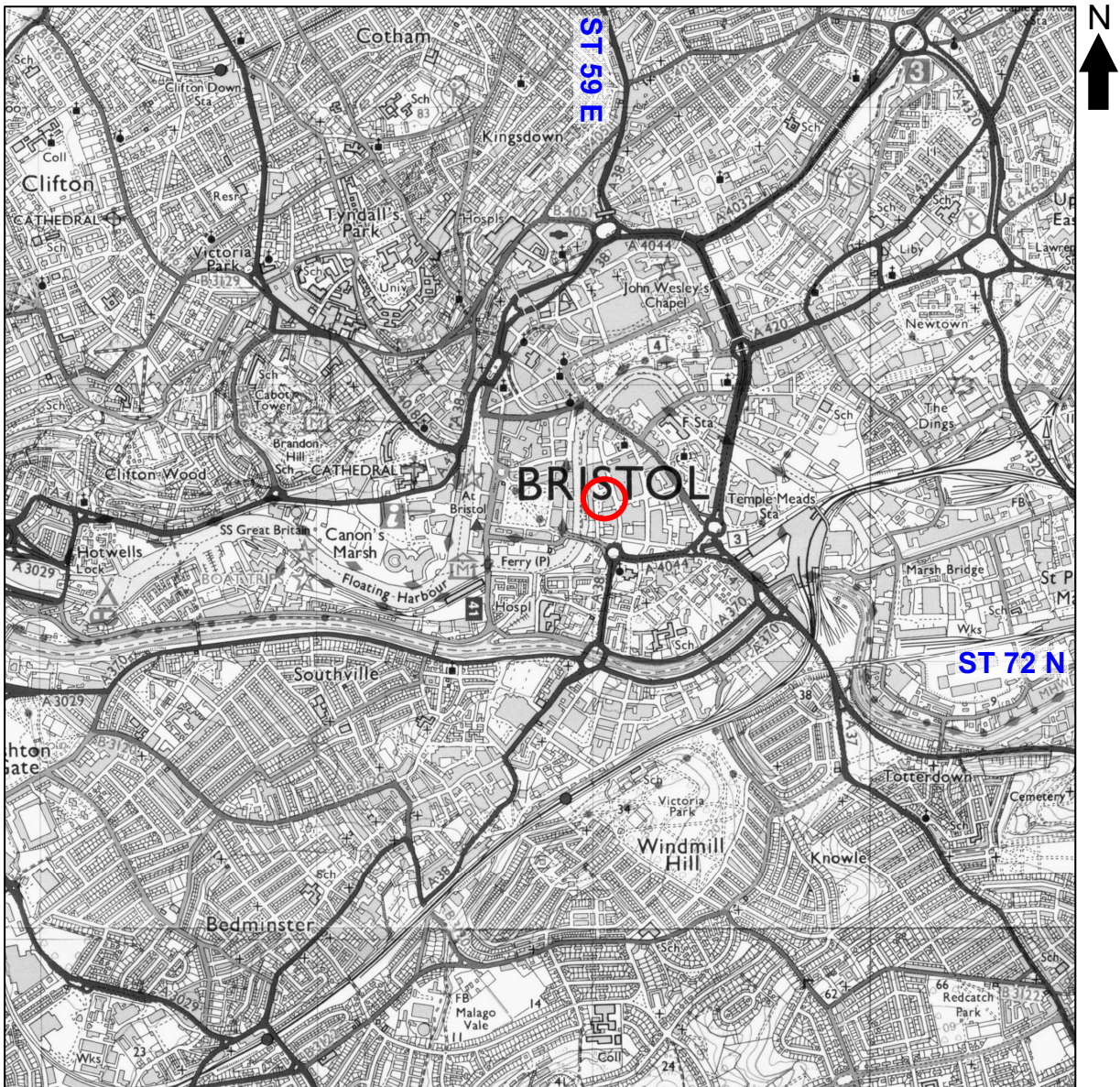
Searches were made of the indices of the collections of the Bristol Record Office. A variety of online bibliographic resources, most notably COPAC, BIAB, the Archaeology Data Service, and Google Scholar, were used to identify

Figure 1

### Location of the Study Area

The Study Area 

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Scale 1:25000

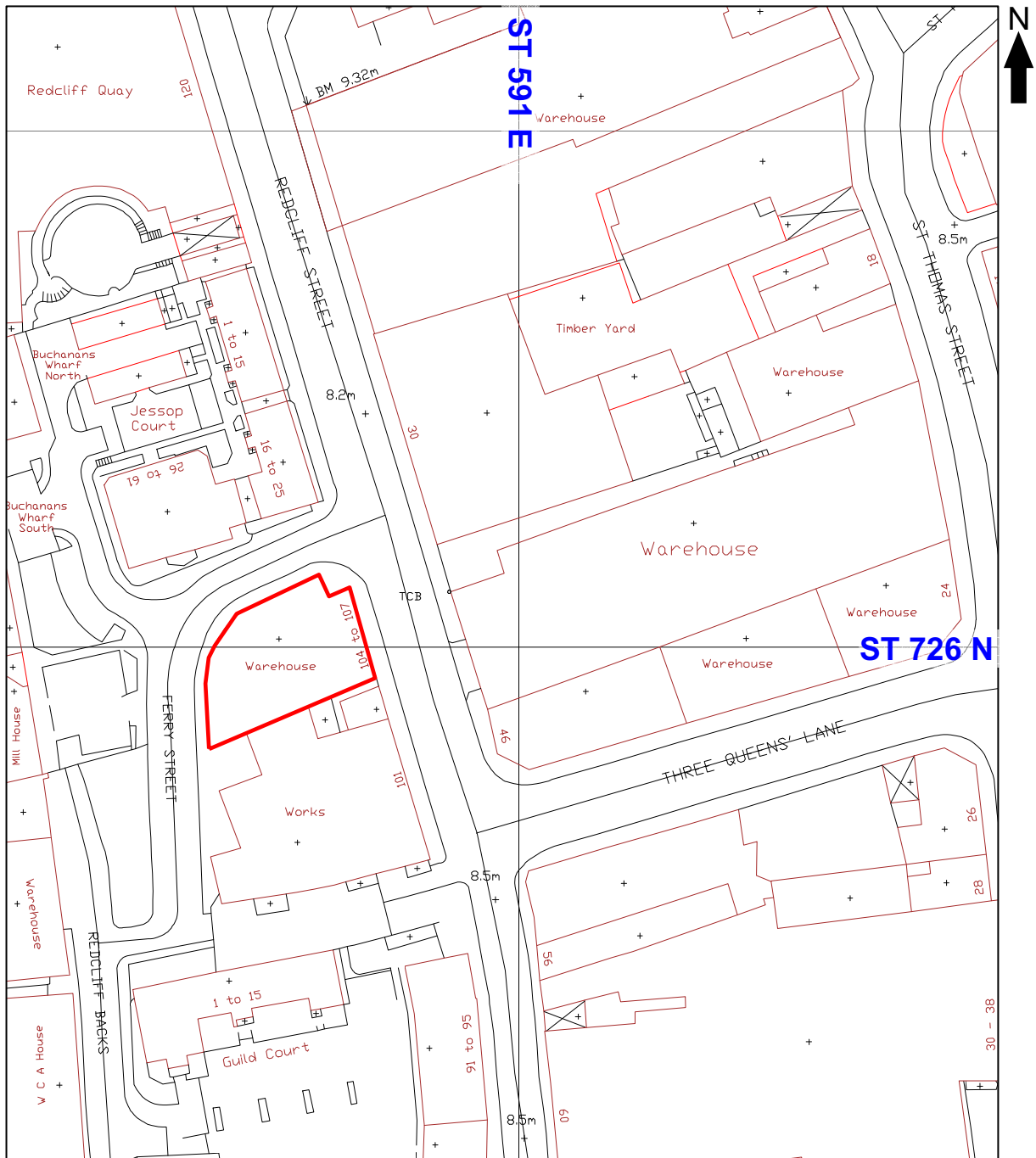
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Figure 2

Site Location Plan and Boundary of the Study Area (outlined in red)

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Scale 1:1250

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potentially useful sources of information, whether published or otherwise<sup>1</sup>. In addition, a new trawl of the local authority HER was carried out on behalf of AAU specifically for the purposes of this revised report, by Peter Insole, HER Officer for Bristol City Council. The most salient results of that search have been incorporated in the text of this report. A visit to the site was made by the author on Monday, 30<sup>th</sup> July, 2012 and a digital photographic record was made, a selection from which is reproduced here on the **Cover**, and as **Plates 1 to 3**.

### 3 TOPOGRAPHY AND GEOLOGY

The drift geology consists of fluvial alluvium, while a small band of first Terrace Gravels is indicated a few metres to the South of the Study Area (BGS). The course of the Kingswood Great coal seam is also indicated through the general location of the Study Area. The site is situated in the lower Avon valley, some 60 m from the East bank of the Floating Harbour, formerly the tidal course of the River Avon. Ground across the Study Area is generally level, at about 9m aOD. Depths of deposits are provided by a geotechnical survey which was carried out across the site through a series of boreholes, the deepest of which, BH01, was located virtually right in the middle of the site, and attained a depth of 24.50m below modern ground level (Hydrock 2011). The borehole results showed that made ground extended to a depth of 5.30m BMGL. Thereafter, to a depth of 15m BMGL, the borehole encountered various kinds of alluvium, sometimes interbedded with what were clearly river gravel deposits. Solid geology only began at about this depth, and was defined by beds of the Triassic Redcliff Sandstone series, described as

Moderately strong reddy brown thinly to medium bedded medium grained SANDSTONE. Bedding is subhorizontal planar rough with occasional infill with a firm reddy pink sandy clay (Hydrock 2011, Appendix E, Borehole BH01, page 2 of 3).

This deposit continued to the full depth of the borehole.

### 4 HISTORICAL BACKGROUND AND MAP EVIDENCE

There are no known historical references to Redcliff before the 12<sup>th</sup> century AD. The origins of the modern City of Bristol appear to lie in 10<sup>th</sup> and 11<sup>th</sup> century settlement on the North bank of the River Avon, adjacent to the historic location of Bristol Bridge, known to be in existence from around that time. The area of modern Redcliff lay on the South bank of the River Avon, immediately South of the bridge. As such it was never originally part of the city, but was part of the large manor and parish of Bedminster, in the County of Somerset (Brett 2005, 55). It has been postulated that the origins of settlement in Redcliff began with a fortified bridgehead on the South bank of the river (Brett 2005, 55). It has also been postulated that Redcliff Street and Temple Street represent the course of early routes converging on the river crossing (*ibid*).

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<sup>1</sup> [www.copac.ac.uk](http://www.copac.ac.uk); [www.biab.ac.uk](http://www.biab.ac.uk); <http://archaeologydataservice.ac.uk/>; [www.scholar.google.com](http://www.scholar.google.com)

In the 12<sup>th</sup> century the areas of Redcliff and Temple Meads were jointly known as 'the marsh' (Brett 2005, 55). Robert Earl of Gloucester gave the eastern part of the marsh to the Knights Templar between 1128 and 1147, Robert FitzHarding obtained the western part and appears to have promoted the area as a new suburb of Bristol (*ibid*). A charter of 1164-1170 granted the rights of Bristol burgesses "to those who lived *in the Marsh near the bridge of Bristol*" (*ibid*). St. Mary Redcliff Church was founded c.1150 as a chapel of St. John's, Bedminster (Brett 2005, 56). The church of St. Thomas the Martyr was founded in the 12<sup>th</sup> century not earlier than 1170 (*ibid*). These two churches formed the basis for the two historic parishes of Redcliff. Redcliff remained outside the jurisdiction of Bristol until 1373, by which time Redcliff Street, Temple Street and Thomas Street were lined with houses. Part of Redcliff had already been enclosed in the mid to late 13<sup>th</sup> century by the construction of the defensive Portwall and associated ditch. Redcliff Gate, across the southern end of Redcliff Street, was in existence c.1350 (Brett 2005, 105-106).

In the 15<sup>th</sup> century the house of William Canynges, fronting the West side of the southern end of Redcliff Street (later No. 98), was considered worthy of note (Brett 2005, 106). It is known to have been internally painted and gilded, with a private chapel (*ibid*). Between 1538 and 1544 the various religious houses that had been established in Redcliff and Temple were surrendered to the Crown (Brett 2005, 144). During the Civil War (1642-1646) the City twice came under attack, but on neither occasion were the Redcliff defences breached. By the late 17<sup>th</sup> century many industries had been established in Redcliff, although the traditional occupations of cloth making and dyeing was in decline (Brett 2005, 146). Sugar making and glass manufacturing were established at several sites soapmakers, wiredrawers, bakers, pin-makers, woodworkers, brewers, distillers, rope-makers and brick makers have all been identified in Redcliff from the historical or archaeological records. The primary focus for all activity was the continued presence of the docks along what is now known as Redcliff Back and Temple Back. Not surprisingly the names and locations of several inns are known from this time (Brett 2005, 145-146).

Redcliff was significantly remodelled in the 18<sup>th</sup> and 19<sup>th</sup> centuries as the constraints of the original medieval layout were gradually thrown off. The medieval town gate on Redcliff Street was rebuilt in 1731 and demolished in 1771. Parts of the Portwall were demolished, whilst other parts were incorporated into adjoining structures. Further glassworks were established in the early 18<sup>th</sup> century, making the Redcliff and Temple area the chief centre of glass making in the city at that time (Brett 2005, 183). In the 18<sup>th</sup> century there were several small residential developments within Redcliff, mostly on the fringes and along the new road of Bath Street, leading to the 1760s reconstructed Bristol Bridge (Brett 2005, 183-184). The world's first lead shot tower, which was also one of the earliest buildings in Bristol to be constructed of brick, was established in Redcliff during the late 18<sup>th</sup> century, and survived intact until, in an act of cultural vandalism sadly typical of the time, it was demolished in the late 1960s (Buchanan and Cossons 1969, 111-114, and plate on 70).

Work commenced on the creation of the Floating Harbour in 1804, with the

excavation of the New Cut, designed to take the tidal flow of the River Avon (Brett 2005, 184). By this date Bristol had been falling behind other West coast ports of similar stature, because of the high tidal reach and the difficulties of navigating the Avon Gorge in increasingly large merchant vessels. Further industrialisation followed. Acraman's Iron Works was established on the newly created Bathurst Basin, and this later became the site of the Bristol General Hospital (1850; Brett 2005, 184). Gas light was introduced to the city in 1816. The Great Western Railway terminus was constructed on Temple Meads by 1841 and the Bristol Harbour Railway was constructed through Redcliff in 1868 (*ibid*).

Despite the redevelopment of Redcliff in the 18<sup>th</sup> and 19<sup>th</sup> centuries, the outline of medieval Redcliff was preserved into the 20<sup>th</sup> century by the fossilization of the medieval tenement boundaries along the medieval street pattern. This was altered significantly by enemy aerial bombardment in 1940 and 1941. At the time the damage caused by these air raids was played down, but RAF aerial photographs from late 1941 and 1942 indicate the full scale of the man-made catastrophe. Most of the buildings of Redcliff appear as gutted shells. Post-1945 aerial photographs indicate that those buildings which *could* be rescued, had been re-roofed, whilst those that could not had been demolished and the sites remained vacant. Subsequently the opportunity was taken to remodel much of Redcliff, with road alterations and re-development in the 1950s, followed by further redevelopment in the 1980s and the early years of the 21<sup>st</sup> century.

The Study Area itself lay within the former medieval parish of St. Mary Redcliff. Prior to the establishment of the church in c.1150 the Study Area lay within the parish of St. John's, Bedminster, which had probable roots as a former Anglo-Saxon Minster. St. Mary Redcliff survived the Reformation and remains the parish church. Archaeological investigations (see below) have indicated that Redcliff Street was in existence as a routeway in the early 12<sup>th</sup> century, at which date tenements were laid out along the western side fronting the street and backing on to the river. It seems likely the four tenements later known as Nos. 104 to 107 were in existence by the later 12<sup>th</sup> century. Documentary evidence for individual tenements on Redcliff Street during the middle ages is patchy, but appears to commence in the late 12<sup>th</sup> century. Whilst previous historical research has identified some of the properties in the medieval archive (e.g. Canynges House at No. 98), others have yet to be identified.

Despite intensive searches of the catalogues of the Bristol Record Office, together with other available online archive catalogues, the historic deeds for Nos. 104 to 107 could not be located. Therefore it was not possible to construct a detailed history of each tenement within the Study Area. The following history of the Study Area is of necessity constructed from the historic mapping resource and the various directories published from the 18<sup>th</sup> century onwards. As noted above the general historical information indicates that by 1375, when Redcliff was incorporated into the City of Bristol, Redcliff Street was lined with houses. The earliest depiction of the entire city, William Smith's map of 1568 (not reproduced here), indicates this was still the case at that date. Smith's map shows the general form and layout of the medieval walled city, but lacks any realistic level of detail. It is worth noting that at this time the street known as

Redcliff Back did not exist and the 16<sup>th</sup> century waterfront lay closer to Redcliff Street. Hoefnagle's map of 1581 (**Figure 3**) shows the approximate location of the Study Area, although again, detail is lacking. Houses front the western side of Redcliff Street, some with taller buildings, possibly warehouses, to the rear. In the approximate location of the Study Area a couple of formal gardens to the rear of the properties are indicated. The quays and industrial activities known to have existed at that date along the waterfront from archaeological and other sources are not indicated, suggesting Hoefnagle's depiction of Bristol was deliberately picturesque and its accuracy cannot always be relied upon.

John Speed's 1610 plan of Bristol (not illustrated here), though appearing to give less detail overall, shows the boundaries of the various tenements on the western side of Redcliff Street extending back as far as the river bank. The 1624 map of Bristol by C.L. (not illustrated here) shows even less detail, with the line of Redcliff Street shown erroneously to the West of Redcliff Gate. Millerd's 1673 map of Bristol represents probably the earliest reasonably reliable and accurate cartographic representation of the entire city (**Figure 4**), and it shows the Redcliff area in greater detail than previous maps. The Study Area can be located in relation to Ivie Lane, which broadly corresponds to modern Three Queens Lane. Houses are shown fronting the western side of Redcliff Street at the location of the Study Area. To the rear stand taller structures interpreted as warehouses. An area of land labelled *Redcliff backs* is indicated between the tenements and the waterfront, this area is not shown as subdivided between the tenements. A lane leading to the Redcliff Back area is indicated.

Millerd's revised 1710 map of Bristol (**Figure 5**) shows further detail. Several glasshouses are indicated in the Redcliff area. Though they do not impinge directly on the Study Area they do indicate the transition of the district to newer industries. The area of *Redcliff backs* behind the tenements on the approximate location of the Study Area is shown as subdivided by tenement boundaries. Some small structures are indicated along the waterfront at this location. An undated manuscript attributed to Jacob de Wilstar (current c.1736-1745) represents the first detailed plan of the western side of Redcliff Street (**Figure 6**). The plan was intended to denote City properties in the area (indicated in red), and was concerned primarily with property boundaries; details of structures within each tenement were therefore not shown. The location of the Study Area within this plan was determined from later maps of the site, but may be subject to a certain degree of inaccuracy. It would appear that the Study Area encompasses parts of tenements owned at the time by: *Mr Whitehead* (No.104), *Mr Shewring* (No. 105), *Mr Harfford Lloyde* (No. 106), and the *Widow Harfford* (No.107, a leasehold from the City). The identification of these tenements with their 19<sup>th</sup> century numbering is based on that owned by the *Company of Hoopers* being the historic public house known as 'The Coopers Arms', No. 101 Redcliff Street (Insole 2001, 57).

It is worth noting that the above plan was probably the first to show Redcliff Back as a defined street. Warehousing along the waterfront appears to have been indicated, as was the ferry slipway and the high and low water marks. John Rocque's 1742 Plan of the City of Bristol (**Figure 7**) does not show

individual tenements but indicates several of the small passageways known to have run between Redcliff Street and Redcliff Back. A passageway known to have run between Nos. 106 and 107 can be identified on this plan, allowing for a reasonably accurate location of the Study Area on it. Rocque's survey therefore indicates that a further passageway may run either just to the south of the Study Area or just within its southern boundary. Neither Rocque's, de Wilstar's or Millerd's plans indicate the presence of a glasshouse at Nos. 104 to 107, indicated in historical documents as extant in 1706 and still current in 1720 (Insole 2001, 3). This glasshouse may have been located in the portion of these tenements fronting Redcliff Back, later the premises of the Redcliff Brewery.

Donne's map of 1773, reproduced here as **Figure 8**, shows a similar street pattern, but again no detail of individual tenements. By 1775 the frontage of No. 106 was occupied by 'The Jolly Brewers' public house, which by 1792 was the 'Cordwainer's Arms', but by 1800 was occupied by a hairdresser (Brett 1999b, 19). Donn's and also Mathews's plans of Bristol were republished at several later dates but showing greater detail than Donn's original plan of 1773. The main change being that plans after c.1809 show the New Cut, constructed c.1804-1809. Donn's detailed plan of the city in 1826 was rapidly superseded by Ashmead and Plumley's plan of 1828 (BRO/04481/South Sheet, **Figure 9**). This was the first detailed plan of the Study Area since de Wilstar's, and showed the putative lines of the tenement boundaries. Each of the four tenements within the Study Area are shown as being entirely developed at that time. The lane between Nos. 106 and the double tenement of 107 was still extant, but there was no sign of the passageway to the south of the Study Area indicated on earlier maps. No details are given on this plan of the usage of each tenement, but the present street numbering was in operation by that time.

Ashmead's 1855 1:600 map of the city is the first to show the internal details of the tenements within the Study Area (BRO/40860/Map 76, **Figure 10**, reproduced here at a scale of about 1:1250). The map is colour coded with red infilling indicating residential/shop premises and black infilling indicating commercial/industrial premises. The frontages of Nos. 104 to 107 are all indicated as red, whilst the rear is indicated as black, with the word 'Brewery' written across the rear of all four frontages. This clearly indicates the extent of the Redcliff Brewery at that time. The 1874 edition of Ashmead's 1:600 maps of the city (BRO/Bristol Plans/Arranged/Map 76, **Figure 11**) were used in the field for laying out the municipal drainage scheme, and consequently they are in a relatively poor condition. This map shows slight changes in detail of the internal layout of the Study Area, possibly reflecting a more detailed survey. The Redcliff Brewery appears to be restricted to the rear of Nos. 106 and 107. Barrow's passage had been widened to form Ferry Street, though this passed well to the South of the Study Area. The 1884 Ordnance Survey 1:500 plan of the Study Area (OS 1884 Gloucestershire 75.4.5, **Figure 12**) provided the greatest detail. The Redcliff Brewery was shown occupying most of No. 107 and the rear of Nos. 104 to 106. The walkway between Nos. 107 and 106 was shown as mostly covered, partly with glass (close cross hatched). External access cellars, wells and water pumps were usually indicated on these maps, but none were shown within the vicinity of the Study Area. The presence within it of one or more well shafts that supplied the brewery cannot, however, be

ruled out. It was clear from this map that very little of the original tenement of No. 107 falls within the present site area.

Brett (1999b, 19 and Figure 13) mentions two cellars believed to be within the Study Area (**Figure 17**). The original documents referred to by Brett could not be traced despite extensive searches. A lease of No. 107 from 1860 referred to cellars in the north and rear of the property (likely to be mostly outside the present Study Area). A plan of Nos. 106 and 105 from 1870 illustrates a cellar under No. 105 extending from the frontage less than half way back towards the tenement. Subsequent editions of the OS maps of the Study Area from 1903 onwards (not illustrated) do not indicate the brewery, which is believed to have ceased operations on this site in the 1890s. The maps, which were less detailed, do not appear to show any material changes to the Study Area prior to 1940.

The commercial history of the Study Area during the later 19<sup>th</sup> and 20<sup>th</sup> centuries can be abstracted from the historic street directories for Bristol, notably Kelly's, which was usually published annually until 1973. Multiple entries for several tenement addresses e.g. No. 105, suggest the front and rear of the properties were divided. William Burgess Limited (hauliers) occupied part of No. 107 up until 1938, H. J. Heinz Limited, sauce and pickle manufacturers also occupied part of No. 107 to 1938. Wiltshire United Dairies Limited occupied part of No. 105 from 1929 to 1940. No. 106 was frequently not listed and may have been considered with No. 107. No. 104 was the premises of a watchmaker from 1928 to 1940. There were no directory entries for Nos. 104 to 107 after 1940 and before 1960. Brett (1999b, Plate 9) illustrates a historic photograph of No. 107 Redcliff Street. The image is not dated but is likely to have been taken before 1940, and it shows the frontage of a timber framed building of 18<sup>th</sup> century or possibly earlier date. Part of an adjoining building to the right was also shown. The brick built frontage indicates a structure of 19<sup>th</sup> century date, and the name board may indicate the name of Burgess, the hauliers. All of this illustrated frontage is likely to have stood immediately north of the present Study Area.

During late 1940 and early 1941, Bristol was subjected to intense enemy aerial bombardment. Large parts of the central city area were devastated and Redcliff was heavily damaged. Wartime aerial photographs from 1942, and early post war OS maps and aerial photographs, indicate the scale of the destruction. The Corporation of Bristol mapped the known and conjectured fallout from the various raids, and plotted this information on commercially available maps of the city (BRO/33779). Redcliff Street, immediately opposite the frontage of the Study Area, received a direct hit from a 50kg high explosive bomb. Accompanying maps of unexploded bombs (UXBs) do not indicate that any fell in the vicinity of the Study Area. **Figure 13** shows the damage caused as viewed from an RAF aerial photograph of 1948, whilst **Figure 14** illustrates the damage in cartographic form. No maps illustrate the fallout of fire bombs, which according to contemporary witnesses were numerous.

The buildings formerly occupying Nos. 104 to 107 had been damaged beyond repair or destroyed, and subsequently their remains had been demolished and

the site cleared of rubble. The large-scale post-war OS map actually marks the site itself, and many parts of the surrounding area, as 'ruins' (**Figure 15**). The lane between Nos. 106 and 107 was clearly visible and still in use. The ground level of the Study Area either side of the lane appeared to be below that of both the lane and Redcliff Street. This ties in with the statement made by the sanitary inspector in 1850 that the floors of the houses around Golden Lion Court were below ground level (Brett 1999b, 17). No open cellars were visible on the aerial photographs of the Study Area, though any present may have been backfilled with rubble and debris. Aerial photographs and other sources indicate the site remained undeveloped until 1956. A planning application in November 1956 (No. 3011/56) outlined the proposed redevelopment of the present Study Area, with submitted contractor's plans for the construction of the present building. These indicate that foundations for the main roof supports were relatively shallow; the slabs for each support were to be 15" (381 mm) thick, set in 1' 6" (457 mm) below operating level.

From 1960 to 1966 Nos. 104 to 107 Redcliff Street were listed in Kelly's as the premises of Simplex Electrical Company Limited, electrical engineers. Dangerfield and Moir Limited, wholesale electrical suppliers, occupied the premises from 1968, and were still listed at that address in 1973, the year of the last edition of Kelly's Directory. These entries, and aerial photographs from 1963 onwards indicate the Study Area obtained its present form between 1956 and 1960. The present route of Ferry Street, north of the Study Area, was formerly adopted by the City Council in 1964 (BRO/40287/24/2, **Figure 16**).

## 5 ARCHAEOLOGICAL BACKGROUND

The strict remit of this study is to consider the evidence for archaeological survival in the vicinity of the study site, based on current knowledge as expressed in the City of Bristol Historic Environment Record. This specific aspect of this review, therefore, is underpinned by the results of a new trawl of the HER carried out on behalf of AAU by Peter Insole, HER Officer for the local authority. It should be noted at the outset that the HER trawl revealed no Scheduled Ancient Monuments within the vicinity of the Study Area. There have been no previous archaeological interventions or studies of any kind within the Study Area itself, save only for the earlier issue of the present report carried out in 2007, and which has already been noted (Etheridge 2007). In 1999 an Archaeological Desktop Study of sites in Redcliff, which included the present Study Area within its remit (Brett 1999 b), was produced.

Eleven records relate to documentary references discussed above (BUAD 1171-1181)<sup>2</sup>. One record relates to the former 19<sup>th</sup> century Redcliff Brewery known to have lain partly within the Study Area (BUAD 1117M). Significant archaeological intervention has taken place on property adjoining the South

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<sup>2</sup>Just over 100m to the east of, and parallel to, Redcliff Street, parts of St Thomas Street has also been subjected to extensive campaigns of modern archaeological investigations. The results of some of this work, at various locations, have been usefully brought together in Watts 2011.



side of the Study Area, at Nos. 98-103 Redcliff Street. Following a specific Desk-Based Assessment of that address (Brett 1999a) an Archaeological Evaluation consisting of six trenches was undertaken in 1999 (BUAD 3502). During the above evaluation archaeological deposits dating from the 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> and later centuries were uncovered (BUAD 3502). In March 2000 an Archaeological Watching Brief was undertaken during the excavation of geotechnical trial pits (BUAD 3583). An Archaeological Excavation was undertaken on Nos. 98-101 Redcliff Street in October 2000 (BUAD 3629). Two upstanding medieval walls at the above location were recorded by photogrammetric survey in March 2000 and September 2001 (BUAD 3552). At Nos. 98-103 Redcliff Street, a total of 8 distinct phases of archaeological activity were defined by the excavator of this site (Insole 2000, 8-13). These are summarized below.

**Phase 1** represented the pre-12<sup>th</sup> century riverbank where only natural processes of deposition appeared to be in operation. River deposits were located at various locations at depths between 5.8 and 6.7 m aOD.

**Phase 2(i)** represented the earlier 12<sup>th</sup> century development of the waterfront, with the construction of a timber and wickerwork revetment. These deposits survived at 6.3 m aOD beneath the floor of an 18<sup>th</sup> century cellar.

**Phase 2(ii)** encompassed the later 12<sup>th</sup> century with evidence for construction. A north-south aligned wall footing constructed of mortared squared blocks of Brandon Hill Grit was interpreted as the back wall of the tenement occupying No. 99 Redcliff Street. A thin layer of white mortar at 7.55 m aOD may represent the bedding of the internal floor surface.

**Phase 3(i)** covers the 13<sup>th</sup> and 14<sup>th</sup> century development. It was possible to identify parts of the individual tenements and boundary walls from this period. These indicate considerable development of stone built structures took place during this period. Some possible quay walls were also identified. Of particular note it was observed the southern brick wall of the present Study Area was founded on the footings of an earlier stone wall of medieval construction.

**Phase 3(ii)** represented 14<sup>th</sup> century redevelopment. The extension of the medieval tenement boundary walls westward indicated the waterfront had moved further to the West, outside the limit of the excavations. An earlier slipway had also gone out of use by this time.

**Phase 4** deposits indicated that some buildings had been demolished and rebuilt during the 15<sup>th</sup> century.

**Phase 5** deposits indicated some ground make-up during the 16<sup>th</sup> century, there was also a single stone culvert from this phase.

**Phase 6** during the 18<sup>th</sup> century all the tenements were redeveloped.

**Phase 7** further rebuilding and cellaring took place during the 19<sup>th</sup> century. Ferry Street was created during this phase.

**Phase 8** was represented by the standing 20<sup>th</sup> century structures on site and an air-raid shelter constructed in the cellar of No. 98.

In terms of direct archaeological implications for the Study Area itself, the site

abuts the 1999-2001 excavation area to the north, and the results of those investigations are extremely pertinent. The documents consulted for this study indicate a similar tenement history to those excavated at Nos. 98 to 103. It is therefore likely that the archaeological history and footprint of the Study Area will be broadly similar. Notwithstanding the likely presence of 18<sup>th</sup> and 19<sup>th</sup> century cellars within the Study Area, the potential for the survival of buried archaeological remains even beneath such cellars remains high. In particular there is good potential for the survival of waterlogged waterfront deposits from the 12<sup>th</sup> century, a formative period in the early development of Bristol as a port.

## 6 AERIAL PHOTOGRAPHIC EVIDENCE

The author of the previous report on this site (Etheridge 2007) had viewed aerial photographs of the Study Area and its environs, held in the National Monuments Record, Swindon (**Appendix**). Five military oblique prints, 55 specialist oblique prints and 106 stereoscopic vertical prints were viewed. A further nine vertical prints were unavailable for production. It is probable that other aerial photographs of the Study Area, taken by enemy forces during the Second World War, also exist. Such material, and records pertaining to it, may be preserved with similar material now in the United States National Archives, and therefore not readily available for consultation in this country. As the Study Area and surrounding land had already been developed by the time of the earliest sorties, the prints provide little scope for the location of possible sub surface features or early earthworks. However, as was noted by the original author, the exercise proved a useful survey of the standing building record, and provided a synoptic history of the development of the site over the last sixty years. The results of this survey have therefore been incorporated with the general history of the Study Area, given above.

## 7 SITE VISIT

The **Cover** and **Plates 1 to 3** represent part of a photographic record made by the author during a site visit conducted on Monday, 30<sup>th</sup> July, 2012. The descriptive captions accompanying the plates will, it is hoped, be reasonably clear and self-explanatory. No features of any archaeological or historic significance were noted during the course of the site walk-over.

## 8 LIST OF RELEVANT PLANNING POLICIES

Planning policies both national and local which have direct implications for the site under consideration here, cascade down in the following order of primacy:

- *National Planning Policy Framework*, March 2012, Dept of Communities and Local Government. See especially Section 12, Conserving and Enhancing the Historic Environment, 30-32.

- *Bristol Development Framework: Core Strategy*, adopted June 2011. See especially summary policy BCS 22, 127:

Development proposals will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including:

- Scheduled ancient monuments;
- Historic buildings both nationally and locally listed;
- Historic parks and gardens both nationally and locally listed;
- Conservation areas;
- Archaeological remains

- *Bristol Development Framework: Draft Development Management Policies*, March 2012. See especially Draft Policy DM29, 436-437.

See also BCC 2008 for the text of the local authority's key Character Appraisal for the Redcliff Conservation Area, within the boundaries of which the study site falls.

## 9 SUMMARY AND CONCLUSIONS

The Study Area lies within the formally-designated Redcliff Conservation Area, which has recently been the subject of a detailed Conservation Area Character Appraisal carried out by the local authority. In that document, the study area is identified as lying within an area defined as being of High Archaeological Sensitivity. The site comprises the former premises of J. S. Lane trading as Gas World, Nos. 104 to 107 Redcliff Street, Redcliff, Bristol. The main frontage stands on the West side of Redcliff Street and the shorter frontage on Ferry Street to the North and West. The Study Area is bound to the South by Nos. 101 to 103. The buildings that occupy the site consist of a two storey L-shaped brick built structure with a flat roof. This structure was used for offices and a showroom. The remainder of the Study Area is occupied by a single storey warehouse, partly flat roofed, with three central parallel ridges aligned with the frontage, one side of each ridge being glazed. The submitted building plans from November 1956 indicate the other side of each ridge was to be asbestos. No evidence was found that the present building had ever been cellared. The Study Area is situated some 50m east of the Floating Harbour, formerly the tidal course of the River Avon. The ground across the Study Area is generally level, at about 8.5 m aOD.

Although now within the City of Bristol, Redcliff was formerly within the ecclesiastical parish of St. John, Bedminster, later divided between St. Mary Redcliff and St. Thomas the Martyr. Documentary and archaeological evidence all point to the earliest settlement taking place in the early 12<sup>th</sup> century, probably extending from the Bristol Bridge southwards. The focus of the activity appears to have been the former western waterfront, which lay some 25 to 45m inland of the present waterline. Subsequently the Redcliff waterfront became one of the busiest docksides in Bristol through to the 1950s, with a gradual but deliberate process of reclamation moving the waterfront westwards until the river was finally canalized in 1809. The alignment of excavated 12<sup>th</sup> century tenement

plots along the western side of Redcliff Street indicates it was in existence by that date. It has been postulated that Redcliff Street may have originated in the alignment of a late Saxon trackway to Bristol Bridge, but there is no evidence at present to support this hypothesis.

Both documentary and archaeological evidence indicate that there was significant activity along the western side of Redcliff Street during the 13<sup>th</sup> to 15<sup>th</sup> centuries. By the end of the 12<sup>th</sup> century this area had been laid out into long linear tenements, typical of the period. The tenements fronted the street, whilst the backs opened onto the waterfront. These tenements were divided between various public, private and religious owners, who subsequently let many of them out. The tenements were put to various uses, including housing, industry and warehousing, sometimes combining more than one function per tenement. Reclamation of land to the rear of each plot appears to have been piecemeal. By the late 17<sup>th</sup> century the reclaimed land to the rear was known as Redcliff Backs. By the mid 18<sup>th</sup> century a parallel street known as Redcliff Back had been laid out between Redcliff Street and the waterfront. The two were connected by a series of narrow alleyways running between or along the various tenements. The cartographic evidence from the mid 18<sup>th</sup> to the late 19<sup>th</sup> century indicates that the number and location of these alleyways varied over time.

The earliest cartographic evidence from the 16<sup>th</sup> century indicates that the entire western frontage of Redcliff Street, including the present Study Area, had been developed by that date. On all subsequent maps of the city, the Study Area is shown occupied by tenements with structures. The tenement structure of this part of Redcliff Street survived until the mid 20<sup>th</sup> century. From 1828 onwards it is clear the Study Area occupied parts of four tenements, known as Nos. 104 to 107. Approximately half of Nos. 104 to 106, which were fully developed by that date, lay within the present Study Area. Only a small proportion of No. 107 lay within the Study Area. By 1855 whilst the frontages of Nos. 104 to 107 were occupied by shops and residential housing, the Redcliff Brewery occupied their rear. Documentary evidence suggests the brewery had been in existence since the early 19<sup>th</sup> century. The business was bought by the Courage Brewery in the 1890's and thereafter brewing ceased on the site. The brewery was divided by a narrow passageway between Nos. 106 and 107 Redcliff Street, which passed through the Study Area.

Access to Redcliff Back was improved between 1855 and 1874 by the construction of Ferry Street, which originally ran between Nos. 98 and 99 Redcliff Street. After the 1890s the frontages of Nos. 104 to 107 continued in use as shops, offices and accommodation, whilst the rear was largely used for warehousing. After severe aerial bombardment in 1940 and 1941 these tenements were entirely obliterated, whilst neighbouring properties to the North and South remained relatively unscathed. The site remained unoccupied until the late 1950s, when planning permission was granted to construct a purpose built office, shop and warehouse over part of the tenements. Ferry Street was subsequently diverted northwards through the rear of the former tenements, around the present structure and through the majority of former tenement No. 107. The 1950s redevelopment of the Study Area allowed for the widening of

Redcliff Street. The former frontages of Nos. 104 to 107 were therefore located beneath the present street and pavement.

From 1999 to 2001 a series of archaeological investigations took place at adjacent Nos. 98 to 103 Redcliff Street. These revealed the potential for the survival of waterlogged buried archaeological remains of regional importance dating from the early 12<sup>th</sup> to 15<sup>th</sup> centuries, to survive even below areas that had been cellared at a later date. These excavations indicate that the line of the 12<sup>th</sup> century waterfront passed through the Study Area. The plans for the present structure currently held in the City Planning Department indicate that no piles were used in the construction of the building. Central beam supports appear to have been mounted at a depth of less than 500mm below then ground level, and this will have had minimal impact on any surviving archaeological remains. Known cellars from historical documents are likely to have impacted the survival of any archaeological remains by a factor of 25%.

Therefore the potential within the footprint of the Study Area for the survival of significant buried archaeological remains of medieval and/or post-medieval date, including waterlogged waterfront remains from the 12<sup>th</sup> century, a formative period in the history of Bristol, is considered to be moderate to high.

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October 1948, Aerial Photograph RAF/58/136, Frame V 5064. Approximate Scale 1:1250.



## APPENDIX

### ENGLISH HERITAGE - NATIONAL MONUMENTS RECORD National Monuments Record - Air Photos Library

Summary report for military obliques  
Date: 21-June-2007 Time: 10:39:47  
Customer Enquiry Reference No. 15451

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Total 5 Records

Summary report for specialist collection  
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ST5972/41	NMR 21412	23	EHC	NMR	B 70mm,120,220	Black& white	20-Aug-01	1	ST590725
ST5972/42	NMR 21412	24	EHC	NMR	B 70mm,120,220	Black& white	20-Aug-01	1	ST592724
ST5972/45	NMR 21414	3	EHC	NMR	B 70mm,120,220	Black& white	20-Aug-01	1	ST590723
ST5972/46	NMR 21414	4	EHC	NMR	B 70mm,120,220	Black& white	20-Aug-01	1	ST591723
ST5972/47	NMR 21414	7	EHC	NMR	B 70mm,120,220	Black& white	20-Aug-01	1	ST590723
ST5972/48	NMR 21414	14	EHC	NMR	B 70mm,120,220	Black& white	20-Aug-01	1	ST592729
ST5972/49	NMR 21378	14	EHC	NMR	B 35 mm	Colour neg	20-Aug-01	1	ST591722

Total 55 Records

Summary report for vertical coversearch  
Date: 21-June-2007 Time: 10:42:04  
Customer Enquiry Reference No. 15451

Sortie Number	Library Number	Camera Position	Start Frame	End Frame	Held	NGR Start	NGR End	Date	Date Flag	Quality	Scale 01:00	Focal Length	Format	Repos- itory	Copyright
RAF/106G/UK/1297	235	Fvp2	7414	7416	N	ST592720	ST586720	26-Mar-46	1	AB	4870	14	BW87	MOD	RAF
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RAF/106G/UK/1522	329	RVp2	6140	6143	P	ST587723	ST593724	17-May-46	1	AC	4800	12	BW075082	MOD	RAF
RAF/CPE/UK/1744	470	V	5017	5019	P	ST586726	ST592727	19-Sep-46	1	AC	5000	14	BW87	MOD	RAF
RAF/CPE/UK/1819	497	Vp1	5024	5028	P	ST586725	ST592727	04-Nov-46	1	AC	5200	12	BW87	MOD	RAF
RAF/CPE/UK/1819	497	Vp2	5104	5106	P	ST590719	ST593720	04-Nov-46	1	AC	5200	12	BW87	MOD	RAF
RAF/CPE/UK/1869	526	RS	4061	4063	P	ST597726	ST582726	04-Dec-46	1	AB	9840	20	BW87	MOD	RAF
RAF/CPE/UK/2157	679	V	5223	5225	P	ST586730	ST591730	13-Jun-47	1	A	5000	14	BW87	MOD	RAF
RAF/CPE/UK/2157	679	V	5300	5303	P	ST585720	ST593721	13-Jun-47	1	A	5000	14	BW87	MOD	RAF
RAF/CPE/UK/2433	762	RP	3008	3009	P	ST591730	ST585730	22-Jan-48	1	AC	10000	20	BW87	MOD	RAF
RAF/CPE/UK/2433	762	RS	4017	4018	P	ST594724	ST588723	22-Jan-48	1	AC	10000	20	BW87	MOD	RAF
RAF/CPE/UK/2472	788	RP	3018	3018	P	ST592720	ST592720	09-Mar-48	1	A	10000	20	BW87	MOD	RAF
RAF/CPE/UK/2472	788	RS	4007	4008	P	ST583731	ST591732	09-Mar-48	1	A	10000	20	BW87	MOD	RAF
RAF/541/41	869	RS	4232	4233	P	ST586721	ST579721	22-May-48	1	A	10000	20	BW87	MOD	RAF
RAF/540/545	1208	RP	3001	3001	P	ST596722	ST596722	01-Jul-51	1	AB	12000	20	BW87	MOD	RAF
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RAF/58/1723	1647	F22	413	417	N	ST586722	ST593722	18-Apr-55	1	A	5000	36	BW87	NMR	RAF
RAF/540/1711	1705	F22	17	20	P	ST585726	ST594727	20-Sep-55	1	AB	5000	20	BW87	NMR	RAF
RAF/543/2332	2166	1F21	162	163	P	ST592727	ST586727	26-Jul-63	1	AB	10100	36	BW87	MOD	CRW
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RAF/58/7190	2335	F22	18	20	P	ST583734	ST595735	14-Jan-66	1	A	10100	36	BW87	NMR	CRW

RAF/58/7185	2339 F21	13	14 P	ST588722	ST593722	13-Jan-66	1 A	10000	36 BW87	NMR	CRW
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RAF/58/136	3055 V	5062	5066 P	ST593726	ST585726	06-Oct-48	1 AC	2500	20 BW99	MOD	RAF
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RAF/58/1700	3826 F22	18	20 P	ST586728	ST591729	30-Mar-55	1 AB	5000	36 BW87	NMR	RAF
RAF/82/1127	3937 F21	189	190 P	ST586729	ST590730	24-Mar-55	1 AC	5000	20 BW87	MOD	RAF
RAF/82/1127	3937 F22	189	191 P	ST586720	ST594721	24-Mar-55	1 AC	5000	20 BW87	MOD	RAF
RAF/13C/BR/143	6486 V	5053	5054 P	ST601721	ST600727	30-Oct-41	1 A	15000	5 BW55	FDM	RAF
RAF/HLA/134	8384 RV	646	648 P	ST590740	ST601732	01-Mar-41	1 BC	13300	14 BW87	FDM	RAF
OS/70118	10521 V	160	162 P	ST585726	ST594726	18-May-70	1 A	5000	12 BW99	NMR	CRW
OS/70118	10521 V	199	200 P	ST592718	ST587718	18-May-70	1 A	5000	12 BW99	NMR	CRW
OS/80155	12470 V	221	222 P	ST592720	ST587720	12-Oct-80	1 A	5300	12 BW99	NMR	CRW
OS/80155	12470 V	251	253 P	ST586728	ST594728	12-Oct-80	1 A	5300	12 BW99	NMR	CRW
OS/89298	13555 V	54	54 N	ST593731	ST593731	18-Jun-89	1 A	5300	12 BW99	OS	CRW
OS/89298	13555 V	55	56 P	ST589731	ST584731	18-Jun-89	1 A	5300	12 BW99	OS	CRW
OS/88029	14105 V	26	27 P	ST590727	ST586727	10-Apr-88	1 A	5400	12 BW99	OS	CRW
OS/88029	14105 V	46	47 P	ST589719	ST593719	10-Apr-88	1 A	5400	12 BW99	OS	CRW
OS/65126	20424 V	7	8 P	ST590721	ST598722	30-Jun-65	1 A	10000	6 IR99	NMR	CRW

Total 29 Sorties 116 Prints

## FIGURES

Figure 3

Extract from 1581 map of Bristol by Georgius Hoefnagle  
(BRO/282). Not to scale.

Approximate location of the Study Area (indicated in red)



Figure 4

Extract from 1673 map of Bristol by Jacobus Millerd (BRO/40875).  
Not to scale.

Approximate location of the Study Area (indicated in red)



Figure 5

Extract from c.1710 map of Bristol by Jacobus Millerd (BRO/9743).  
Not to scale.

Approximate location of the Study Area (indicated in red)





Figure 6

The post-1707 map of Redcliff Street and Redcliff Back attributed to Jacob de Wilstar, Plan Book of City Properties, Plan Book 'A' (BRO/04479/1). Not to scale.

Approximate Boundary of the Study Area outlined in red

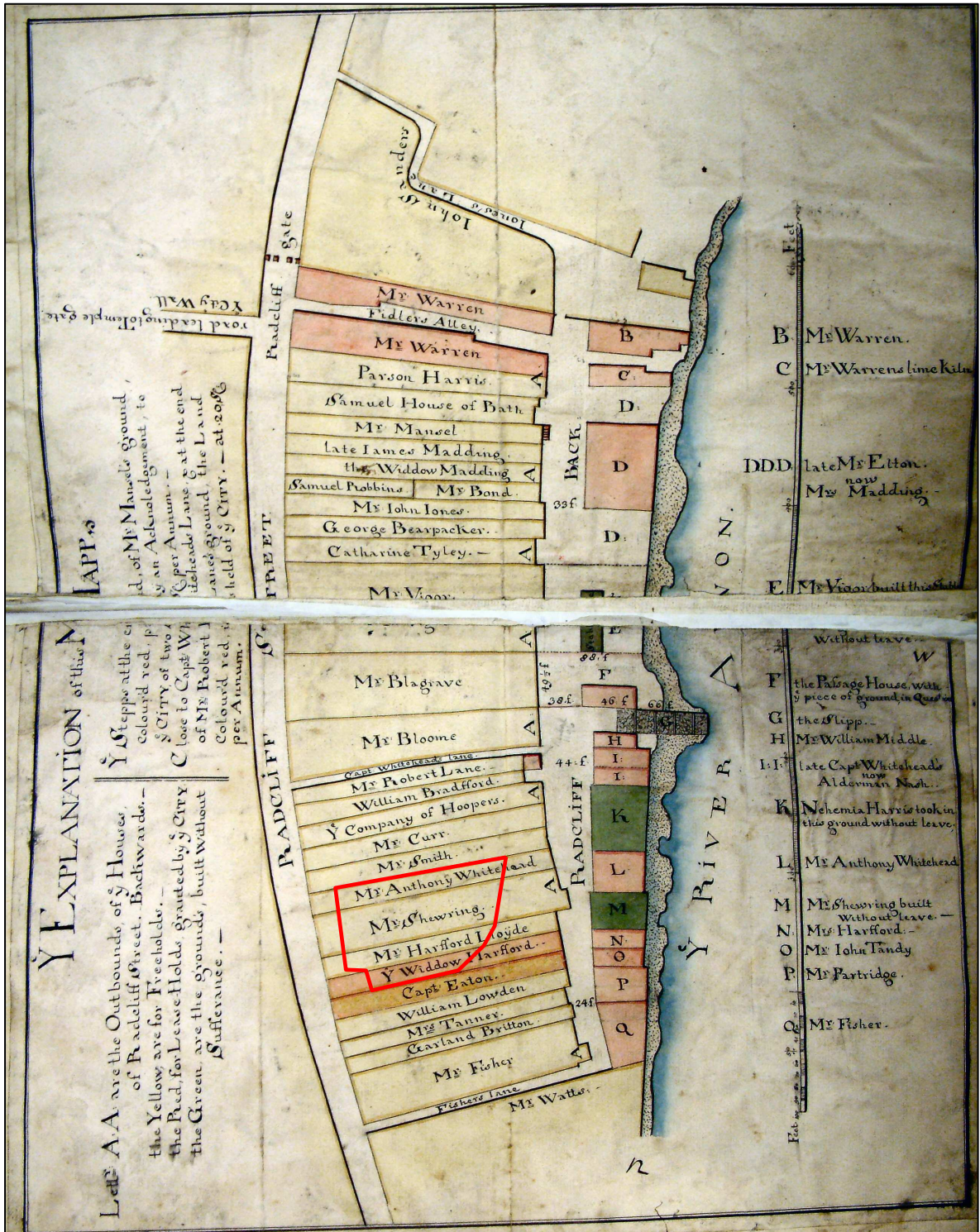


Figure 7

Extract from 1742 *Plan of the City of Bristol* by John Rocque  
(BRO/07770/1). Not to scale.

Approximate Boundary of the Study Area outlined in red

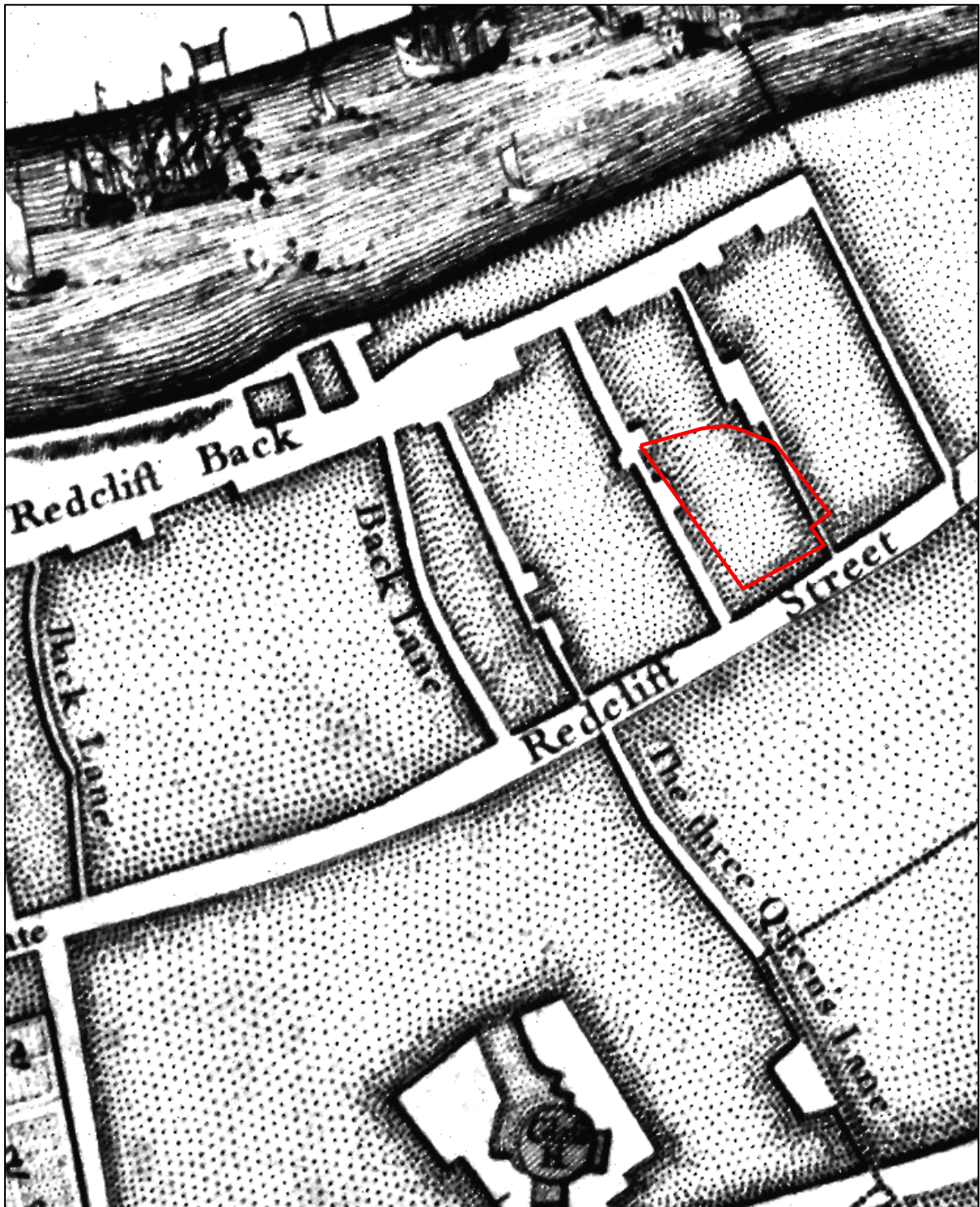


Figure 8

Extract from Benjamin Donne's 1773 Map of Bristol. BRO. Not to scale.

Approximate Boundary of the Study Area outlined in red

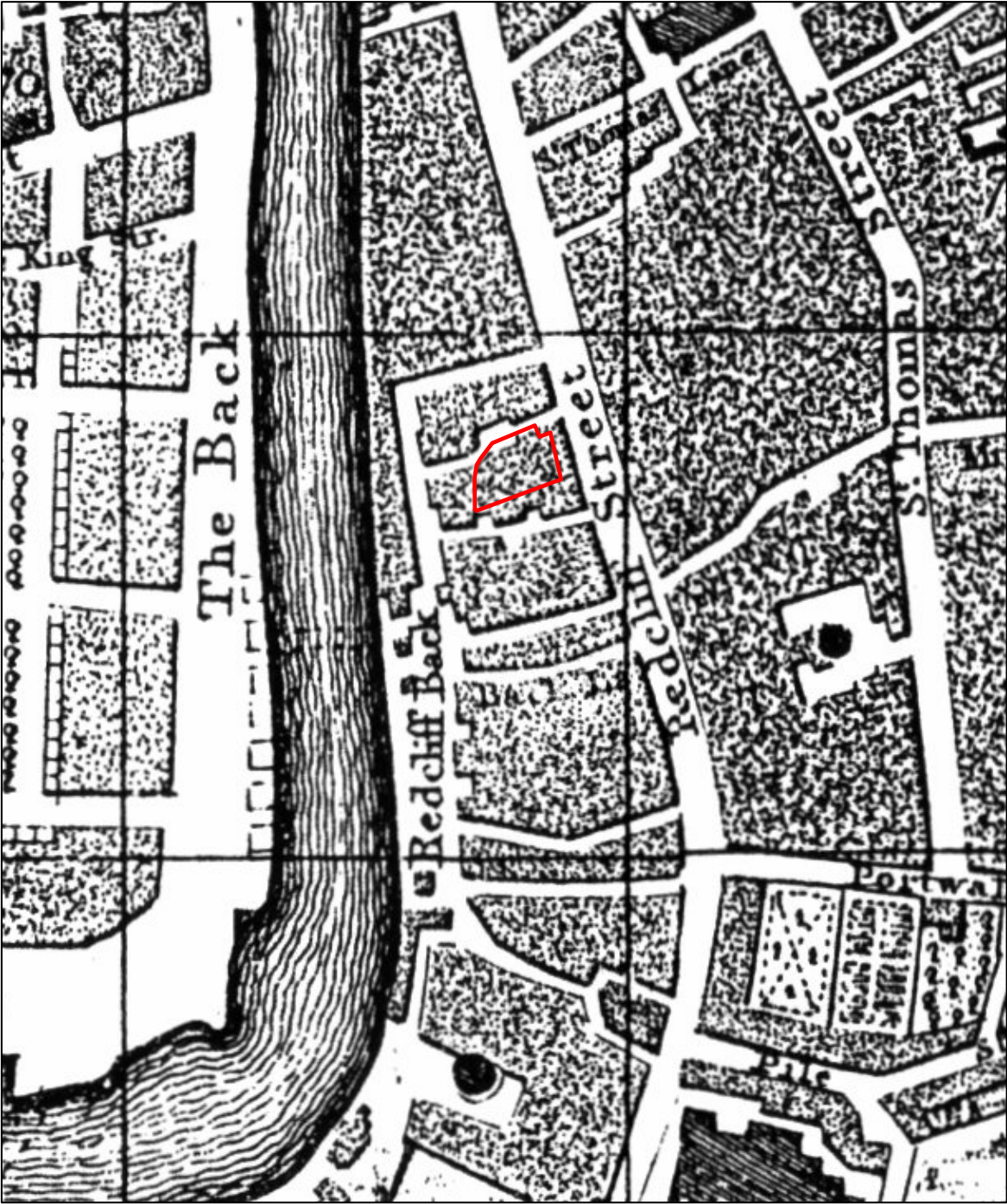


Figure 9

Extract from 1828 Plan of the City of Bristol and its Suburbs  
by G. Ashmead and J. Plumley, BRO/04481/South Sheet

Approximate Boundary of the Study Area outlined in red

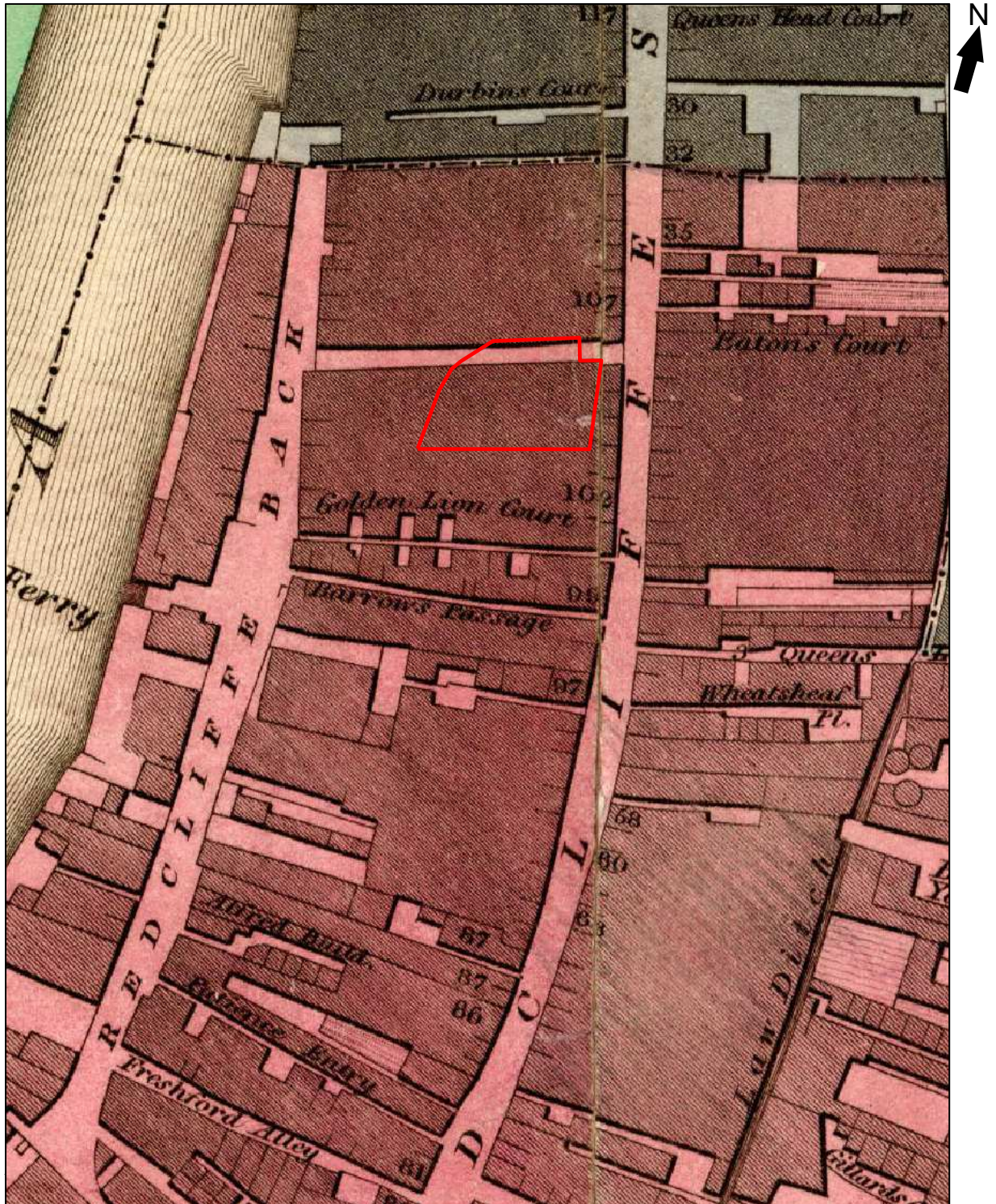
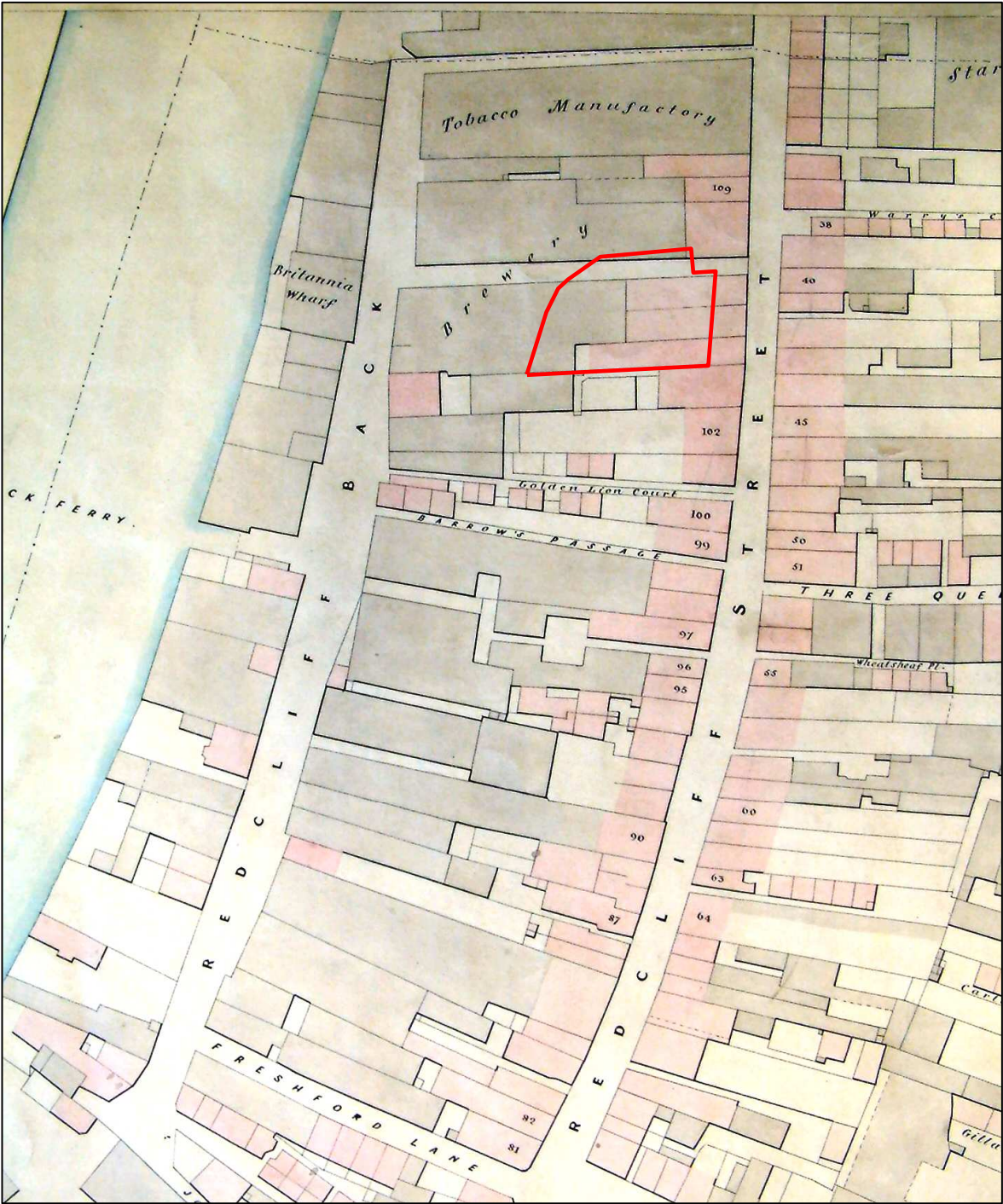


Figure 10

Extract from 1855 Map of Bristol Surveyed by G. Ashmead  
BRO/40860/Map 76

Approximate Boundary of the Study Area outlined in red



Approximate Scale 1:1250

Figure 11

Extract from 1874 Map of Bristol Surveyed by Ashmead  
BRO/Bristol Plans/Arranged/Map 76

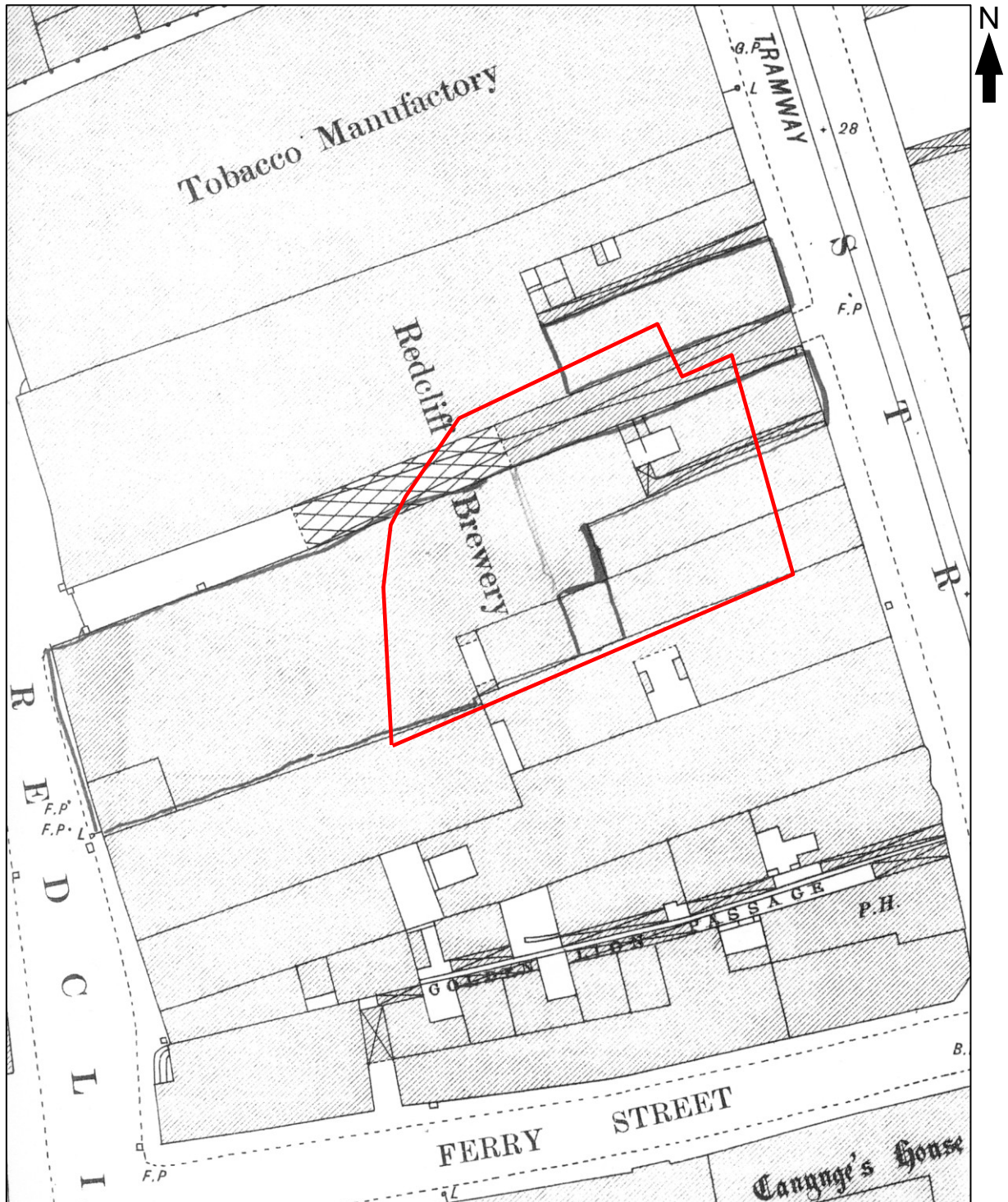
Approximate Boundary of the Study Area outlined in red



Figure 12

Extract from OS First Edition 1:500 Plan, 1884, Gloucestershire  
Sheet 75.4.5

Approximate Boundary of the Study Area outlined in red

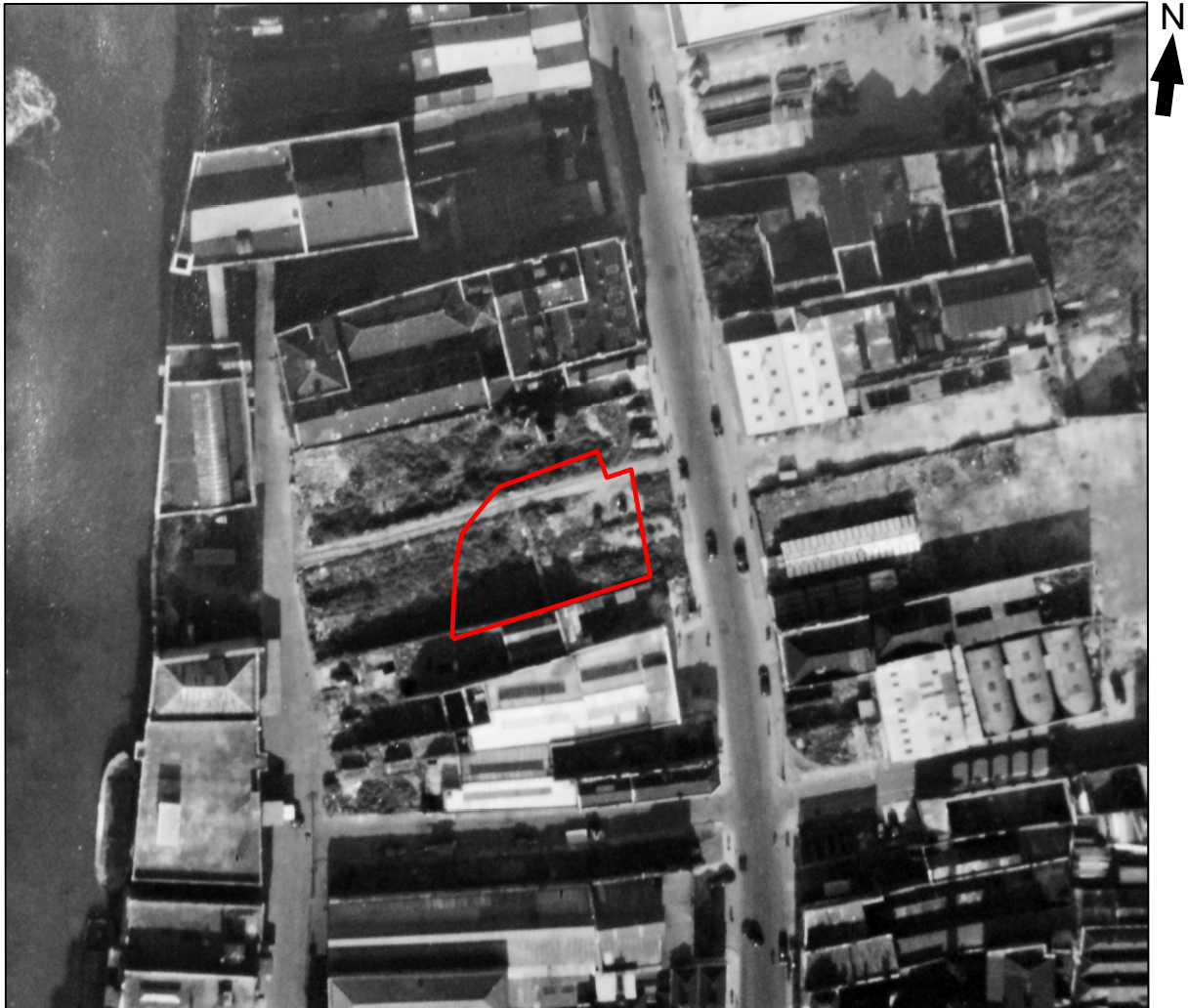


Approximate Scale 1:500

## Figure 13

Extract from Aerial Photograph, October 1948, English Heritage NMR,  
RAF/58/136, Frame 5064

Approximate Boundary of the Study Area outlined in red



Approximate Scale 1:1250



Figure 14

Extract from 1960 OS Plan of Bristol, annotated with WW2 bomb damage (BRO/33779/8/b)






- Approximate Location of the Study Area 
- Location of 50 kg bombs       Location of 250 kg bombs 
- Location of 500 kg bombs       Electric Main Fractured 



Figure 15

Extract from OS 1:1250 Map of Bristol, 1949-1951

Approximate Boundary of the Study Area outlined in Red

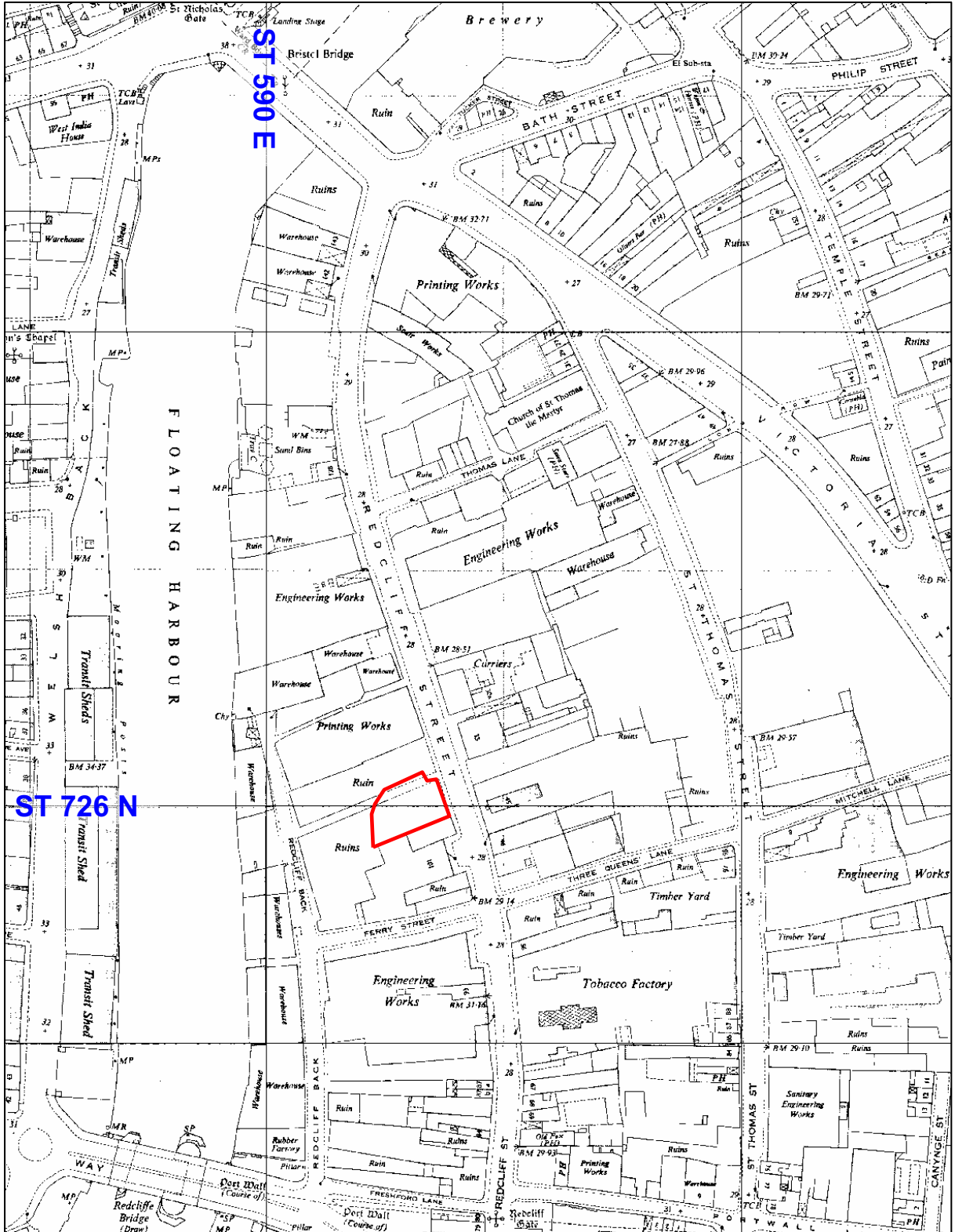
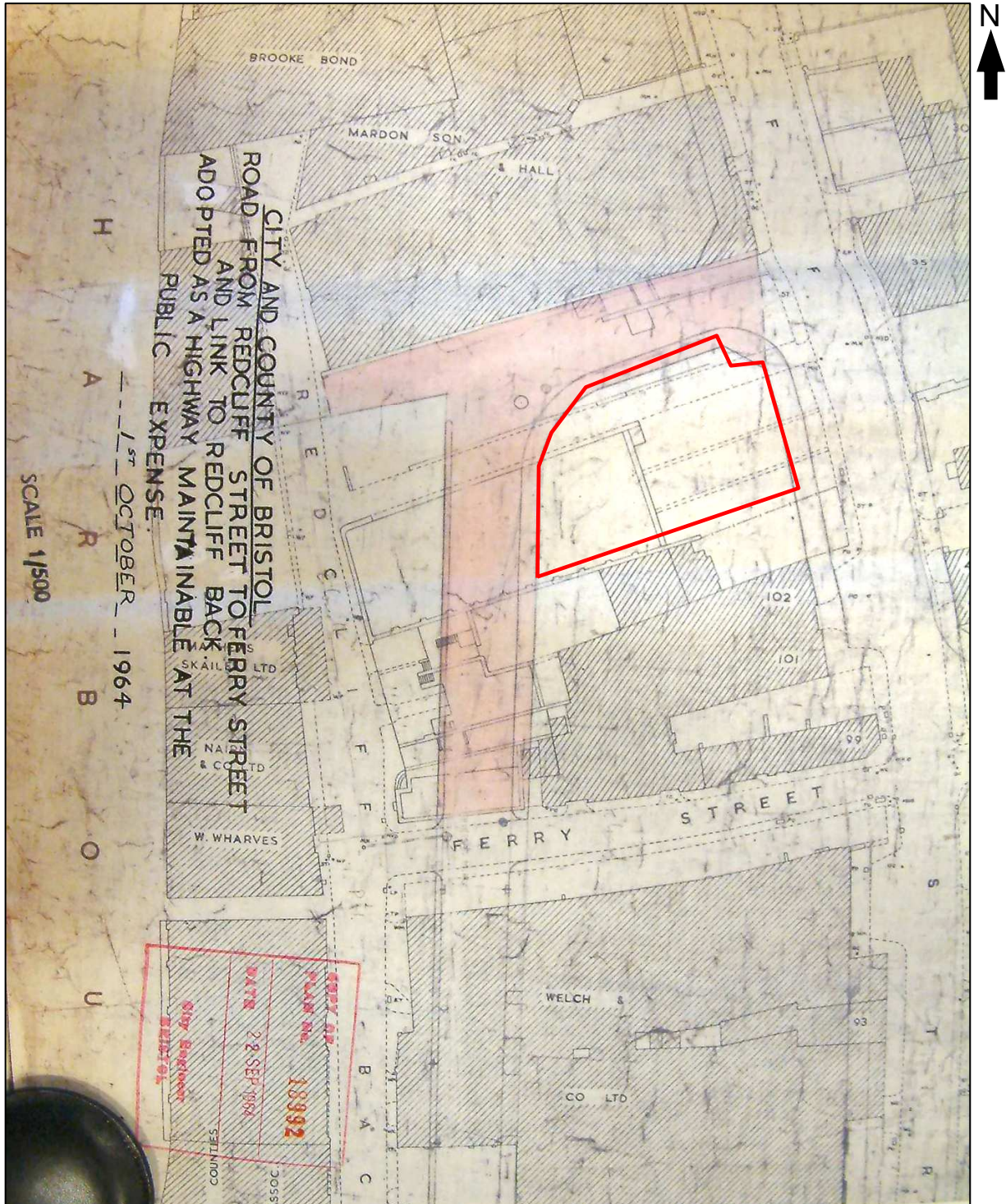


Figure 16

Bristol City Council Highway Adoption Plan of New Route for Ferry Street, 1964 (BRO/40287/24/2)

Approximate Boundary of the Study Area outlined in red



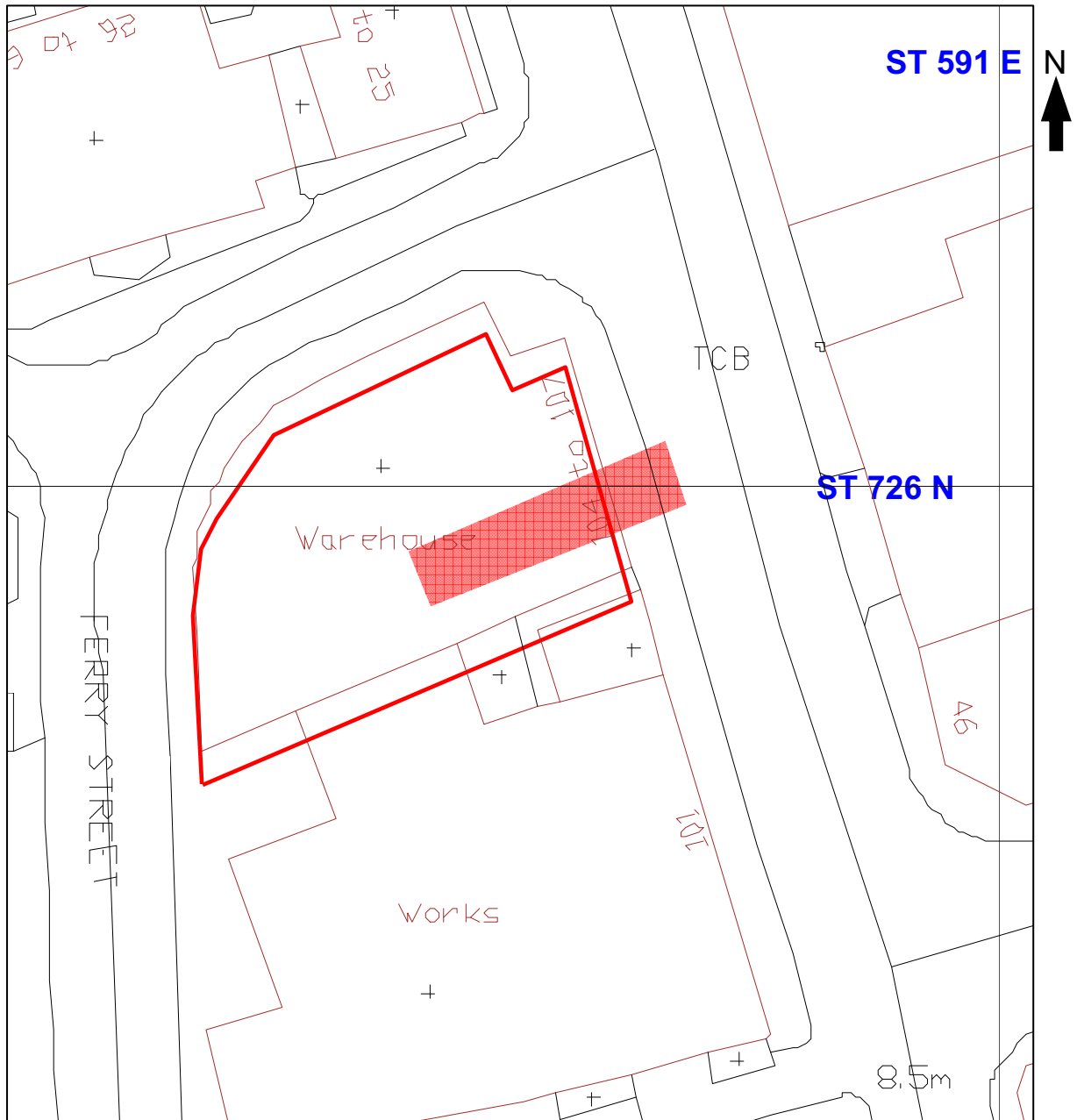
Not to Scale

Figure 17

Location of Cellars after Brett 1999b, shaded in red

Approximate Boundary of the Study Area outlined in red

Plans and maps based on the Ordnance Survey Sheets  
are represented by the permission of Her Majesty's  
Stationery Office.



Scale 1:500

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## Plates



1. Composite panoramic image of the warehouse area of site. The view pans round from SW (left) to W (right), and was taken from the NE corner of the warehouse building. This represents the largest single, continuous open area on the site.



2. View from inside the ground floor 'reception' area of the building, with extensive glazing forming much of the frontage onto Redcliffe Street (to right of frame). In the background, to the left of the door, a set of wooden stairs leads up to office space at first floor level. View to NNW.



3. The building in its wider context, on right of frame, as part of the present streetscape. Looking down Redcliff Street, view to SSE.