

Archaeological Watching Brief  
at  
**ASDA CAR PARK, CORONATION ROAD,  
BEDMINSTER, BRISTOL.**  
for  
JP Construction



Report No. 2182/2009  
BHER No. 24812



Bristol and Region Archaeological Services

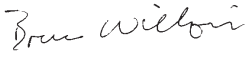

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Archaeological Watching Brief  
at  
**ASDA CAR PARK, CORONATION ROAD,  
BEDMINSTER, BRISTOL.**

Centred on  
N.G.R. ST 58820 71990

Client: JP Construction

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<i>Date Issued:</i>	October, 2009 

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### NOTE

Notwithstanding that Bristol and Region Archaeological Services have taken reasonable care to produce a comprehensive summary of the known and recorded archaeological evidence, no responsibility can be accepted for any omissions of fact or opinion, however caused.

November, 2009.

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## **SUMMARY**

An archaeological watching brief was carried out during groundworks associated with the construction of a petrol filling station in the north-east corner of the Asda car park, Coronation Road, Bedminster, Bristol.

The groundworks revealed modern ground levelling deposits and a dump of redeposited alluvium from the construction of the New Cut for the River Avon in the 19th century.

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Figure 1 Site location plan, scale 1:2500

Figure 2 Plan showing study area in detail and direction of plates, scale 1:1250

### **Plates**

Cover View of the site showing the tarmac removal in the south-eastern corner, looking west across the site

Plate 1 Looking east at the large fuel tanks during excavation

Plate 2 View of the southern section of the trench for the water tank, looking south

## **1. INTRODUCTION**

- 1.1 Bristol and Region Archaeological Services (BaRAS) were commissioned by JP Construction to undertake an archaeological watching brief during groundworks associated with the construction of an automated petrol filling station.
- 1.2 The watching brief was commissioned to comply with the condition of planning consent (ref:08/00897/F) and in accordance with a Written Scheme of Investigation prepared by Bristol and Region Archaeological Services (BaRAS 2009).
- 1.3 The fieldwork was undertaken between the 16th of September and the 6th of October 2009 under the supervision of Heather Hirons who also compiled this report.
- 1.4 The project archive will be deposited with Bristol City Museum & Art Gallery under the Accession Number BRSMG 2009/70 and a copy of the report will be made available to the National Monuments Record maintained by English Heritage. The project has been entered in the Bristol Historic Environment Record as: BHER-24812 and in the OASIS Online Access to the Index of Archaeological Investigations as: bristola1-64178.

## **2. THE SITE**

- 2.1 The site (centred on NGR ST 58820 71990) lies in the north-east corner of the Asda car park, Coronation Road, Bedminster, Bristol. Coronation Road and New Charlotte Street bound the site to the north and south-east, and the rest of the Asda car park bounds the south-west. The site lies within the Bedminster Conservation Area.
- 2.2 The site covers an area of approximately 3000m<sup>2</sup> and lies at an elevation of about 10.7m aOD. According to the 1:50,000 geological map, the underlying geology is comprised of estuarine alluvium of the Pleistocene and recent periods.

### **3. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

- 3.1 The site lies on the northern edge of the ancient parish of Bedminster, part of the county of Somerset until 1835 when it became part of the City of Bristol.
- 3.2 According to the 1373 charter the area now containing the Asda car park was within a field called “Katerinemedede”, named after the medieval hospital of St. Katherine. In 1742 Rocque’s map showed this still to be the case, although the spelling had changed to “Katherine Meads”. The Malago river ran around the northern edge of these fields to flow into the mill pond at Trin Mill to the north-east of the site, where Bathurst Basin now sits.
- 3.3 During the early 19th century Bristol’s Floating Harbour was created, which included work to divert the course of the River Avon to a new route, just north of the site, running between Redcliffe and Bedminster. The material excavated from the New Cut appears to have been banked up on the south side of the excavations to raise the ground level. The New Cut and the Floating Harbour were complete by 1809.
- 3.4 A new road system was created on the south side of the cut, including Coronation Road, running alongside the river and bounding the north of the site, Regent Street, Charlotte Street, Queen Street and New Charlotte Street, to the south-east of the site. By the time of Plumley and Ashmead’s 1828 map Wellington Terrace, eight terraced houses, and the east terrace of Richmond Place had been constructed on the site. Photographs dating to the early 1970s show the remaining houses to be terraced, three storey brick-fronted buildings. There was a gap between these two terraces as well as two additional plots shown to the west side of Wellington Terrace. The first edition Ordnance Survey 1:1500 plan shows these two plots were filled by buildings which are shown by the street directories to be occupied by a carrier. The Ordnance Survey plan also showed the ‘gap’ to contain a timber yard, roughly in the position of the new filling station forecourt and main tanks. By 1949 the Ordnance Survey map showed a warehouse had been built on the timber yard and the carriers, and that the west end of Wellington Terrace had been demolished. The rest of Wellington Terrace was demolished in stages until the Asda car park was constructed.



#### 4. AIMS AND METHODOLOGY

- 4.1 The fieldwork complied with the methodology contained within the Written Scheme of Investigation (BaRAS 2009). The fieldwork also followed the *Standard and Guidance for an Archaeological Watching Brief* issued by the Institute for Archaeologists (1999). The aim of the watching brief was to record any archaeological features or deposits revealed during the course of the intrusive groundworks.
- 4.2 The watching brief involved the monitoring of the mechanical excavation of a large trench for fuel tanks, a smaller trench for a water tank, and the tarmac removal in the south-eastern corner of the site (**Fig. 2**).

## 5. RESULTS

- 5.1 The excavation of the tanks (**Plates 1 & 2**) revealed tarmac (100) and hardcore (contexts 101 & 200) associated with the construction of the car park. A demolition and ground levelling layer (102) was presumably from the demolition of the 19th century houses. The east end of the trench for the fuel tank and the smaller trench for the water tank revealed a red sandy layer (contexts 103 and 201), which was possibly intended as a ground stabilising layer. Below this was a thick deposit of soft redeposited alluvial clay (contexts 104 and 204) thought to be from the excavation of the New Cut for the River Avon in the early 19th century. This was dumped directly onto of natural alluvial clay (contexts 105 and 203).
- 5.2 The trench for the larger fuel tank measured some 29m by 4m and was dug to a depth of 4m at its deepest part. Whereas the trench excavated for the smaller water tank was 4.50m by 2.30m and only dug to a depth of 3m.
- 5.3 The removal of the tarmac was monitored at the eastern side of the site (**Cover**). However, as the works were only removing the tarmac and were not penetrating deeper than the modern hardcore below the tarmac the rest of this operation was not observed.
- 5.4 No artefacts predating the modern period were recovered during intrusive groundworks at the site. Full details of the contexts are contained in **Appendix 2** and within the archive.

## 6. CONCLUSION

- 6.1 The watching brief identified modern ground levelling deposits and a dump of redeposited alluvium from the construction of the New Cut for the River Avon in the 19th century. The construction of the Cut may have destroyed any earlier archaeological evidence.

## 7. PROJECT TEAM

- 7.1 The fieldwork was undertaken by Heather Hirons who also produced this report. The illustrations were prepared and the report compiled by Ann Linge. The archive was compiled and prepared for deposition by Heather Hirons. The project was managed by Bruce Williams.

## 8. BIBLIOGRAPHY AND SOURCES CONSULTED

### Published Works

Institute of Field Archaeologists, 1999 *Standard and Guidance for an Archaeological Watching Brief*

### Maps

Jean Rocque	A Plan of the City of Bristol, 1742
Ordnance Survey	1:500 plan, 1886
Ordnance Survey	1:2500 plan, 1949
Ordnance Survey	1:2500 plan, 1953
Ordnance Survey	1:2500 plan, 1964
Ordnance Survey	1:2500 plan, 1969
Ordnance Survey	1:2500 plan, 1973
Plumley, J and Ashmead, G,	Plan of the City of Bristol and its Suburbs 1828.

### Unpublished Material

BaRAS 2009, *Written Scheme of Investigation for an Archaeological Watching Brief at the Proposed Filling Station at Asda, Coronation Road, Bedminster, Bristol*

## 9. ACKNOWLEDGMENTS

BaRAS would like to thank JP Construction for their assistance.

## **APPENDIX 1: Policy Statement**

This report is the result of work carried out in the light of national and local authority policies.

### **NATIONAL POLICIES**

Statutory protection for archaeology is enshrined in the Ancient Monuments and Archaeological Areas Act (1979), amended by the National Heritage Act, 1983. Nationally important sites are listed in the Schedule of Ancient Monuments (SAM). Scheduled Monument consent is required for any work which would affect a SAM.

### **ODPM PLANNING POLICY GUIDANCE**

The Planning Policy Guidance of Archaeology and Planning (PPG 16) consolidates advice to planning authorities. The Guidance stresses the non-renewable nature of the archaeological resource, details the role of the County Sites and Monuments Record (SMR), encourages early consultation with county and district archaeological officers and sets out the requirement for developers to provide sufficient information on the archaeological impact of development to enable a reasonable planning decision to be made.

PPG 16 also indicates the circumstances where further work would be necessary and outlines the use of agreements and conditions to protect the archaeological resource.

### **DISTRICT POLICY**

Bristol City Council Supplementary Planning Document (2006) states (policy SPD No.7, p4):

- (i) There will be a presumption in favour of preserving any archaeological features or sites of national importance, whether scheduled or not.
- (ii) Development which could adversely affect sites, structures, landscapes or buildings of archaeological interest and their settings will require an assessment of the archaeological resource through a desktop study, and where appropriate a field evaluation. Where there is evidence of archaeological remains, development will not be permitted except where it can be demonstrated that the archaeological features of the site will be satisfactorily preserved in situ, or a suitable strategy has been put forward to mitigate the impact of development proposals upon important archaeological remains and their settings; or, if this is not possible and the sites are not scheduled or of national importance, provision for adequately recording the site prior to destruction is made, preferably by negotiating a planning agreement to ensure that access, time and financial resources are available to allow essential recording and publication to take place.

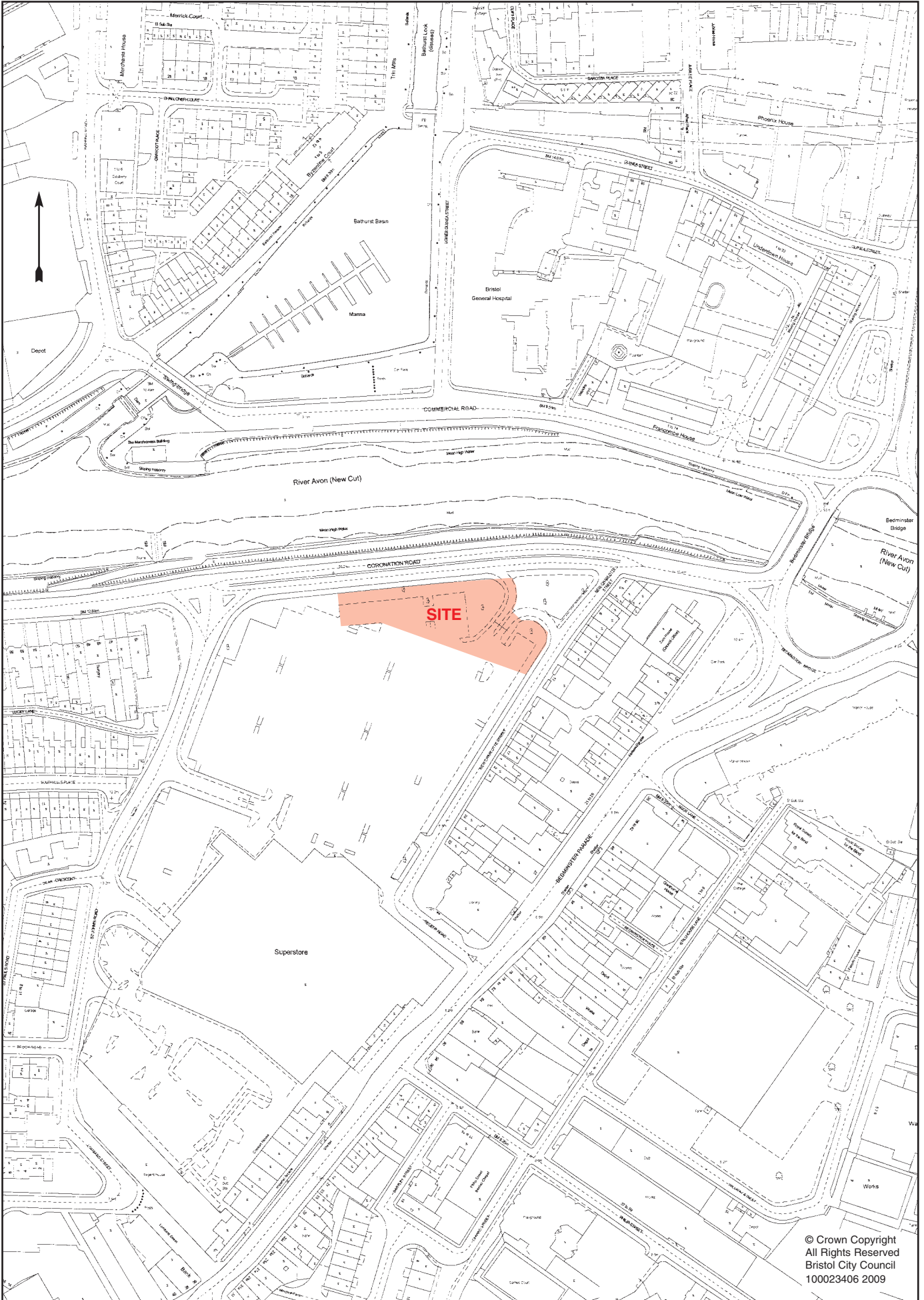
## APPENDIX 2: Context Descriptions

### Fuel Tank Trench

Context No.	Description
100	Tarmac car park surface, 0.10m thick.
101	Hardcore base for tarmac (100) – stone scalpings, 0.22m thick.
102	Demolition and levelling deposit – mid brown, friable, stony silt with moderate brick and mortar fragments and pieces, including occasional 20th century pottery (not retained), up to 0.40m deep (at the east end).
103	Red sandy ground levelling layer – red, sandy, silt, with occasional sandstone pieces, extends approximately 6m into the east end of the trench, 0.30m deep, probably the same as (201).
104	Redeposited clay from the re-routing of the Avon – soft, plastic, blue/grey clay, up to 2.35m thick, the same as layer (202).
105	Natural alluvial clay – firm blue/grey clay, starts at 2.80m below the current ground surface.

### Water Tank Trench

Context No.	Description
200	Hardcore – stone scalpings and rubble, 0.35m deep.
201	Red sandy ground levelling layer – red, sandy, silt, with occasional sandstone pieces, 0.6m thick, probably the same as layer (103).
202	Redeposited clay from the re-routing of the Avon – soft, plastic, blue/grey clay, up to 1.3m deep, the same as layer (104).
203	Natural alluvial clay – firm blue/grey clay, starts at 2.25m below the current ground surface.



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Fig.1 Site location plan, scale 1:2500

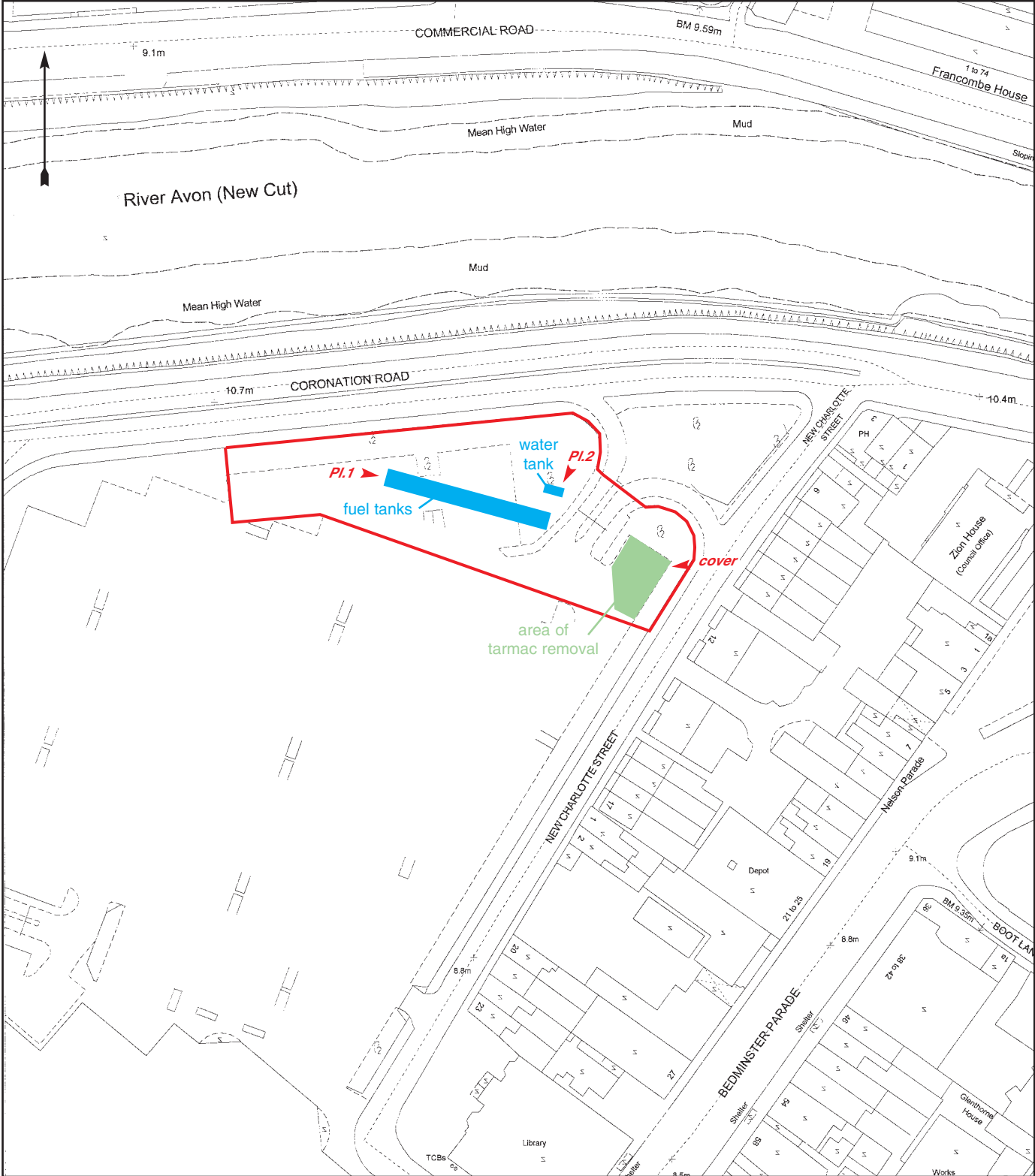


Fig.2 Plan showing study area in detail and direction of plates, scale 1:1250





Plate 1 Looking east at the large fuel tanks during excavation



Plate 2 View of the southern section of the trench for the water tank, looking south