

**Bristol City Council**

# Bristol Avon Flood Strategy

## Outline Heritage Desk-Based Assessment

Reference: 285984-ARP-XX-RP-ENV-005

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# 1. Introduction

## 1.1 Project background

The Bristol Avon Flood Strategy (BAFS), also referred to as ‘the Strategy’, is a project being developed by Bristol City Council (BCC), working in partnership with the Environment Agency. The current stage of the Strategy delivery is the preparation of the Outline Business Case (OBC).

BAFS sets out a strategic long-term plan for managing flood risk from the River Avon to Bristol and its neighbouring communities. Prior to the current stage, a Strategic Outline Case (SOC) and Strategic Environmental Assessment (SEA) have been prepared and a public consultation carried out.

To support the development of the OBC, further studies and design work are being undertaken to refine and update the existing information, and develop the concept designs to provide optimum economic, technical, social and sustainability outcomes.

Arup have been commissioned to produce a Preliminary Draft EIA Scoping Report. This Outline Heritage Desk-Based Assessment has been produced to provide the specialist Heritage topic input to this process.

## 1.2 Location and description

The Strategy is split into three broad geographical areas:

- Shirehampton, Pill and Sea Mills
- Central Bristol
- Detriment defences– these are isolated areas upstream of Conham River Park.

For the purposes of design and ease of reference the Central Bristol defences have been split further:

1. Entrance Lock – from Hotwell Road, around the Tongue Head and end of Spike Island to the Brunel Way flyover, including new lock gates,
2. Spike Island – from the Brunel Way flyover along the north bank of the River Avon to the eastern end of the Chocolate Path, including a new flood gate under Cumberland Rd.,
3. Redcliffe – from God’s Garden along the north Bank of the River Avon to Bristol Temple Meads,
4. Feeder Road – from Bristol Temple Meads along the south bank of the Feeder Canal,
5. St Philip’s Marsh - from Bristol Temple Meads to Sparke Evans Park on the north bank of the River Avon, and
6. Netham Lock – from the Avon railway bridge along the north bank of the River Avon to Netham Lock, including a new flood gate.
7. Ashton – the western riverside of the Avon parallel to Ashton Court to just east of Ashton Avenue Bridge
8. St Anne’s – banks of the River Avon upstream of Netham Lock, including section along the Eldonwall Trading Estate, St Anne’s Wood, Pump House Lane

Downstream of central Bristol, defences are required in:

- Pill and Shirehampton – Avon riverside on both sides of the river at Pill and Shirehampton
- Sea Mills – riverside on the eastern side of the Avon, to the north and south of the River Trym

Further upstream interventions (detriment defences) may also be needed, but this is likely to mostly comprise property-level protection, which will be considered further as the Strategy is developed.

These locations are shown on Figure 1.

### 1.3 Scope of the report

The Chartered Institute for Archaeologists (CIfA) state that “*desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area*” (Chartered Institute for Archaeologists, 2020).

This report has been produced in line with the CIfA standard, scoped proportionately to reflect the current stage in the development of the Strategy and the work completed for previous studies. These studies include:

- The River Avon Heritage Assessment (Insole, 2018),
- River Avon Flood Risk Management Strategy: Strategic Environmental Assessment Addendum (Arup, 2021),
- Harbour Hopes Community Engagement Report (Turner.Works, 2021) and the results and BCC response to the consultation on the draft vision for Western Harbour (Bristol City Council, 2022), and
- Historic England’s review of the listed buildings and scheduled monument designations in the Western Harbour Area.

It is not the intention of this report to replicate the work of these existing studies, but rather to achieve the following objectives:

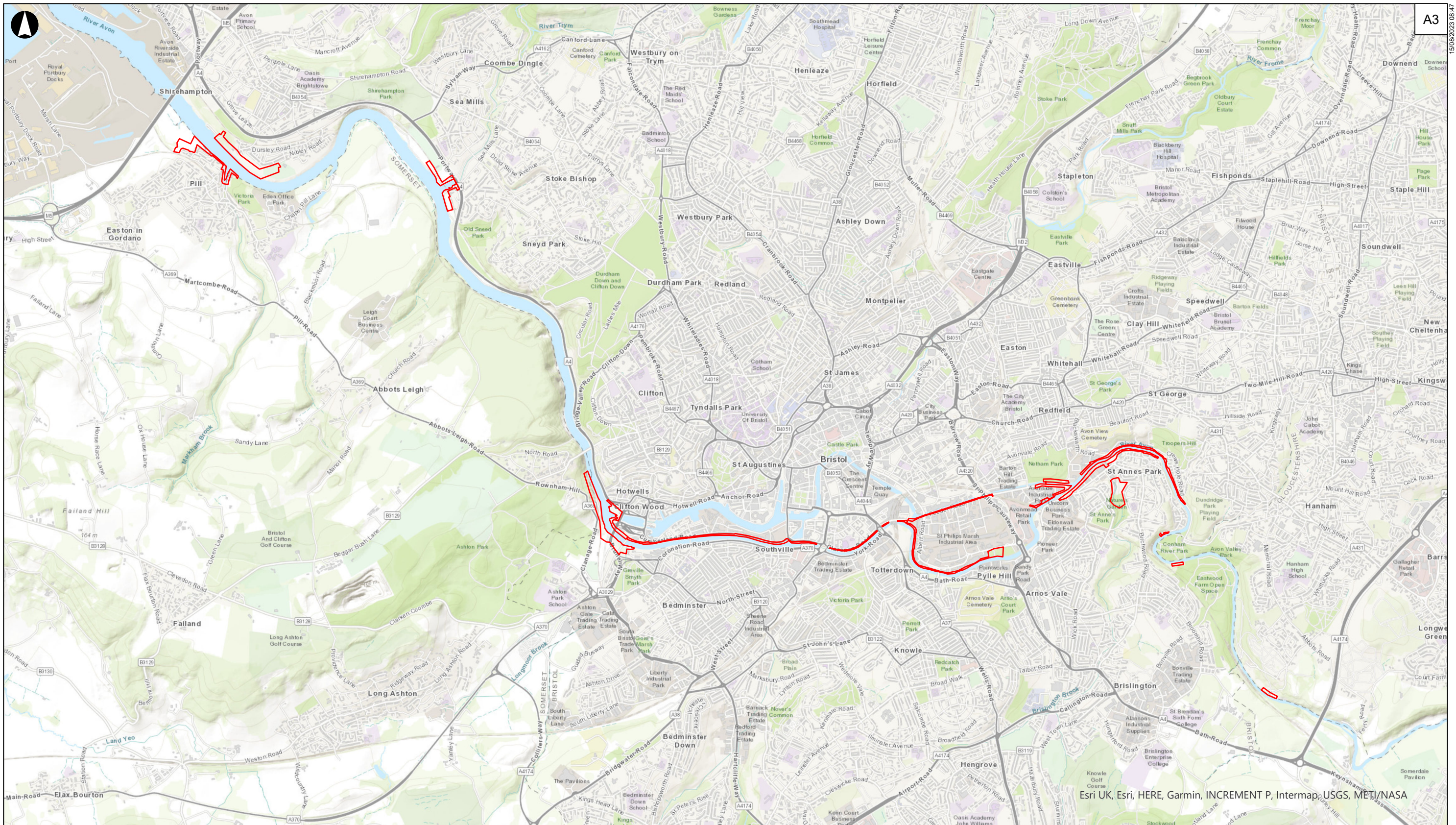
- Provide a consistent level of baseline across the whole of the Site, including areas not previously assessed, or which have been assessed to a different level of detail.
- Revise the baseline of the Strategy to include recent discoveries, new designations and amendments to designations.
- Provide the detailed baseline for individual assets and groups of assets which will be required to inform design and undertake assessment of potential impacts in future stages of the Strategy.

To achieve these aims, this report includes:

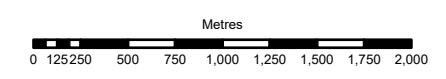
- A detailed methodology based on current best-practice standards and guidance (Section 3).
- An overview of the historic environment baseline, drawing on existing studies and including new areas and data (Section 4). New character area studies have been prepared to extend those included in the River Avon Heritage Assessment (Insole, 2018, Appendix C) and these are included in Appendix D.
- An assessment of archaeological potential (Section 4).
- An overarching statement of significance, designed to provide context to assessments of individual heritage assets and inform future discussion of cumulative impacts (Section 5.1).
- Individual and group statements of significance for heritage assets most likely to be impacted by the Strategy (Section 5).
- This is supported by a complete gazetteer of all heritage assets within the site and study area, including a description, summary of their significance and their setting (if applicable), included in Appendix B.

The report specifically excludes the assessment of a preferred option.





**Legend**  
 Environmental Redline



Coordinate System: British National Grid  
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Rev	Date	By	Chkd	Appd	Authd



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Client  
**Bristol City Council**



Project Name  
**Bristol Avon Flood Strategy**

Drawing Title  
**Figure 1 - Site Location**

Scale at A3	<b>1:40,000</b>
Role	--
Suitability	--
Project Number	<b>28598200</b>
Drawing Name	--
Rev	--

Esri UK, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA



## 1.4 Consultation

The Strategy's development has been informed by consultation with a range of stakeholders and the local community. For heritage, the key stakeholders are Historic England and BCC's heritage officers. Table 1 outlines key consultation undertaken to date, with the most recent consultations listed first.

**Table 1: Consultation with heritage stakeholders**

Consultee and date	Comment	How this has been addressed
Meeting with Historic England and BCC Principal Historic Environment Officer, 06.06.23	Arup presented the approach to OBC assessment proposed. The meeting then focused on discussing the key challenges of the Proposed Scheme for the historic environment, focusing particularly on the works proposed at the Cumberland Basin and Underfall Yard. Through this discussion, it was concluded that there were no elements of the design which would be impossible, although there are challenges around the design in order to make sure that heritage assets are protected and enhanced as far as possible.	The discussion has been used to inform the design at OBC.
SEA Consultation (Arup, 2021)	The SEA highlights potential negative effects of flood prevention measures along the length of the Strategy area...  ...however, the assessment goes on to refer to the Placemaking Opportunities Report and how this, and further assessments may inform detailed and refined plans which may reduce the impact of any flood risk measures on these heritage assets.	Collaboration and consultation will be maintained with key stakeholders throughout design to ensure a co-ordinated approach is taken to refining and successfully implementing a Proposed Scheme that secures flood protection and minimises the impact on heritage assets where possible.  Further design work, including the use of materials and alternatives, will be considered as the Strategy develops in order to reduce impact on the setting of heritage assets where possible.
	While the visual impact of the proposed defences could be minimised by their integration into the public realm, their increased height may still have the potential to cause harm to the setting of nearby heritage assets.	
	The proposals are supported by an excellent heritage statement which clearly sets out the significance of the areas affected by the proposals and the heritage assets that may be affected. The heritage assessment is primarily focussed on above-ground impacts, and you will need to consider the impact the proposals may have on archaeology, including paleoenvironmental material.	This report (Outline DBA) will include discussion of archaeological baseline and potential, including paleoenvironmental material.
	The proposals do not provide detail of plans for flood defences beyond the Cumberland Basin-Netham Lock Corridor. However, documentation describing the wider strategy beyond the New Cut/Floating Harbour indicates that additional defences will be needed at Sea Mills. A significant area of land at Sea Mills (where the River Trym joins the Avon) is scheduled, to preserve the archaeological remains of the Roman town and port (known as Abonae) once located here. Any works in this area will require scheduled monument consent (SMC).	It is recognised that Scheduled Monument Consent will be required for any work in proximity to Sea Mills due to the presence of archaeological remains.  This report (Outline DBA) will include the baseline, characterisation and significance of all areas which would be part of the main defences and detriment mitigation areas downstream as far as Shirehampton and Pill, and upstream as far as Riverside Cottages. Potential property-level protection which may be needed further upstream is not included in this report.
	We recommend that we (Historic England) work closely with your design team to ensure that the impact of the flood defence on the archaeology in this area [Sea Mills] is appropriately assessed and understood. You will need to ensure the works in this area follow the policies within the Department of Digital Cultural Media and Sports (DCMS) Scheduled Monuments Policy Statement (October 2013). The policies in this statement are clear that if	Collaboration and consultation will be maintained with key stakeholders throughout design to ensure a co-ordinated approach is taken to refining and successfully implementing a Proposed Scheme that secures flood protection.  Recommendations to work collaboratively with Historic England is welcomed to better define the



Consultee and date	Comment	How this has been addressed
	harm is caused by the works, then SMC will only be granted if there are public benefits to outweigh that harm. Any application for scheduled monument consent requires sufficient information to allow DCMS to make an informed decision on the granting of consent.	extent of heritage assets and to provide further clarity on the impacts as the Strategy develops.  BCC requested Historic England review the listed buildings and scheduled monument designations in and around the Cumberland Basin and Underfall Yard. The results of this review have been included in this report.
	It was recommended that the Strategy uses the Enhanced Advisory Services to apply for a listing enhancement for designated assets, such as the Cumberland Basin, where the extent is not defined. This will enable greater clarity and allow for an accurate assessment of impact on the listed elements when more detailed designs emerge.	Section 6 of this report details the proposed consenting strategy, based on consultation with Historic England and BCC.
	We would encourage proposals for flood defence works around the Cumberland Basin to be used to bring forward proposals for the restoration of the Grade II* listed swing bridge, to bring it back into use and secure its removal from the Heritage at Risk register. We would also encourage any plans to better interpret the South Entrance Dock and improve its setting.	At the OBC stage consideration will be given to this as part of the refinement of the defence designs and alignments, including integration of regeneration and placemaking opportunities.
	The Cumberland Basin allows for exceptional views towards the Grade I listed Clifton Suspension Bridge and the Grade II* Registered Landscape of Ashton Court. The Cumberland Basin plays a key role in the immediacy of transition from townscape to landscape at Bristol's Western edge. The scale and massing of any new flood defence walls will need to be carefully considered here; proposals should seek to preserve the open character and allow views to continue to be appreciated	Consideration will be given to include both soft and hard-engineered approaches through developing designs alongside a placemaking strategy to meet green infrastructure objectives and to preserve the open character and enjoyment of the area.
	We would encourage plans for flood defence works to improve the relationship between the buildings and the New Cut, where the present condition of the public realm is poor. Improvements in this area could be a catalyst for finding beneficial long-term uses for the bonded warehouses.	
	The Underfall Yard, including the historic sluicing mechanism, is a Scheduled Ancient Monument. As with Sea Mills, any work in this area will require Scheduled Monument Consent (SMC) and we recommend early engagement with our Inspector of Ancient Monuments to discuss the potential impact of any works.	Consideration of heritage assets, both designated and non-designated, will be considered as the Strategy develops including the need for any consents and engagement with Historic England.  Section 6 of this report details the proposed consenting strategy, based on consultation with Historic England and BCC.
	Consideration should be given as to whether the New Cut retaining walls should be screened for statutory listing. Historic England have commented on their historical significance, albeit in poor condition and that these are likely to require substantial rebuilding as part of the Strategy. This would provide greater certainty at an early stage in the Strategy as to whether the retaining walls are likely to be listed.	
	We welcome the commitment to retain the tracks of the Bristol Harbour Railway alongside the New Cut. The railway makes a significant contribution to the character and appearance of the conservation area and is a physical reminder of the area's industrial past. We note one of the suggested options for the New Cut is to turn the railway into a tramway,	Collaboration and consultation will be maintained with key stakeholders throughout design to ensure a co-ordinated approach is taken to refining and successfully implementing a Proposed Scheme that secures flood protection whilst preserving the heritage of the area.

Consultee and date	Comment	How this has been addressed
	<p>whereby pedestrians and cyclists can share its formation. This could alter the railway's character and create a false historical narrative, as the New Cut Branch of the Harbour Railway was never a dockside tramway. However, we applaud the ambition to integrate new public realm into the flood infrastructure and to create a "New Cut Greenway".</p>	
	<p>We encourage consideration of how the Greenway proposals might improve the pedestrian experience of the New Cut from the area around Bathurst Basin up towards Temple Meads. Here, particularly around Bedminster Bridge Roundabout, the pedestrian is directed onto roadside pavements and opportunities for appreciation and enjoyment of the river corridor is limited.</p>	<p>This is acknowledged and further design work will be carried out alongside a placemaking strategy to meet green infrastructure objectives and to improve the character and enjoyment of the area.</p>
	<p>Beyond Temple Meads, you will be aware that the Silverthorne Lane area (which includes the erstwhile Totterdown Lock and Basin) is under consideration for designation as a conservation area. This may have a bearing on your proposed designs. The reasons for the potential designation are its industrial character and appearance, and any flood defence works will need to respond positively to that character.</p>	<p>Consideration will be given to the importance of heritage assets as part of the Strategy and will consider measures to enhance through placemaking opportunities and public realm. Historic England.</p> <p>Silverthorne Lane has been included as a conservation area in this report.</p>
	<p>The area around St Philips is likely to see significant change in future years as plans for the Temple Quarter Enterprise Zone develop, and a mixture of uses replace the current light industry which predominates. There is an opportunity for the flood defence works to improve the relationship between the river and the surrounding townscape at this point in particular, using the watercourses (both the Avon and the Feeder Canal) to contribute to establishing a strong sense of place.</p>	
	<p>The Feeder Canal does not form part of the current proposals but is a historically significant piece of infrastructure that could be much better interpreted and appreciated.</p>	
<p>Historic England, letter dated 10.11.2017</p>	<p>The potential for impact and harm to the historic environment is significant. Our primary concern at this stage in the project is the lack of a proportionate assessment of the historic environment and the heritage assets that may be affected.</p>	<p>Since this letter, there have been several further assessments (see section 1.3). The River Avon Heritage Assessment provides a comprehensive study of the significance of the areas of the site within Bristol. This report builds on that with statements of significance for each individual potentially impacted heritage asset, alongside an overarching statement of significance covering thematic groups of assets and assessments of groups of assets. This work has been used to inform the development of the design.</p>
	<p>The City Docks, Floating Harbour and numerous heritage assets including Brunel's iconic Suspension Bridge (Grade I), and their settings contribute highly to a sense of place and make Bristol the unique historic city that it is. Where the settings of individual and groups of heritage assets contribute highly to their significance, they can be sensitive to change. The Proposed Scheme has potential to impact highly graded heritage assets with the top 8% of listed buildings. Therefore, greater weight should be given to their conservation. The NPPF defines 'conservation' as 'the process of maintaining and managing change to a heritage asset in a way that</p>	<p>This report includes a description of the setting of heritage assets potentially impacted by the Proposed Scheme, including a statement of how their setting contributes to their significance. This has been used to inform the development of the design.</p>

Consultee and date	Comment	How this has been addressed
	sustains and, where appropriate, enhances its significance'	
	<p>The cumulative impact of seemingly minor development can also have a significant impact upon historic fabric and setting. We understand that you have been provided with information relating to the various designated and non-designated heritage assets within the more sensitive areas of the proposed defences. We advise that the heritage assets that may be affected, to include Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, Registered Parks and Gardens, and non-designated heritage assets, are identified and their relevant significance described. This should then form the basis of a Heritage Impact Assessment which will identify and measure the impacts as a result of the proposed development. We would be happy to provide further comments once this work has been completed.</p>	<p>This report addresses the requirements described here, namely identifying the heritage assets which may be affected and describing their significance. Heritage Impact Assessment is excluded at the current stage of reporting, but the detail of the assessment to date has been used to inform the design development through progressive discussion of potential impacts.</p> <p>The potential for cumulative impacts is acknowledged. To inform future assessment, this report includes assessment of significance at various scales –a thematic overview, groups of assets, and individual assets.</p>
	<p>Another associated matter of concern relates to the process by which an initial number of 39 options have been reduced to a single preferred option. We would expect any justification offered as part of any formal submission to include an appraisal of the alternative solutions that have previously been considered and discounted.</p>	<p>This report excludes assessment of impact but this concern is acknowledged. Design is ongoing at this time. .</p>
	<p>The submitted information would indicate that there would be material alterations to key important heritage assets, including Brunel’s South Entrance Lock and Swing Bridge (listed Grade II*). Raising the dam here using mass concrete and raising the bridge deck is of great concern, although more detailed proposals would be needed to inform the degree of impact and harm. We would certainly urge you to consider alternative options that require less material intervention. The entrance to the Cumberland Basin is also highly prominent within the public realm and Conservation Area, and therefore the visual impact here will need to be properly scrutinised.</p>	<p>This report excludes assessment of impact but these concerns are acknowledged and will be considered within the design development.</p>
	<p>The impact of both phases is likely to vary, depending upon the location and how the relevant heights impact upon views into, within and out of the various areas. As the proposals develop, we advocate that the Heritage Impact Assessment should assess the impact of both the low and high defences.</p>	<p>A single OBC covering both phases will be prepared. This report covers both phases.</p>
	<p>We would also be grateful for clarification over the proposed provision for ramped access over the defences at various points. Would these account for the subsequent phase of the higher defences or allow for adaption of ramps over the lower defences? The impact of ramps with minimum gradient requirements, landings and balustrades can be considerable, and therefore the position of these and their designs would need to be considered very carefully.</p>	<p>This report excludes assessment of impact, but these concerns are acknowledged and will be considered within the design development.</p>

## 2. Legislation, policy, and standards

### 2.1 Legislation

The following national legislation is relevant to this desk-based assessment:

- Ancient Monuments and Archaeological Areas, 1979 (Government of the United Kingdom of Great Britain and Northern Ireland, 1979)
- Planning (Listed Buildings and Conservation Areas) Act, 1990 (Government of the United Kingdom of Great Britain and Northern Ireland, 1990)

### 2.2 Planning policy

National Planning Policy is published in the National Planning Policy Framework (NPPF), with specific heritage policies in Chapter 16: Conserving and enhancing the historic environment (Ministry for Housing, Communities & Local Government, 2021).

The site is mostly located in the administrative area of Bristol City Council, but two small areas are within North Somerset and one area is within South Gloucestershire. Relevant local planning policy, therefore, is found within the following plans:

- Bristol Core Strategy, Policy BCS22 (adopted June 2011)
- Bristol Site Allocations and Development Management Policies, Policy DM31 (adopted July 2014)
- South Gloucestershire Core Strategy 2006-2027, Policy CS9 (adopted December 2013)
- South Gloucestershire Local Plan: Policies, Sites and Places Plan, Policy PSP17 (adopted November 2017), and
- North Somerset Core Strategy, Policy CS5 (adopted January 2017)

### 2.3 Professional standards and guidance

Arup is a Registered Organisation of the Chartered Institute for Archaeologists (CIfA), and this report has been informed by the professional standards and guidance of the CIfA, Historic England, the Construction Industry Research and Information Association, and the Institute of Environmental Management and Assessment as presented in:

- *Standard and Guidance for Historic Environment Desk-based Assessment* (Chartered Institute for Archaeologists, 2020),
- *Code of conduct: professional ethics in archaeology* (Chartered Institute for Archaeologists, 2022),
- *Managing significance in decision-taking in the historic environment, Historic Environment Good Practice Advice in Planning: 2* (Historic England, 2015),
- *The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)* (Historic England, 2017),
- *Statements of Heritage Significance: Analysing Significance in Heritage Assets. Historic England Advice Note 12.* (Historic England, 2019),
- *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment* (Historic England, 2008),
- *Archaeology and Construction: good practice guidance (C799D)* (Nixon, T., Holloway, C., Geary, K., Hinton, P., King, G., 2021),

- *Principles of Cultural Heritage Impact Assessment in the UK* (Institute of Environmental Management & Assessment, 2021), and
- *Our Inherited City – Heritage Statement Guidance* (Bristol City Council, 2020).

## 3. Methodology

### 3.1 Approach to assessment

This report has been produced to inform the OBC for the Strategy. As such, it is intended to provide a consistent level of baseline data for the whole of the site and present all the data and assessment required to inform design development and form the basis for future impact assessment.

The River Avon Heritage Assessment (Insole, 2018) sets out the key aspects of the historic environment along the river corridor within Bristol. The assessment took a landscape character-based approach to examine the historic significance of the area and the contribution that specific heritage assets make to this significance. The overall character of each area was then taken as the baseline that needs to be preserved or enhanced by the Strategy, in accordance with planning policy. Where individual heritage assets were likely to be significantly impacted through the development of the Proposed Scheme, the report included more detail on their significance.

This report focuses on addressing two areas where the OBC requires additional information than that included within the River Avon Heritage Assessment:

- The discussion of additional character areas to provide a baseline assessment equivalent to the 2018 report for areas which were beyond the remit of the 2018 study, but which are now included in the Strategy.
- Clear and concise significance statements for heritage assets and groups of assets potentially impacted by the Proposed Scheme. These will allow impact assessment statements to be produced at later stages in the project.

A site visit was undertaken on 24<sup>th</sup> May 2023 by Senior heritage consultants Dr Coralie Acheson (MCIfA, PhD Cultural Heritage), Dr Sarah May (PhD Anthropology, member of UNESCO Chair of Heritage Futures) and Lachlan Marshall (MSt Building History) to inform the assessment within this report.

### 3.2 Identifying heritage assets

#### 3.2.1 Study area

A study area has been used to collect data on known heritage assets from a range of sources. Due to the nature of the Proposed Scheme, it is likely that impacts to designated heritage assets will be limited geographically – occurring either through direct physical impacts or through an alteration of their setting. A 100m study area, buffered from the site boundary, has been used to identify designated heritage assets. The urban nature of the site and the type of works proposed mean that heritage assets located beyond this distance are considerably less likely to be impacted. A 250m study area has been used to identify non-designated heritage assets. The reason for this is that the data used to identify non-designated heritage assets also provides evidence for potential heritage assets not previously identified – primarily buried archaeological remains.

In addition to the 100m and 250m buffers, a qualitative assessment has been made in order to include heritage assets beyond the study area which could potentially be impacted. This has been informed by professional judgement and observation of the area through a site visit. An example of this is the Clifton Suspension Bridge (NHLE: 1205734), which as a Grade I listed building and iconic landmark, has the potential to be impacted by changes over a much wider area.

#### 3.2.2 Sources

The following data and information sources have been used in this report:

- Archival data, held by Bristol Archives, Somerset Archives, Bath and North East Somerset Archives and South Gloucestershire Archives – including historic maps, local historic texts and other documents and photographs.



- Archaeology Data Service – for Historic Landscape Character data and information and grey literature (Archaeology Data Service, 2023).
- Bristol & Avon Archaeology – the journal of the Bristol & Avon Archaeological Society.
- Bristol City Council Historic Environment Record (HER) – for data and information regarding non-designated heritage assets, archaeological events, and locally listed buildings.
- Bristol City Council’s Our Inherited City: Bristol Heritage Framework 2015-2018 (Bristol City Council, 2015)
- The Bristol Local List and Conservation Area Assessments (Bristol City Council, 2023).
- British Geological Society GeoIndex Onshore – for geological data and information at 1:50,000 scale and borehole data and information (British Geological Survey, 2023).
- Historic England’s National Heritage List for England (NHLE) – for data and information regarding designated heritage assets and the Heritage At Risk (HAR) register.
- Historic Ordnance Survey (OS) maps.
- Know Your Place – for conservation areas, character areas, and locally listed historic buildings and parks and gardens (Bristol City Council, 2023).
- North Somerset HER – for data and information regarding non-designated heritage assets, and archaeological events.
- Site visit and walkover survey.
- South Gloucestershire HER – for data and information regarding non-designated heritage assets and archaeological events.
- South West Heritage Trust – for Bath & North East Somerset HER data and information regarding non-designated heritage assets and archaeological events.

Research material and tools such as specialist texts, software packages like Google Earth Pro, and digital sources from specialist interest groups or expert bodies have been used where appropriate.

### 3.2.3 Grouping heritage assets

In instances where heritage assets have been individually designated and form part of the same complex or group of buildings and structures, for example a factory and warehouses or waterfront/waterside, these assets will be grouped together for their assessment and appraisal. This same approach will be applied to non-designated heritage assets. This means that some ‘groups’ of heritage assets could include both designated and non-designated heritage assets. Furthermore, non-designated heritage assets of the same type, period, sub-period, or other common trait may also be grouped.

### 3.2.4 Figures and gazetteers

The heritage assets identified are shown in Figures 2 and 3 and detailed in the gazetteers included in Appendix B.

## 3.3 Assessment of significance

### 3.3.1 Significance

Cultural significance can be defined as the sum of the values that society places upon a heritage asset, and it is not, therefore, appropriate to refer to an asset having a ‘low’ or ‘high’ cultural significance/value (Institute of Environmental Management & Assessment, 2021). In the UK, different vocabularies are applied to defining what constitutes a heritage asset’s cultural significance. For example, Historic England discuss heritage values while the NPPF discusses heritage interests. At the root of these nuances in vocabulary and meaning, however, is an emphasis on the need to understand exactly what it is that makes a building or archaeological remains culturally significant.

Current best practice guidance for assessing significance (see Section 2.3), published by Historic England, the Institute of Environmental Management and Assessment (IEMA) and the Planning Practice Guidance (PPG) are based on the principle of a staged assessment process.

Historic England states that the first stage requires to understand the form, materials and history of (potentially) affected heritage assets and/or the nature and extent of archaeological deposits (Historic England, 2019). IEMA refer to this as the ‘description’ stage (Institute of Environmental Management & Assessment, 2021). This description stage is provided in Section 4 of this report, with a brief description of each individual asset included in the gazetteer (Appendix B0).

The second stage is what Historic England describe as understanding the significance of the asset (Historic England, 2019). Their 2008 publication, *Conservation Principles*, provides a framework to describe this through attributing **evidential value**, **historical value**, **aesthetic** value and **communal** value to an asset (Historic England, 2008). NPPF uses slightly different terminology, describing types of interest – **archaeological**, **architectural**, **artistic** and **historic** (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2019). Fundamentally, this stage is summed up by IEMA as being about analysing what is valued about the asset (Institute of Environmental Management & Assessment, 2021). In this assessment, the NPPG terms will be used in the first instance, with additional detail where appropriate using the *Conservation Principles* terms.

### 3.3.2 Setting

Historic England’s guidance on assessing the setting of heritage assets and the potential impact of developments upon them uses a five-stage approach (Historic England, 2017):

- Step 1 is to identify heritage assets and their settings which could be impacted by a development;
- Step 2 is to assess the degree to which these settings and views contribute to the significance of the heritage asset(s) or allow significance to be appreciated;
- Step 3 is to assess the effects of the Proposed Scheme on the significance, or on the ability to appreciate it;
- Step 4 is to explore ways to maximise enhancement or minimise harm; and
- Step 5 is to make and document the decision and monitor the outcomes.

Steps 1 and 2 are included in this report.

### 3.3.3 Importance

The importance of a heritage asset is a relative measure which allows comparative assessment of the weight that should be given when considering the potential impacts of a proposal. Factors such as rarity, quality or condition of a heritage asset factor into this relative appraisal.

The assessment conducted in Section 5 of this report uses the scale of importance detailed in Table 2 and are based on professional judgement and experience.

**Table 2: Importance of Heritage Assets**

Importance	Description
Very High	Heritage assets which are internationally important and/or can contribute to international research objectives.  Examples could include World Heritage Sites or sites on the Tentative List for future consideration and archaeological sites with the potential to reframe current knowledge.
High	Heritage assets which are nationally important with the potential to contribute to national research objectives.  These assets are often designated in recognition of their importance or would potentially qualify for designation.

Importance	Description
Medium	Heritage assets which are regionally important with the potential to contribute to regional research objectives.  Typically assets which would not meet the criteria for national designation, but which are still rare and/or well preserved. They may be locally designated as locally listed buildings, conservation areas or locally registered parks and gardens.
Low	Heritage assets which are locally important with the potential to contribute to local research objectives. This includes the majority of historic and archaeological features not identified of greater value.
Negligible	Heritage assets which are valued but have been compromised by their condition and make a limited contribution to research objectives.  Includes findspots and similar where there is unlikely to be any surviving evidence at their location and, therefore, have very limited weight in the decision-making process.

### 3.4 Chronology

The time periods used throughout this report align with those used in the South West Archaeological Research Framework (Webster, 2007). These are shown in Table 3. Occasionally, reference is made to a more specific time period, such as Tudor or Early Bronze Age. In such cases, the ‘Periods List’ designed by Historic England and communicated by the Forum for Information Standards in Heritage in their *Chronology*, should be referred to (Forum for Information Standards in Heritage, no date). This is included in 0.

**Table 3: Chronology**

Period	Date range
Palaeolithic and Mesolithic	700,000 – 5500 BP (c3800 BC)
Neolithic and Early Bronze Age	3800 – 1500 BC
Later Bronze Age and Iron Age	1500 BC – AD 43
Roman	AD 43 – c410
Early Medieval	c AD 410 – 1066
Post-Conquest Medieval	AD 1066 – c1540
Post-Medieval, Industrial and Modern	AD c1540-present

### 3.5 Assumptions and limitations

#### 3.5.1 Data and information sources

It is assumed that the data, information, and primary and secondary sources obtained from all organisations, institutions, bodies, or individuals is accurate at the time of its acquisition and/or consultation. Furthermore, the assumption is made that all citations are correct and have been applied by the original author as applicable.

It is assumed and accepted that the data sources and research materials identified and consulted within this assessment and its appendices will not provide an exhaustive record of all surviving heritage assets within the study area. As such, this material does not preclude the existence of further assets which are unknown at present. This assessment, therefore, represents a professional judgement of likelihood rather than a definitive statement of the presence or absence of archaeological remains within the site.

## 4. Historic Environment Baseline

### 4.1 Overview

Within the study area there are a large number of designated and non-designated heritage assets. These include:

- Scheduled Monuments (3) – part of the Roman settlement of Abonae, Underfall Yard and Fairbairn Crane, which is also Grade II\* listed
- Grade I listed buildings (4) – Temple Meads Station, Temple Meads Old Station and the Avon Bridge, as well as the Clifton Suspension Bridge, which is included due to its landmark status although beyond the study area
- Grade II\* listed buildings (12, one of which, Fairburn Crane, is also scheduled)
- Grade II listed buildings (69)
- Grade II\* registered park and garden (1)
- Conservation areas (12)
- Locally listed parks and gardens (14)
- Locally listed buildings (58)
- HER records of potential non-designated heritage assets (314)

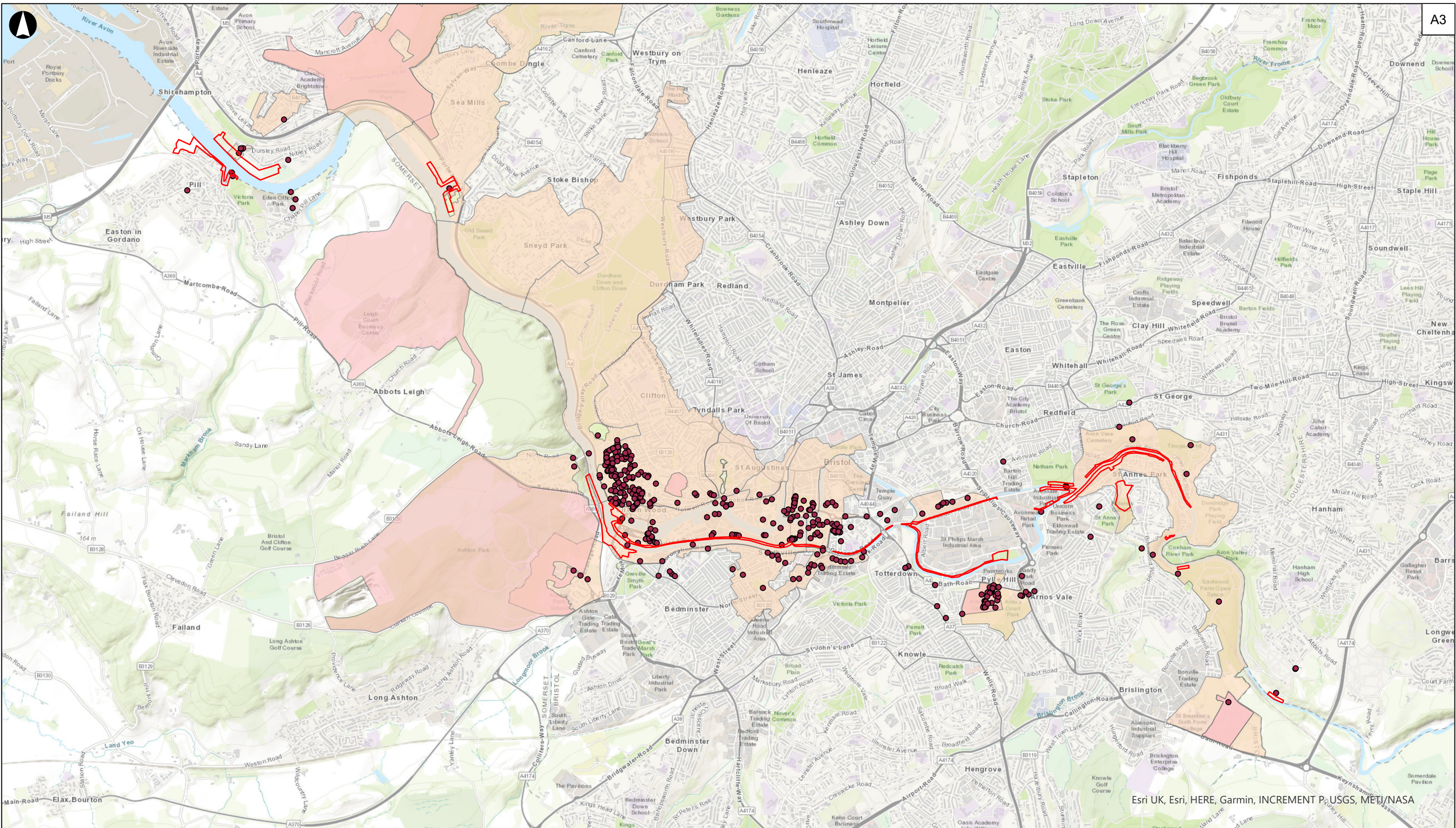
Designated heritage assets are shown on Figure 2. Non-designated heritage assets are shown in Figure 3.

The River Avon Heritage Assessment (Insole, 2018) divided the area of study into eight character areas and, for each, provided a description of historic development, heritage assets and significance, and character and setting. The study area for the Proposed Scheme now includes areas further up and downstream of central Bristol. To establish a consistent baseline, five further character areas have been identified and are described in this report. A full description of each of the new character areas is included in Appendix D.

In this section of the report, the 13 character areas – including the original eight and the additional five, are summarised, detailing the identified heritage assets and archaeological potential of the character area.

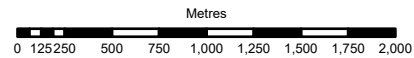
All 13 character areas are shown on Figure 4.





Esri UK, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA

- Legend**
- Environmental Redline
  - Listed Buildings
  - Scheduled Monuments
  - Parks And Gardens
  - Heritage At Risk 2022
  - Conservation Areas



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 Tel +44 117 976 5432  
 www.arup.com

Client  
**Bristol City Council**



Project Name  
**Bristol Avon Flood Strategy**

Drawing Title  
**Figure 2 - Designated Heritage Assets**

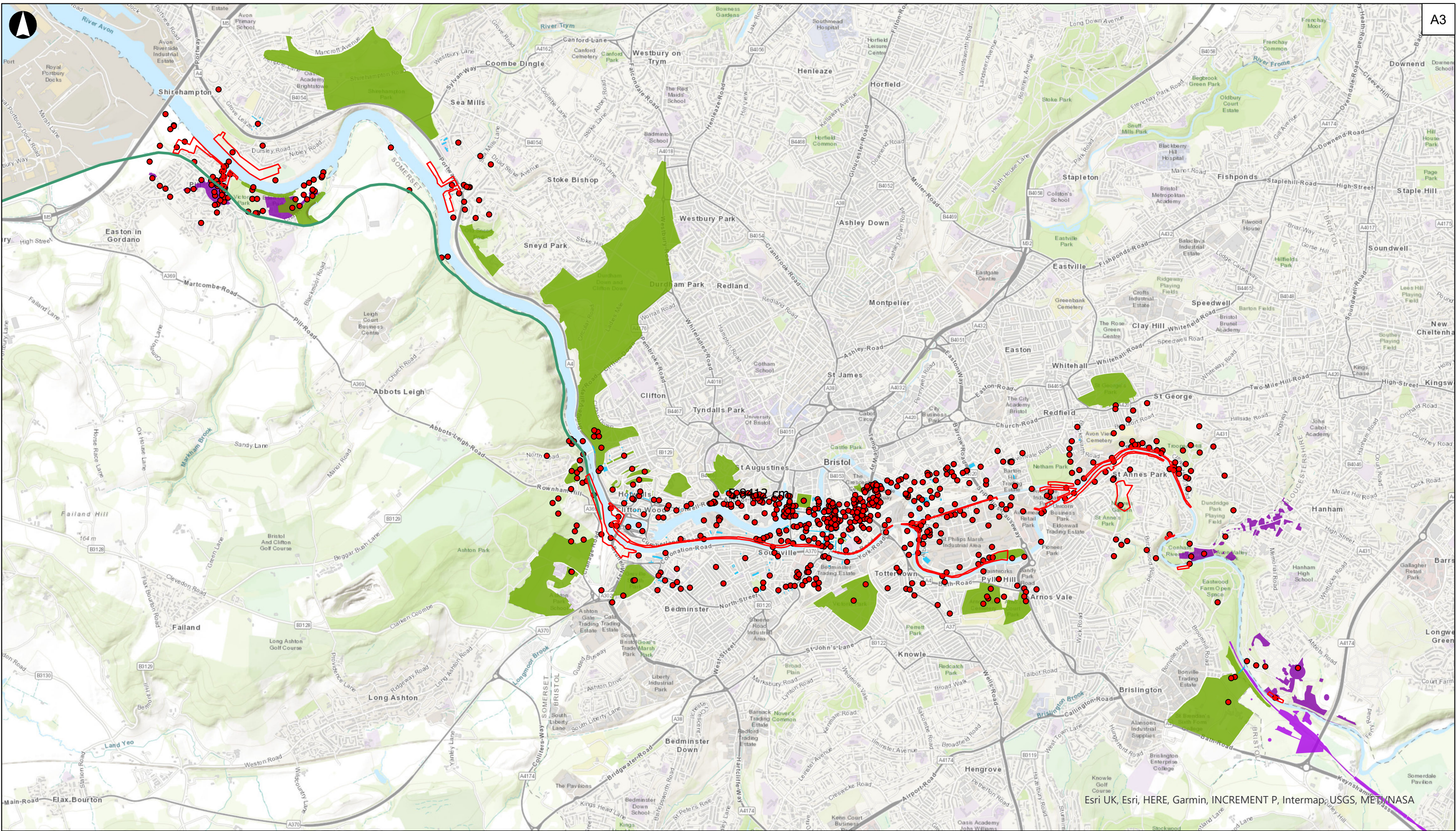
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Role  
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Suitability  
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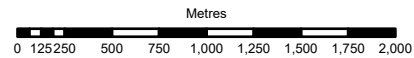
Project Number <b>28598200</b>	Rev --
Drawing Name --	





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- Legend**
- Environmental Redline
  - Sites And Monuments
  - Linear Sites And Monuments
  - Locally Listed Building Area
  - Locally Listed Park Or Gardens
  - Sites and Monuments Area



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Project Name  
**Bristol Avon Flood Strategy**

Drawing Title  
**Figure 3 – Non-designated Heritage Assets**

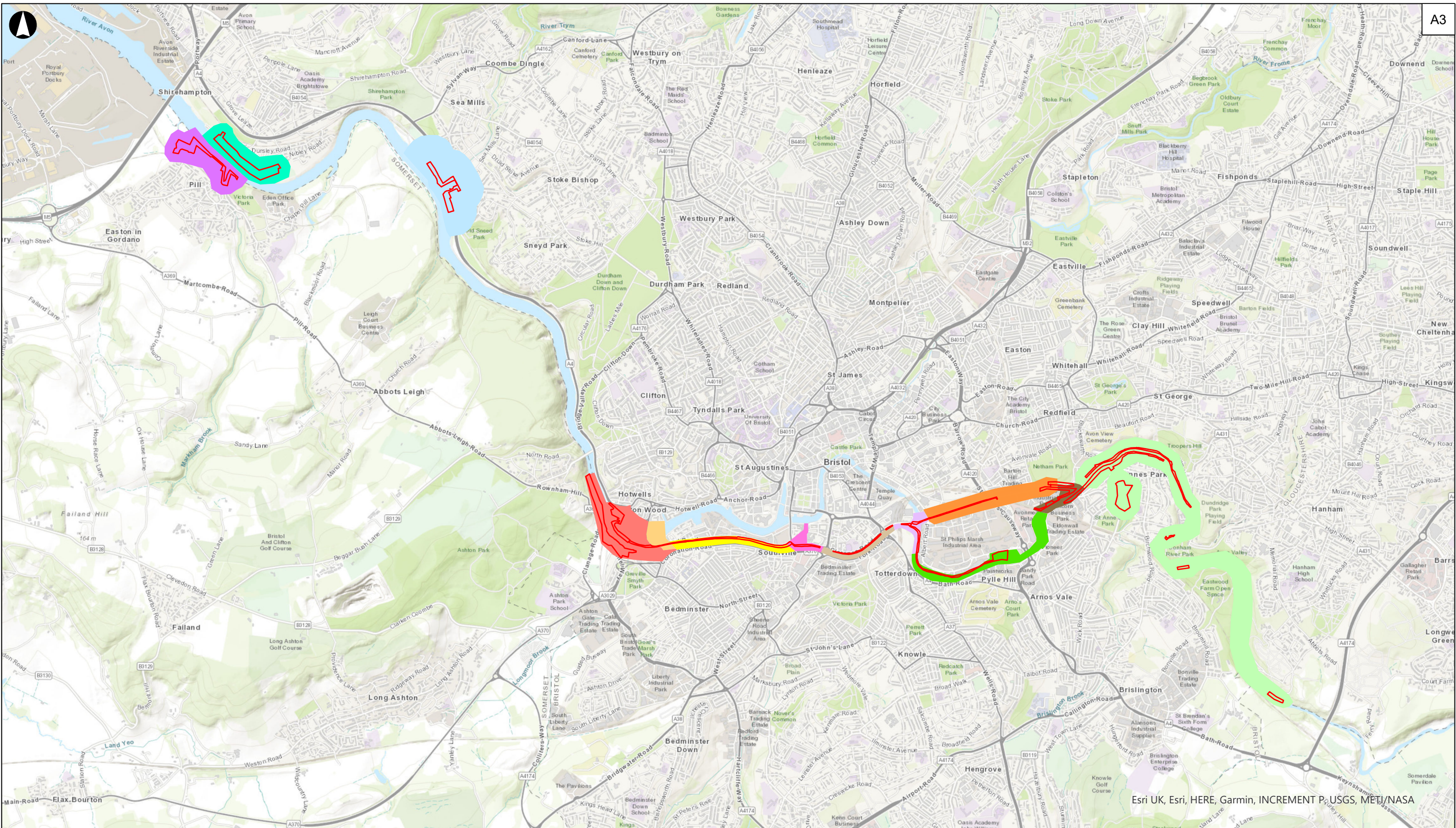
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Role  
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Suitability  
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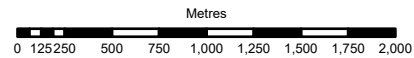
Project Number <b>28598200</b>	Rev --
Drawing Name --	





Esri UK, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA

- Legend**
- Environmental Redline
  - Avon Riverside
  - Avon Valley
  - Bathurst Basin
  - Crockern Pill
  - Cumberland Basin
  - Lamplighters
  - Netham Lock
  - New Cut East
  - New Cut West
  - Sea Mills
  - The Feeder
  - Totterdown Lock
  - Underfall Yard



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Project Name  
**Bristol Avon Flood Strategy**

Drawing Title  
**Figure 4 – Character Areas**

Scale at A3  
**1:40,000**

Role  
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Suitability  
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Project Number  
**28598200**

Rev  
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Drawing Name  
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## 4.2 Crockern Pill

### 4.2.1 Summary of character area

The character area of Crockern Pill is one of the newly added character areas, developed to inform the understanding of the baseline for the Proposed Scheme. It includes the settlement of Crockern Pill on the southern banks of the River Avon a short distance east of the M5 bridge. A tidal creek at the confluence of the Avon and its tributary, the Markham Brook, provided a naturally sheltered harbour around which the settlement formed. For many centuries, perhaps as far back as the Roman period, a ferry connected Pill to Lamplighters on the northern bank of the Avon.

In the medieval period pottery was made locally and likely exported from the harbour but the settlement's real development came as a result of the development of Bristol as a major port. The harbour is located close to Hung Road, the point on the Avon where ships would, historically, wait for the tides to change prior to sailing on to Bristol. This made it a prime location for managing and profiting from the river traffic. There was a custom's house built at Pill in the late 17th century, and the pilots of the small skiffs which would intercept the larger ships to guide them into Bristol congregated in the village. It became a hub for shipbuilding, mending and breaking. In the 19th century the construction of the Bristol & Portishead Pier and Railway Company viaduct severed the harbour from the brook and settlement beyond.



**Photograph 1: Crockern Pill, viewed from Lamplighters**

### 4.2.2 Heritage assets

The character area has two listed buildings:

- Watch House, Retaining Walls to River and Garage (NHLE: 1129831) – listed Grade II
- Mulberry Cottage (NHLE: 1320644) – listed Grade II

There are also non-designated heritage assets of interest, including the locally listed park associated with Ham Green Hospital (North Somerset HER: 4363). Others include:

- Pill Harbour (North Somerset HER: 40502)
- The core settlement area of Pill (North Somerset HER: 5779)
- Portishead and Bedminster Railway (North Somerset HER: 40203), viaduct (North Somerset HER: 40325), coal yard (North Somerset HER: 40357) and site of station (North Somerset HER: 5040)

- Features associated with the Lamplighters Ferry, including its route (North Somerset HER: 740) and stone slipway (North Somerset HER: 5482)
- Boatbuilders yard (North Somerset HER: 40326)
- The Duke of Cornwall pub at the top of the ferry slipway (North Somerset HER: 40013)
- Sites of former pubs (North Somerset HER: 40016, 40020, 40670, 45987)
- Site of demolished terrace, Union Row (North Somerset HER: 40353)
- L-shaped earthwork – possibly part of a historic sea defence or Second World War defence (North Somerset HER: 40288)
- Site of two buildings near Morgan’s Pill, identified from tithe map – possibly boat storage or repair buildings (North Somerset HER: 46000)
- Historic buildings within the settlement of Pill, or site of buildings where demolished (North Somerset HER: 40011, 40669, 40671)
- Second World War sidings at Pill station, for AA guns (North Somerset HER: 41853)

#### 4.2.3 Archaeological potential

There is high archaeological potential within Pill Harbour and its surroundings. The harbour has been in use for many centuries and the river crossing possibly originated in the Roman period or earlier. There are likely to be remains of boat hulls, former revetments and other similar features within the silt. Along the riverbank, beyond the footprint of standing buildings, there has been limited development meaning that archaeological remains associated with past uses of the floodplain and foreshore are likely to survive. Further archaeological investigation should be undertaken to inform impact assessment, including archaeological boreholes, geophysical survey and trial trenching as appropriate to the nature and location of groundworks.

### 4.3 Lamplighters

#### 4.3.1 Summary of character area

The character area of Lamplighters is one of the newly added character areas, developed to inform the understanding of the baseline for the Proposed Scheme. It includes the small Georgian hamlet of Lamplighters, open riverside along the northern banks of the Avon, and an area of mid-20<sup>th</sup> century residential development. It is located to the south of Shirehampton, a historic village and, later, 20<sup>th</sup> century housing development. The character area is formed by its connections with the river – the road along which the hamlet developed led to the Lamplighter’s ferry to Pill, a historic routeway possibly in use since the Roman period or earlier. A large inn was built to serve travellers crossing at this point. Its location just upstream of Hung Road, where ships waited for the tides to turn before sailing into Bristol, made it an important point for managing traffic. The Haven Master’s Office was built here in the late 19<sup>th</sup> century, replaced in the 20<sup>th</sup> century.

#### 4.3.2 Heritage assets

There are five listed buildings and one conservation area within the character area:

- The Lamplighters Public House (NHLE: 1202597) – listed Grade II
- Wellington House and attached stables (NHLE: 1208805) – listed Grade II
- 105, Station Road (NHLE: 1282096) – listed Grade II
- Myrtle Hall and attached wall (NHLE: 1292908) – listed Grade II
- 103, Station Road (NHLE: 1292983) – listed Grade II
- Shirehampton Conservation Area

In addition to these, there are a number of non-designated heritage assets of interest:

- Features associated with the Lamplighters Ferry, including its route (North Somerset HER: 740), stone slipway and former ticket office
- Haven Master's Station, included as an unlisted building of merit in the Shirehampton Conservation Area appraisal (Martyn, 2023)
- The sites of two coal wharfs (Bristol HER: 2022M and 2010M)



**Photograph 2: Lamplighters Marsh, looking west from the former ferry**

#### 4.3.3 Archaeological potential

The character area is a mixture of Georgian hamlet, open riverside marsh and 20<sup>th</sup> century housing. An archaeological evaluation and watching brief at the Lamplighters Public House found no archaeological remains (Williams, 2013; Byford-Bates, 2014), which may indicate limited potential for remains associated with the hamlet beyond its standing buildings and structures, although further investigation would be needed to confirm this.

The area is known for having important palaeolithic remains where the river terrace gravels are present. The majority of the character area is likely to have deep tidal flat deposits over any earlier strata but on higher ground palaeolithic potential should be considered.

Although not confirmed, it has been suggested that the river crossing at Lamplighters might be Romano-British or earlier and it is possible that there are archaeological remains of an early crossing point as well as any associated roadways and settlement activity. Further archaeological investigation should be undertaken to inform impact assessment, including archaeological boreholes, geophysical survey and trial trenching as appropriate to the nature and location of groundworks.

## 4.4 Sea Mills

### 4.4.1 Summary of character area

The character area of Sea Mills is one of the newly added character areas, developed to inform the understanding of the baseline for the Proposed Scheme. The character area is the riverside part of a suburb of Bristol located at the confluence of the River Trym and the River Avon. There are three historic phases of particular importance which have influenced the character and interest of the character area. The first of these is the Roman era development of a riverside settlement and port (*Abonae*), thought to have originated as a fort and supply station which later became a civilian settlement. The next major phase came in the early

18<sup>th</sup> century when a wet dock was built on the River Trym. This was only the third of its kind constructed in the UK, making it of considerable historic interest. There are a small number of Georgian buildings which were owned by the merchants trading through the docks. Features including parish boundary markers at the river end of Sea Mills Lane and the rubble bankside retaining wall may date to this period and contribute to the character and appearance of the conservation area. The 18<sup>th</sup> century success of Sea Mills was short lived, and it fell into decline, a place which the late 19<sup>th</sup> and early 20<sup>th</sup> century infrastructure of the Bristol Port & Pier Railway and Portway road and bridge passed through rather than to, until the interwar and post-war periods when it became a focus for new housing. A large garden suburb was created north of the Trym in the interwar period, considered to be Bristol's finest example of interwar municipal housing. In 1946, after the Second World War, prefabricated housing was built in the area south of the Trym which led to the discovery of the Romano-British settlement. Recent additions which contribute to the character of the area include a riverside mooring post, dated 1980, close to the Old Signal Station. Although all three of these phases have influenced the development of the character area, much of it is peripheral, formed by the grassy riverside banks along the Avon.



**Photograph 3: Railway bridge and historic dock walls at Sea Mills, viewed from Portway Bridge**

#### 4.4.2 Heritage assets

There is one scheduled monument, one listed building and one conservation area within the character area:

- Part of the Roman Settlement of Abonae (NHLE: 1408558) – scheduled monument
- Harbour walls of Sea Mills Docks (NHLE: 1202563) – listed Grade II
- Sea Mills Conservation Area

There are also a number of non-designated heritage assets, including locally listed buildings and Roman remains which may be of schedulable quality:

- Sea Mills Signal Station (LLID 41) – locally listed
- Sea Mills Railway Station (LLID 42, Bristol HER: 2018M) – locally listed
- No.1 Harbour Wall (LLID 43) – locally listed
- Station Master's House (LLID 44) – locally listed
- Old Signal Station (LLID 45, Bristol HER: 2279M) – locally listed
- No.79 Sea Mills Lane (LLID 46, Bristol HER: 3064M) – locally listed



- The Coach House, 75c Sea Mills Lane (LLID 47) – locally listed
- Roman settlement of *Abonae* (non-scheduled elements) (Bristol HER: 1762M)
- Sea Mills Dock – non-listed elements (Bristol HER: 1741M)
- Limekilns west of the railway (Bristol HER: 1914M)
- Railway bridge over the River Trym, included in the Conservation Area Character Appraisal & Management Document as a historic landmark (Bristol City Council, 2011)

#### 4.4.3 Archaeological potential

Within the scheduled monument, and beyond it into the non-scheduled areas of the Roman town, there is a high potential for archaeological remains of Roman date. However, archaeological understanding of this potential is evolving, with excavations in the last decade suggest that the immediate area along the riverside may have been beyond the core of the settlement. A test pit in the area of the allotments identified a potential Romano-British quayside which would suggest that any Romano-British remains along the current riverfront would be deeply buried (Wessex Archaeology, 2015) Within the area of the historic docks and the River Trym banks there are likely to be remains associated with the wet dock and shipping associated with it. Further archaeological investigation should be undertaken in this area. Archaeological work, as well as any future groundworks within the scheduled monument will be required scheduled monument consent.

## 4.5 Cumberland Basin

### 4.5.1 Summary of character area

The Cumberland Basin character area is described in the River Avon Heritage Assessment (Insole, 2018). It includes the flood plain of the River Avon and the early 19<sup>th</sup> century Cumberland Basin, which are crossed by the 1960s road infrastructure. An additional area of consistent character downstream along the River Avon has been added to reflect the current stage in the Proposed Scheme development.



**Photograph 4: Cumberland Basin**

Historic England have undertaken a review of the heritage assets located within this area which has resulted in some changes to the baseline and additional heritage assets have been added along the banks of the river to the north of the entrance locks.



#### 4.5.2 Heritage assets

The character area contains 11 listed buildings and two conservation areas:

- Cumberland Basin walls and associated features including Junction Lock Swing Bridge (NHLE: 1202185) – Grade II listed
- A Bond Tobacco Warehouse (NHLE: 1202189) – Grade II listed
- B Bond Tobacco Warehouse (NHLE: 1208330) – Grade II listed
- Ashton Swing Bridge (NHLE: 1380341) – Grade II listed
- Avon Crescent Substation (NHLE: 1485360) – Grade II listed
- Brunel’s swing bridge alongside north entrance lock (NHLE: 1202186) – Grade II\* listed
- Brunel’s south entrance lock and swing bridge (NHLE: 1207824) – Grade II\* listed
- The Colonnade and attached front garden railings (NHLE: 1208848) – Grade II\* listed
- 16-19, Freeland Place (NHLE: 1202223) – Grade II listed
- 20 and 21 Freeland Place (NHLE: 1282268) – Grade II listed
- Freeland Court (NHLE: 1282232) – Grade II\* listed
- City Docks Conservation Area
- The Downs Conservation Area – very small part of the conservation area along the river and left bank in the northern part of the character area

The area connecting Brunel’s South Entrance Lock and the swing bridges over the north and south entrance locks forms part of the listed curtilage of the structures.

One of the identified listed buildings, Brunel’s swing bridge alongside north entrance lock (NHLE: 120186) designated Grade II\*, is entered onto Historic England’s Heritage at Risk register for 2022. It is recorded as being in a ‘very bad’ condition and is in a state of slow decay with no solution agreed (Historic England, 2022).

Although beyond the character area, the Clifton Suspension Bridge crosses the Avon approximately 210m north of the edge of the site boundary. The Grade I listed bridge (NHLE: 1205734) was designed by Isambard Kingdom Brunel and completed after his death. It is a major landmark and its setting, particularly views towards it, need to be given careful consideration.

In addition to the designated heritage assets, other non-designated heritage assets of interest are:

- Nos.1-7 Ashton Avenue – inter-war municipal housing identified as character buildings in the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011)
- Plimsoll Bridge swing bridge control tower
- Remains of bonded warehouse wharfs including mooring posts and pier timbers visible at low tide
- Portishead and Bedminster Branch Railway (N. Somerset HER: 40203)
- Clift House Tannery and former galvanized iron works, which are locally listed (LLB ID: 104 and 105)

Community engagement work undertaken in 2021 to inform Bristol City Council’s Place Vision for the western end of the floating harbour. The resulting report shows clearly that the local community strongly value the heritage and the sense of place around the Cumberland Basin and Underfall Yard. Important aspects of this include the ‘living heritage’ dynamic, of historic structures and continuing dockside use demonstrating continuity in Bristol’s maritime story (Turner.Works, 2021).

### 4.5.3 Archaeological potential

Construction within the character area also has the potential to impact archaeological remains. The HER data for the character area includes the sites of transit sheds and a harbour master's house in the Cumberland Basin (Bristol HER: 1620M, 1621M and 1520). Just south of Brunel's South Entrance Lock there was a development of 20 houses, constructed in the early 19<sup>th</sup> century (Bristol HER: 1392M).

There was a ferry crossing over the Avon from the medieval period, relocated after the construction of the Floating Harbour. Remains of the New Rownham Ferry (Bristol HER: 920M) are visible at low-tide (Insole, 2018) and there may also be remains of the Old Rownham Ferry (Bristol HER: 919M, although it is more likely that the construction of the Cumberland Basin will have erased traces of it).

The southern banks of the Avon were the site of many industrial works, including workshops for galvanised iron, a tannery, cotton mill and shipbuilding yard (Bristol HER: 1998M, 2217M, 2218M and N. Somerset HER: 5808).

Across the central part of the character area, in and around the Cumberland Basin, there is the potential for the foundations of earlier buildings to survive, such as the harbour master's house and the Cumberland Buildings. However, the extent of construction required for the 20<sup>th</sup> century road development means that this is relatively unlikely. On the southern bank of the river, however, there is potentially greater survival of earlier features. Within the River Avon's channel and banks there are known to be surviving remnants of former structures, specifically the New Rownham ferry slipways, and there may be further survival of structures within the mudflats which are not currently visible at low tide.

Further archaeological investigation should be undertaken to inform impact assessment, including archaeological boreholes and trial trenching, as appropriate to the nature and location of groundworks.

## 4.6 The Underfall and Junction Locks

### 4.6.1 Summary of character area

The Underfall and Junction Locks character area is described in the River Avon Heritage Assessment (Insole, 2018). It includes the flood plain of the River Avon and the early 19<sup>th</sup> century dam separating the Floating Harbour from the New Cut. The Underfall replaced William Jessop's original Overfall Dam and was designed by Brunel as a series of sluices to reduce the effects of silting at the western end of the harbour. The character area includes the scheduled Underfall Yard and the early 20<sup>th</sup> century shipyard buildings above the Underfall. It continues to be used for shipbuilding into the present day, which is an important facet of its intangible and communal value.

Historic England have undertaken a review of the heritage assets located within this area. However, a serious fire in the Underfall Yard in May 2023 has led to the recommendations from the review being paused. Future assessments to inform the project should ensure to check for revisions.



**Photograph 5:Chimney, Underfall Yard**

#### 4.6.2 Heritage assets

The character area contains one scheduled monument, 14 listed buildings and one conservation area:

- Underfall Yard (NHLE: 1005419) – scheduled monument
- Part of Cumberland Basin walls and associated features including Junction Lock Swing Bridge (NHLE: 1202185), specifically the South Entrance Lock - Grade II listed
- Numbers 6 and 7 and attached garden walls and piers, numbers 9 to 25 and attached garden walls and piers (NHLE: 1201974) – Grade II listed
- *Old Dock Cottages (6, 7 and 8) (NHLE: 1202184) - Grade II listed*
- *Nova Scotia Hotel Public House (NHLE: 1202387) - Grade II listed*
- Former Shipwright’s Shop (NHLE: 1202647) - Grade II listed
- *Numbers 1a and 2a and attached front garden walls and piers (NHLE: 1203621) – Grade II listed*
- *Numbers 1 and 2 and attached front garden walls and piers (NHLE: 1203629) – Grade II listed*
- Former pattern maker’s shop and stores (NHLE: 1218630) – Grade II listed
- Patent slip and quay walls (NHLE: 1218703) – Grade II listed
- *The Pump House Public House (NHLE: 1279539) – Grade II listed*
- *Old Dock Cottages (1-5) (NHLE: 1279554) – Grade II listed*
- Hydraulic Engine House (NHLE: 1202648) – Grade II\* listed
- Chimney of hydraulic engine house, approximately 2 metres north of engine house (NHLE: 1218654) – Grade II\* listed
- Machine Shop (NHLE: 1218669) - Grade II\* listed
- City Docks Conservation Area

Although located within the character area, as identified in the River Avon Heritage Assessment (Insole, 2018), several of the listed buildings are outside of the study area as defined for this assessment as a result of

the development of the Proposed Scheme. These listed buildings, italicised above, are not considered further as they are unlikely to be impacted.

In addition to the designated heritage assets, the non-designated Heritage Railway and Chocolate path form a historically important part of the historic townscape.

#### 4.6.3 Archaeological potential

Part of the Underfall Yard's significance comes from the well-preserved nature of the 19<sup>th</sup> and 20<sup>th</sup> century dockyard structures. Archaeological remains may survive, in places, of earlier periods, which would be of archaeological interest. However, these are likely to be much truncated by the dock creation.

Remains of Jessops original Overfall Dam may survive which would, if present, be of interest as they would provide physical evidence of the original design and how they compare with the documentary sources.

Further archaeological investigation should be undertaken to inform impact assessment, including archaeological boreholes and trial trenching, as appropriate to the nature and location of groundworks. Archaeological investigations, ground investigation and future groundworks for construction within the scheduled monument will require scheduled monument consent.

## 4.7 New Cut West

### 4.7.1 Summary of character area

The New Cut West character area is described in the River Avon Heritage Assessment (Insole, 2018). It includes the artificial tidal watercourse which was created along the southern edge of the Avon flood plain as part of William Jessop's development of the Floating Harbour in the early 19<sup>th</sup> century. The character area also includes the north and south banks. The upcast from the excavation of the cut was piled on the southern bank, where Coronation Road now runs. The area to the north became an island between the Floating Harbour and the New Cut, becoming known as Spike Island, and it was a predominantly industrial area in the 19<sup>th</sup> century, although with some housing along Cumberland Walls. The Harbour branch railway was constructed in the later 19<sup>th</sup> century, connecting the docks to Temple Meads Station and a walking route, the Chocolate Path, was created alongside it. Vauxhall Bridge was built to connect the north and south banks of the New Cut, replacing an earlier ferry. Gaol Ferry Bridge, at the eastern end of the character area, similarly replaced an earlier ferry.



**Photograph 6: The New Cut, looking west from Vauxhall Bridge**



#### 4.7.2 Heritage assets

The character area contains one listed building and one conservation area:

- Vauxhall Bridge (NHLE: 1202162) – Grade II listed
- City Docks Conservation Area

Non-designated heritage assets of interest include the Coronation Bridge (3282M) and the slipway of the Gaol Ferry (Bristol HER: 924M). The inclines for the ferry slipway survive on the north bank of the New Cut, although buried in mud. Remains associated with the ferry are of interest as well as the tunnel which allowed access to the riverside (referred to as Coronation Bridge). The Gaol Ferry bridge also contributes to the character of the City Docks Conservation Area.

The non-designated Heritage Railway and Chocolate path form a historically important part of the historic townscape on the northern side of the character area.

#### 4.7.3 Archaeological potential

The construction of the New Cut is likely to have removed any earlier archaeological remains of the former Avon flood plain that predate its construction. There may be buried remains of interest, however, notably including the potential for remains of an engine house associated with the New Cut's construction that is recorded as having been located on the northern side of the cut (Bristol HER: 759M). Although the building no longer survives it is possible that archaeological remains survive below ground. Depending on the character and construction method required within this character area, further archaeological investigation may be required.

### 4.8 Bathurst Basin

#### 4.8.1 Summary of character area

The character area is described in the River Avon Heritage Assessment (Insole, 2018). The Bathurst Basin is an early 19<sup>th</sup> century lock basin which connected the New Cut and the Floating Harbour until it was dammed and closed off during the Second World War. The canal basin was formed from an existing waterbody – the medieval mill pond of Trin Mill, which itself had been created artificially from the confluence of the Malago tributary and the River Avon.



**Photograph 7: Bathurst Basin**

#### 4.8.2 Heritage assets

The character area contains six listed buildings and three conservation areas:

- 2-6, Bathurst Parade (NHLE: 1204021) – Grade II listed
- 7, 8 and 9, Bathurst Parade (NHLE: 1282390) – Grade II listed
- *Robinson's Warehouse* (NHLE: 1204025) – Grade II listed
- The Louisiana Public House (NHLE: 1202665) – Grade II listed
- *The Ostrich Inn* (NHLE: 1201991) – Grade II listed
- Walls, Quays and Bollards to Bathurst Basin (NHLE: 1204010), including attached locks and the concrete dam across the southern entrance lock – Grade II listed
- City Docks Conservation Area (the majority of the character area)
- Redcliffe Conservation Area (along the northern side of the New Cut to the east of the basin)
- Bedminster Conservation Area (along the southern side of the New Cut to the east of the basin)

Although located within the character area, as identified in the River Avon Heritage Assessment (Insole, 2018), two of the listed buildings are outside of the study area as defined for this assessment as a result of the development of the Proposed Scheme. These listed buildings, italicised above, are not considered further as they are unlikely to be impacted.

There are also a number of non-designated heritage assets of interest, including:

- The basin itself, which may contain remains of archaeological or historic interest in the silt (Bristol HER: 621M)
- The early 20<sup>th</sup> century swing bridge built over the New Cut entrance lock (Bristol HER: 770M)
- Former Cardiff and Channel Steamship Co shed, located south of the entrance lock from the New Cut
- Ramped path along the entrance lock into God's Garden – a feature which may have related to the construction phase of the New Cut.
- Relieving arches under Commercial Road, west of Bedminster Bridge, which are an attractive feature on the edge of the conservation area.

#### 4.8.3 Archaeological potential

Although the development of the basin in the 19<sup>th</sup> century makes archaeological survival predating this unlikely, it is possible that remains associated with Trin Mill and its pond may survive (Bristol Her: 669M and 984M). Depending on the character and construction method required within this character area, further archaeological investigation may be required.

### 4.9 New Cut East

#### 4.9.1 Summary of character area

The New Cut East character area is described in the River Avon Heritage Assessment (Insole, 2018). It includes the artificial tidal watercourse which was created along the southern edge of the Avon flood plain as part of William Jessop's development of the Floating Harbour in the early 19<sup>th</sup> century. The character area also includes the north and south banks. Unlike the western section (see section 4.7), the natural topography, which was a shallow valley between Redcliffe Hill and Totterdown, meant that less excavation was required for this section. Along the south bank fine Georgian terraces were laid out to overlook the new riverside. The area to the north of the New Cut had included a range of medieval and was further developed with the addition of new Georgian buildings and squares. Bridges were built to connect the two areas. Today the character area still includes Georgian terraced buildings on its southern side, but the northern side was extensively redeveloped in the 20<sup>th</sup> century following heavy bomb damage during the Second World War.





**Photograph 8: The New Cut from Clarence Road, looking west**

#### 4.9.2 Heritage assets

The character area contains three listed buildings and two conservation areas:

- Bedminster Bridge (NHLE: 1201994) – Grade II listed
- Drinking fountain approximately 3 metres north west of Bedminster Bridge (NHLE: 1202146) – Grade II listed
- Langton Street Bridge (NHLE: 1202723) - Grade II listed
- Bedminster Conservation Area
- Redcliffe Conservation Area

Although predominantly located in the Totterdown Lock character area, part of the Bristol Temple Meads station complex extends into this character area and is likely to be considered as curtilage to the Grade I listed station (NHLE: 1282106). This element is Collett House, the former parcels office built in the 1930s and which is located along the northern side of Cattle Market Road (Insole, 2012).

Along the banks of the New Cut on Clarence Road there are several mooring posts on concrete footings (see Photograph 8). Although likely of mid-20<sup>th</sup> century date (Insole, 2018), these are interesting character features. Non-designated heritage assets of interest

#### 4.9.3 Archaeological potential

The construction of the New Cut and the later 20<sup>th</sup> century redevelopment of its road crossings is likely to have removed any earlier archaeological remains of the former Avon flood plain that predate its construction, as well as any remains associated with earlier structures such as Hill's Bridge (Bristol HER: 763M). Archaeological remains are relatively unlikely within this character area.

### 4.10 Totterdown Lock

#### 4.10.1 Summary of character area

The Totterdown Lock character area is described in the River Avon Heritage Assessment (Insole, 2018). It was the original course of the River Avon as it meandered from St Phillip's Marsh onto the floodplain to the

west. When the Floating Harbour and New Cut were created, Totterdown Lock and attached canal basin were created to allow direct access between the two watercourses. Totterdown Lock was infilled to prevent damage from bombing during the Second World War. The character area includes the surviving canal basin as well as the area immediately surrounding it. This was an area of heavy and polluting industries in the 19<sup>th</sup> century, although it has been mostly redeveloped in the 20<sup>th</sup> and 21<sup>st</sup> century. The character area includes part of the Grade I listed Temple Meads station, specifically the 20<sup>th</sup> century Culverhouse Extension.



**Photograph 9: Totterdown Basin, looking north**

#### 4.10.2 Heritage assets

There are two listed buildings and one conservation area within the character area:

- Temple Meads station (NHLE: 1282106) – listed Grade I
- Warehouse, former premises of Marble Mosaic Company (NHLE: 1201975) – listed Grade II
- Silverthorne Lane Conservation Area

The Bristol HER includes a large number of records for this area, but only a few are known/likely to survive. These are non-designated heritage assets of interest for this assessment:

- Albert Road Relief Line Viaduct (2148M) – locally listed bridge
- Cholera burial ground (Bristol HER: 1131M)
- Totterdown Basin and Lock (Bristol HER: 2050M and 767M)
- Colour works (Bristol HER: 2300M) – archaeological remains only
- Marsh Bridge (Bristol HER: 2625M) – widened but original piers may survive
- Totterdown Lock Bridge (Bristol HER: 768M) – much modified but some earlier structural features may survive

#### 4.10.3 Archaeological potential

This area has seen substantial redevelopment in the 20<sup>th</sup> century and there is construction ongoing across much of the area currently. As a result, remains of former industrial features and buildings are less likely to survive, but there may be localised remains across the area. Of particular sensitivity would be remains of the mid-19<sup>th</sup> century cholera burial ground (Bristol HER: 1131M), which was created on the north side of Cattle

Market Road. There are also very likely to be remains of the infilled Totterdown Lock. Depending on the character and construction method required within this character area, further archaeological investigation may be required.

## 4.11 The Feeder

### 4.11.1 Summary of character area

The character area of The Feeder is one of the newly added character areas, developed to inform the understanding of the baseline for this Proposed Scheme. Although not included as a character area, the 2018 River Avon Heritage Assessment included details of its history and importance (Insole, 2018). The Feeder Canal was constructed as part of the creation of the Floating Harbour, bringing water and river traffic from the Avon into the harbour from the east. The character area includes the canal itself, the tow path along its southern bank and the former industrial areas on both its north and south sides. On the northern side, 21st century redevelopment is ongoing, with the clearance of many former buildings. However, this is being undertaken with the retention of facades where possible, meaning that its historic built character is still apparent. The southern side was largely redeveloped in the 20th century and has a modern character. Along the tow path there are traces of its historic use with the occasional survival of brick paving, blocked access points from buildings and the profile of former wharves. There is also evidence of the entrance to a now infilled canal, which previously connected the Avon directly to the Feeder. Depending on the character and construction method required within this character area, further archaeological investigation may be required.

### 4.11.2 Heritage assets

Within the character area there are six listed buildings and one conservation area:

- St Vincent's Works and attached front area railings (NHLE: 1282118) – listed Grade II\*
- St Vincent's Works Factory (NHLE: 1202565) – listed Grade II
- St Vincent's Works, gateway and attached wall to south west (NHLE: 1202566) – listed Grade II
- Warehouse, premises of Clarks Wood Company (NHLE: 1202567) – listed Grade II
- Gasworks perimeter wall (NHLE: 1279549) – listed Grade II
- St Vincent's Works north gateway and attached walls (NHLE: 1282119) – listed Grade II
- Silverthorne Lane Conservation Area

There are also a number of non-designated heritage assets of interest, including the Feeder Canal itself and two locally listed buildings:

- Feeder Canal (Bristol HER: 2051M)
- Canal at St Phillip's Marsh (Bristol HER: 2697M)
- Rhubarb Tavern (Bristol HER: 2145M, LL\_ID 244) – locally listed
- Barton Hill Nursery School (Bristol HER: 2292M, LL\_ID 240) – locally listed
- Railway bridge (Bristol HER: 2120M)
- Marsh Lane Bridge (Bristol HER: 2130M) – 19<sup>th</sup> century abutments





**Photograph 10: St Vincent's Works, viewed from the south side of the Feeder**

#### **4.11.3 Archaeological potential**

Depending on the relative degrees of redevelopment and the scale of the original buildings, there may be surviving remains of many former industrial buildings across the character area. This includes potential remains of the Avonbank Power Station, Great Western Colliery, Netham Constructional Steel Works, limekilns, Avonside Tannery, Avonside Glue Works, saw mills, Church of St Silas, Albert Pottery, Gas Works and Asphalt Works (Bristol HER: 1841M, 2132M, 2288M, 2290M, 2291M, 2294M, 2295M, 2296M, 2297M, 2298M, 2301M, 2623M). There would also be particular interest in any archaeological remains associated with the Canal at St Phillip's Marsh (Bristol HER: 2697M).

### **4.12 Avon Riverside**

#### **4.12.1 Summary of character area**

The Avon Riverside character area is described in the River Avon Heritage Assessment (Insole, 2018). It is the river corridor along the Avon as it meanders around St Phillip's Marsh. This was an intensively developed industrial area in the 19<sup>th</sup> century, much of which has been redeveloped for 20<sup>th</sup> century industries in more recent years. The character area includes the river, which follows its natural course at this point eastwards of the New Cut, the old tow path along its northern side and the area immediately beyond this. On the south side the edges of the character area include the line of the former Bath Road, which was relocated further south following erosion. There are several railway bridges, most notably the Grade I listed Avon Bridge (NHLE: 1219892), although the historic stone bridge, built by Brunel, is hidden from view by two later metal bridges, one on either side. North of the river, accessed by a pedestrian footbridge, a municipal park was laid out in 1902 which remains in use today.





**Photograph 11: River Avon, looking towards the Albert Road Relief Line Viaduct from the south**

#### 4.12.2 Heritage assets

The character area contains one listed building – the Grade I listed Avon Bridge (NHLE: 1219892).

Non-designated heritage assets of interest within the character area include a locally listed bridge and park as well as a number of known/likely surviving historic features:

- Sparke Evans Park Bridge (Bristol HER: 2146M)
- Sparke Evans Park (Bristol HER: 1967M) – locally listed
- Disused railway bridge on the north side of Avon Bridge (Bristol HER: 2149M)
- Railway bridge on the south side of Avon Bridge (Bristol HER:2151M)
- Totterdown Bridge (Bristol HER: 2115M)
- Brickyard (Bristol HER: 1987M) – possible archaeological remains
- Brislington Gate (Bristol HER: 1991M) – former toll gate and associated structures and buildings – possibly surviving as archaeological remains on Bath Road
- Avon Works (Bristol HER: 2308M) – possible archaeological remains
- Boatbuilding yard (Bristol HER: 2309M) – possible archaeological remains
- Avonside Varnish Works (Bristol HER: 2319M) – possible archaeological remains
- Remains of the former Bath Road now overgrown along the southern bank of the River Avon

#### 4.12.3 Archaeological potential

Although much of the area along the riverbanks has been redeveloped in the 20<sup>th</sup> century, the heavy industrial and extractive nature of its earlier industries means that, in some locations, archaeological remains may survive. This is particularly the case with the brickworks and brickyards, as the associated clay pits are likely to have been of some depth. Within the area of Sparke Evans Park there may also be remains of lighter structures, such as those associated with boatbuilding. Depending on the character and construction method required within this character area, further archaeological investigation may be required.

The River Avon follows its natural course at this location meaning that there may also be remains predating the industrialisation of St Phillip's Marsh. This could include fragmentary remains of the river's historic maritime uses.

## 4.13 Netham Lock

### 4.13.1 Summary of character area

The character area is described in the River Avon Heritage Assessment (Insole, 2018). It includes the intersection of two of Bristol's main watercourses: the natural course of the River Avon as it flows south into its meander around St Phillip's Marsh and the initial section of the Feeder Canal which was entered through Netham Lock. On the southern (River Avon) side, the Avon weir marks the limit of normal tides on the Avon, and it acts to divert water into the Feeder, and the Floating Harbour beyond. Major structures include the weir, the Netham lock and 20<sup>th</sup> century road bridges and the 1930s New Brislington Bridge over the Avon.



**Photograph 12: Netham Lock and Lock Keeper's House**

### 4.13.2 Heritage assets

The character area includes two listed buildings and one conservation area:

- Netham lock, including remains of bridge (NHLE: 102559) – listed Grade II
- Lock Keeper's House at Netham Locks (NHLE: 1282061) – listed Grade II
- Avon Valley Conservation Area

Additionally, there are several non-designated heritage assets of interest:

- Any parts of the lock which would not otherwise be considered listed
- Netham dam (also known as Netham weir) (Bristol HER: 2049M)
- New Brislington Bridge (Bristol HER: 2133M)
- Bailey Bridges, Netham Lock (Bristol HER: 2239M)

### 4.13.3 Archaeological potential

The character area is largely developed, but it is possible that archaeological remains survive in places along the riverbank, especially on the River Avon side where the channel follows the river's natural course. Depending on the character and construction method required within this character area, further archaeological investigation may be required.

## 4.14 Avon Valley

### 4.14.1 Summary of character area

The character area of the Avon Valley is one of the newly added character areas, developed to inform the understanding of the baseline for this Proposed Scheme. Although not included as a character area, the 2018 River Avon Heritage Assessment included details of the history and importance of the St Anne's area, which is in the western part of the character area (Insole, 2018). The character area follows the River Avon upstream of Netham Lock as far as the hamlet of Riverside Cottages. This is predominantly low-lying, with slopes on either side of the river valley. Although quiet and agricultural, as it has largely been historically, it has an industrial history like many of the other character areas. The area's geology includes seams of coal, as well as pennant sandstone and mudstone which were both extracted for construction. The river, too, would have been a busy route for shipping, with the quarries, mines, potteries, glass and metalworks on the riverbanks using the river to bring in and export materials and finished goods. The Great Western Railway (GWR) main line crosses through the southern side of the character area. Alongside these industrial features, the character area also has several small settlements as well as grander houses and gardens. On the river itself, one notable place is the historic Conham Ferry. Depending on the character and construction method required within this character area, further archaeological investigation may be required.

### 4.14.2 Heritage assets

There are three listed buildings and one conservation area within the character area:

- Fox's Wood Tunnel West Portal (NHLE: 1409150) – listed Grade II\*
- Riverside (NHLE: 1116831) – listed Grade II
- Crew's Hole Garden Building (NHLE: 1202182) – listed Grade II
- Avon Valley Conservation Area

There are a number of non-designated heritage assets of interest:

- Site of St Anne's Chapel and holy well (Bristol HER: 1815M and 1818M)
- Brislington House – locally listed additional extent beyond the Grade II\* registered park and garden (beyond the character area) (NHLE: 1001529)
- Conham Ferry (Bristol HER: 2451M) and associated landing Steps (South Gloucestershire HER: 14795)
- Riverside Cottages (South Gloucestershire HER: 14754)
- Pump House associated with the GWR mainline (Bristol HER: 2226M)

### 4.14.3 Archaeological potential

The Avon riverbanks have been quarried and mined and developed for many associated industries, including metalworks, potteries, brick works and mills. Very few of the structures and features associated with these survive above ground. However, it is likely that archaeological remains survive in many places within the character area. This could include remains associated with St Anne's Chapel and St Anne's Well Bristol HER: 1815M and 1818). The well was formerly a place of pilgrimage and clearance in the 1870s and 1920s revealed it to be 20ft deep and with numerous coins and tokens left by pilgrims. The chapel site has been redeveloped but archaeological remains associated with the pilgrimage site. Additionally, there may be remains of St Anne's ferry on the Avon (Bristol HER: 1813M).



## 5. Statements of Significance

### 5.1 Overarching significance

#### 5.1.1 Values

The River Avon Heritage Assessment (Insole, 2018) includes an overarching description of the heritage values which collectively form the significance of the River Avon, as examined within the report, as a historic landscape and place. The report is included in Appendix C but, in summary, the values are described as follows:

- Evidential – the landscape has considerable evidential value relating to understanding the development of the city, particularly in terms of its maritime use.
- Historic – as an engineered landscape, the River Avon and New Cut include elements of particular value through their association with William Jessop, Isambard Kingdom Brunel and Thomas Howard.
- Aesthetic – the post-industrial development of the docks has transformed the area into a leisure landscape, particularly evident at the western end where there are important views of the Avon Gorge not publicly accessible before the 1990s. The eastern part of the study area has natural aesthetic values drawn from the River Avon.
- Communal – the docks, as a place of work, are part of people’s living memory, which is a part of its communal value, as well as its more recent leisure use.

#### 5.1.2 The Avon, Floating Harbour, New Cut and Feeder Canal

The Bristol Heritage Framework *Our Inherited City* (Bristol City Council, 2015) describes the Floating Harbour, and the associated New Cut, as ‘Bristol’s primary heritage asset’. The history of Bristol has been fundamentally shaped by its relationship to the Avon – even its name means ‘the place by the bridge’. The globally significant innovations in engineering required to allow the docks to operate and flourish, through the management of the Avon’s extreme tidal range by the creation of the Floating Harbour, fundamentally altered the physical, commercial and social landscape of the city. While there are many individual heritage assets that form part of the Avon, Floating Harbour, New Cut and Feeder Canal, they form one overarching historic landscape, combining both natural and engineered features. The design, including its specific links to Jessop, Brunel and Howard, is of both historic and architectural interest, while buried remains are of archaeological interest. The Floating Harbour has been the subject or location of several works of art, ranging from 19<sup>th</sup> century oil paintings to Banksy’s *Girl with a Pierced Eardrum*, contributing to its artistic interest (Deaden, 2014, ArtUK, 2023 - example).

#### 5.1.3 Previously unrecorded archaeological remains

Although archaeological potential is variable across the project area, due to the relative intensity of past development and natural processes, where archaeological remains survive, they will be of interest for the evidence they can provide of the people who lived, worked, worshipped and died in the area from the prehistoric period onwards. Extensive archaeological work in the city has allowed detailed analysis of the current knowledge base and its limitations, published in *Bristol: An Archaeological Assessment* (Baker, et al., 2018).

Archaeological remains of pre-dating the later medieval and post-medieval development of Bristol have been relatively rare, although evidence from the city’s hinterland indicates settlement across the surrounding area. Later remains may contribute to our understanding of the city’s growth and success and, in particular, may reveal more evidence relating to the innovations in engineering pioneered through the development of the Floating Harbour. All archaeological remains will have archaeological interest and should be considered against the wider understanding of Bristol’s archaeology.

## 5.2 Crockern Pill

Crockern Pill includes a historic harbour and the settlement which grew up around it, notable as the site of a ferry across the Avon. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 4. Given the nature of the proposals, impacts are likely to be particularly focused on the direct riverside assets of the Watch House and Lamplighters Ferry, as well as on previously unrecorded archaeological remains potentially present within Pill Harbour.

**Table 4: Heritage assets in Crockern Pill**

ID	Name	Significance	Setting	Importance
1129831	Watch House, Retaining Walls to the River and Garage	Architectural and historic interest	Riverside setting essential to how it is understood	High
1320644	Mulberry Cottage	Architectural and historic interest	Setting within the settlement contributes to its significance	High
N Somerset HER: 5482, 740	Lamplighters Ferry	Historic and archaeological interest	Riverside setting essential to how it is understood	Low
N Somerset HER: 40502	Pill Harbour	Archaeological interest	Riverside setting essential to how it is understood	Low
N Somerset HER: 40203 and 40325	Portishead and Bedminster Railway and Viaduct	Historic interest	Setting only	Low
N Somerset HER: 40013	Duke of Cornwall public house	Historic and architectural interest	Riverside setting and place within the settlement a contributor to its significance	Low
-	Archaeological remains- unknown	Archaeological interest	Unknown	Potentially medium

### 5.2.1 Watch House, Retaining Walls to the River and Garage

This is a historic building, listed Grade II, built c.1850 as a customs house. The listing includes the house, its retaining walls to the river and a former boathouse, now used as a garage. Its architecture is both functional and as a signifier of its role – its bastion-like retaining walls to the river both protect from erosion and give it a prominent appearance when viewed from the river. It is one of a group of administrative buildings constructed along the River Avon in the 19<sup>th</sup> century as part of the management of traffic entering and leaving the Bristol Docks – other buildings in the Proposed Scheme area include the Haven Master’s Office in the Lamplighters character area and the Sea Mills signal station. It is a historic building with architectural and historic interest and a riverside setting which is essential to how it is understood.

It is an asset of **high** importance.

### 5.2.2 Lamplighters Ferry and Duke of Cornwall public house

The surviving slipway for the Lamplighters Ferry is part of a group of heritage assets, including the Duke of Cornwall public house on the south side of the River Avon, another slipway on the northern side, former ticket hut and the Lamplighters public house. There is potential for archaeological remains associated with the ferry and the extant structures within the group are of historical interest. The riverside setting of the group is essential to how it is understood.

The ferry is a heritage asset of **low** importance.

### 5.2.3 Archaeological remains

There is a high potential for archaeological remains within Pill Harbour and the surrounding area, potentially including evidence of historic river crossing dating to the prehistoric or Roman periods, as well as centuries of boat-building and repair and other riverside activities. There is the potential for archaeological remains at Pill to contribute to regional research agenda questions, including improving understanding of non-villa Roman rural settlement, assess information for Roman ports and develop understanding of the broader social and industrial development of the Bristol region in the 17<sup>th</sup> and 18<sup>th</sup> centuries (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.3 Lamplighters

### 5.3.1 Summary

The Lamplighters area of the study area comprises an area of open ground and residential properties along the northern bank of the River Avon. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 5. Given the nature of the proposals, impacts are likely to be particularly focused on the direct riverside assets of the Haven Master's Office, Lamplighters Ferry and the Lamplighters Public House, as well as on the conservation area and any previously unrecorded archaeological remains along the waterfront.

**Table 5: Heritage assets in the Lamplighters area**

ID	Name	Key elements of significance	Setting	Importance
1202597	The Lamplighters Public House	Architectural and historic interest	Riverside setting within the hamlet of Lamplighters makes a positive contribution	High
1208805	Wellington House and attached stables	Architectural interest	Setting within the hamlet of Lamplighters makes a positive contribution	High
1282096	105, Station Road	Architectural interest	Setting within the hamlet of Lamplighters makes a positive contribution	High
1292983	103, Station Road	Architectural interest	Setting within the hamlet of Lamplighters makes a positive contribution	High
1292908	Myrtle Hall	Architectural interest	Its setting does not make a particular contribution	High
CA7	Shirehampton Conservation Area	Historic and architectural interest	Views across the surrounding landscape make a positive contribution	Medium
Unlisted building of merit in conservation area appraisal	Haven Master's Office	Architectural and historic interest	Riverside setting is essential to how it is understood	Medium



ID	Name	Key elements of significance	Setting	Importance
North Somerset HER: 740	Lamplighters Ferry, including ticket office and slipway	Historic and archaeological interest	Riverside setting is essential to how it is understood	Low
-	Archaeological remains- unknown	Archaeological interest	Unknown	Potentially medium

### 5.3.2 Lamplighters Public House

The earliest building in the hamlet of Lamplighters, the Grade II listed Lamplighters Public House stands above the ferry slipway and was established as a roadside inn serving travellers using the river crossing. It was built in the late 17<sup>th</sup> or early 18<sup>th</sup> century and remains in use as a public house. It is set apart from the later Georgian buildings along Station Road as it is an imposing building designed to be viewed from the river and riverside. It is of architectural and historic interest and its setting, overlooking the ferry crossing, is essential to how it is understood.

It is a heritage asset of **high** value.

### 5.3.3 Shirehampton Conservation Area

Shirehampton Conservation Area includes the historic village core of Shirehampton, focused on a village green and the surrounding residential estates formed as part of the Shirehampton Garden Suburb in the early 20<sup>th</sup> century. To the south, there is a detached part of the conservation area comprising the historic settlement of Lamplighters – a quiet residential area with large Georgian villas and an inn. The Lamplighters part of the conservation area is within the study area. The conservation area appraisal (Martyn, 2023) identifies the unlisted buildings on the northern side of Station Road (91-101, Station Road) as being a group of merit with the facing 68, Station Road a building of character.

The conservation area is an important area of historic townscape, with several distinct phases of development reflecting stages in its evolution. The Lamplighter’s Marsh part of the conservation area includes groups of Georgian buildings, the historic ferry landing slip for the Lamplighter’s Ferry (North Somerset HER: 740), the late 18<sup>th</sup> century public house, formerly the Lamplighters Hall (NHLE: 1202597) and the Haven Master’s Office.

The setting of the conservation area contributes to its significance, with views across the surrounding countryside emphasising its separation from the urban density of Bristol city as well as through the functional associations of Lamplighters to the river and ferry crossing to Pill. From the Lamplighters part of the conservation area, views along the Avon Foreshore have an open aspect providing a green setting and a wide angle of views. Views towards the Lamplighters Public House from the riverside are also important.

The conservation area is a heritage asset of **medium** importance.

### 5.3.4 Haven Master’s Office

A building functioning as the Haven Master’s Office has stood at this location since the late 19<sup>th</sup> century, although the current building is mid-20<sup>th</sup> century in date. It is part of a group of buildings associated with the management of Bristol Docks strung along the Avon and its historic function is reflected in its riverside location and architectural style. It is of architectural and historic interest, identified as an unlisted building of merit within the Shirehampton Conservation Area. Its riverside setting is essential to how it is understood.

It is a heritage asset of **medium** importance.

### 5.3.5 Lamplighters Ferry

The surviving slipway for the Lamplighters Ferry is part of a group of heritage assets, including the former ticket office, Lamplighters Public House and the inn and slipway on the southern side of the river. There is potential for archaeological remains associated with the ferry and the extant structures within the group are of historical interest. The riverside setting of the group is essential to how it is understood.

The ferry is a heritage asset of **low** importance.

### 5.3.6 Archaeological remains

There is the potential for previously unrecorded archaeological remains, including Romano-British or earlier features relating to a river crossing at this location as well as other settlement related activity. There is also the possibility for important palaeolithic remains where the river terrace gravels are present.

There is the potential for archaeological remains at Lamplighters to contribute to regional research agenda questions, including improving understanding of non-villa Roman rural settlement, assess information for Roman ports and expand application of scientific dating techniques to archaeological remains associated with the Bristol Avon’s fluvial terrace systems (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.4 Sea Mills

Sea Mills is a suburb of Bristol notable as the site of a Roman riverside settlement, 18<sup>th</sup> century wet dock and 20<sup>th</sup> century public housing scheme. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 6. Given the nature of the proposals, impacts are likely to be particularly focused on the direct riverside assets of the historic docks, signal stations, railway related assets and the conservation area. There may also be archaeological remains associated with the Roman town, although previous excavations have indicated that the current riverbank is likely to have been outside the settlement.

**Table 6: Heritage assets in the Sea Mills area**

ID	Name	Significance	Setting	Importance
1408558	Part of the Roman Settlement of Abonae	Archaeological interest	Riverside setting important to how it is understood	High
1202563	Harbour Walls of Sea Mills Docks	Historic and archaeological interest	Former dock area on the River Trym essential to how it is understood	High
LL_ID 41	Sea Mills Signal Station	Architectural and historic interest	Riverside setting essential to historic function	Medium
LL_ID 42	Sea Mills Railway Station	Architectural interest	Sea Mills settlement and the railway line make a positive contribution	Medium
LL_ID 44	Station Master’s House, Sea Mills	Architectural interest	Sea Mills settlement and the railway line make a positive contribution	Medium
LL_ID 45	Old Signal Station, Sea Mills	Architectural and historic interest	Riverside setting essential to historic function	Medium
LL_ID 46	No. 79 Sea Mills Lane	Architectural and historic interest	Facing the area of the former docks on the River Trym – part of its historical interest	Medium

ID	Name	Significance	Setting	Importance
LL_ID 47	The Coach House	Architectural interest. Group value with No.79	Limited to its association with No.79	Medium
Bristol HER: 1914M	Limekilns west of the railway	Archaeological and historic interest	Riverside and ornamental landscape is important to how they are understood historically	Low
-	Railway Bridge	Historic interest	Sea Mills settlement and the railway line make a positive contribution	Low
CA 21	Sea Mills Conservation Area	Historic and architectural interest	Landscape setting is important allowing extensive views into and out of the conservation area	Medium
	Archaeological remains- unknown	Archaeological interest	Unknown	Medium to high

#### 5.4.1 Harbour Walls of Sea Mills Docks

The harbour walls are the Grade II listed surviving remnants of one of the country's earliest 'wet' docks. It was built in the 18<sup>th</sup> century as a venture by Bristol merchant Joshua Franklin. It was intended to be a boat repair facility and came to be a whaling station and anchorage for privateers. However, it failed to succeed and closed in the mid-18<sup>th</sup> century. The surviving walls are of archaeological and historic interest. Their setting is the area of the former docks, which were located at the confluence of the Rivers Trym and Avon. Its setting is essential to its former function and makes a positive contribution to its significance.

It is a heritage asset of **high** importance.

#### 5.4.2 Signal Stations

There are two former signal station buildings on the riverfront at Sea Mills, built to guide traffic entering and leaving the Bristol Docks. The earlier of the two (the Old Signal Station) was built in the mid-19<sup>th</sup> century, replaced by a mid-20<sup>th</sup> century building closer to the confluence of the Rivers Trym and Avon. Both buildings are extant, although converted to housing. Both buildings are locally listed and are both identified as landmark buildings in the conservation area (Bristol City Council, 2011). They have historic and architectural interest. Their setting is linked inherently to the River Avon, intended to view the river and be viewed from it. Their setting, therefore, is essential to how they are understood historically.

They are heritage assets of **medium** importance.

#### 5.4.3 Railway related assets

The Bristol Port & Pier Railway opened in 1865 and the line and associated station, station master's house and railway bridge across the River Trym form a small group of railway related heritage assets within the Sea Mills Conservation Area. The railway station and station master's house are both locally listed buildings, and the conservation area names the railway bridge as a historic landmark (Bristol City Council, 2011). As a group these buildings and structures are of historic interest, illustrating the influence of railway engineering on the layout of the settlement and influencing its later development as a suburb of Bristol. The station and station master's house both share a domestic style likely influenced by the rural aesthetic tradition found in some countryside station buildings. They are of architectural interest. These assets form a group and their interrelationship, as well as their association with the settlement of Sea Mills, makes a positive contribution to their significance.



The locally listed buildings are of **medium** importance, while the railway line itself and the railway bridge are heritage assets of **low** importance.

#### 5.4.4 Sea Mills Conservation Area

The primary significance of Sea Mills Conservation Area is, as with Shirehampton, its importance as an intact example of a Garden Suburb. It is described as ‘Bristol’s finest example of planned post-WWI municipal housing’ (Bristol City Council, 2011). However, the conservation area has considerably greater time depth, being built on top of the surviving archaeological remains of the Roman town of *Abonae*, and adjacent to the 18<sup>th</sup> century docks. There are a number of buildings within the study area which are considered to be important non-designated heritage assets, including the two former signal stations and the railway station.

The conservation area is detached from the main density of Bristol’s urban layout and its setting includes areas of other low-density housing, older rural settlement and the wooded parkland associated with Kings Weston House. This setting allows extensive views into and out of the conservation area and make a positive contribution to how it is experienced and understood.

The conservation area is a heritage asset of **medium** importance.

#### 5.4.5 Archaeological remains

There is the potential for Roman and other archaeological remains. Roman remains, whether within the scheduled monument, or beyond it but associated, could be of national significance due to their archaeological interest. They particularly have the potential to contribute to regional research agenda questions including improving understanding of non-villa Roman rural settlement, assess information for Roman ports and develop understanding of the broader social and industrial development of the Bristol region in the 17<sup>th</sup> and 18<sup>th</sup> centuries (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. They are likely to be of **medium** to **high** importance.

### 5.5 Cumberland Basin

The Cumberland Basin is the western end of the Floating Harbour and the character area defined in the River Avon Heritage Assessment (Insole, 2018) includes the basin, its associated lock gates, the western end of the New Cut and the landscape between these features. A key part of Jessop’s Floating Harbour design, this area was also heavily influenced by Brunel and Howard, who re-engineered parts of the associated bridges and locks, and the basin itself, respectively. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 7. Given the nature of the proposals, impacts are likely to be particularly focused on the outer (Avon/New Cut) side of the Cumberland Basin area, including the outer edges of the basin and its lock gates, the A and B Bond Tobacco Warehouses and the City Docks Conservation Area. PFR is also proposed to the basements of the Grade II\* listed Colonnade and works to improve the existing wall to the riverside of Freeland Place but impacts are likely to be limited. Previously unrecorded archaeological remains may also be impacted.

**Table 7: Heritage assets within the Cumberland Basin area**

ID	Name	Significance	Setting	Importance
1202185	Cumberland Basin walls and associated features including Junction Lock Swing Bridge	Historic and architectural interest	Part of a group with other assets associated with the western end of the Floating Harbour	High
1202189	A Bond Tobacco Warehouse	Historic and architectural interest	Part of a group with other assets associated with the western end of the Floating Harbour	High

ID	Name	Significance	Setting	Importance
1208330	B Bond Tobacco Warehouse	Historic and architectural interest	Part of a group with other assets associated with the western end of the Floating Harbour	High
1380341	Ashton Swing Bridge	Historic and architectural interest	Setting only	High
1485360	Avon Crescent Substation	Historic and architectural interest	Part of a group with the Underfall Yard	High
1202186	Brunel's swing bridge alongside north entrance lock	Historic and architectural interest	Part of a group with other assets associated with the western end of the Floating Harbour	High
1207824	Brunel's south entrance lock and swing bridge	Historic and architectural interest	Part of a group with other assets associated with the western end of the Floating Harbour	High
1208848	The Colonnade and attached front garden railings	Historic and architectural interest	Part of a group of Georgian buildings arranged along the riverside, part of the development of Hotwells and Clifton in the 18 <sup>th</sup> and early 19 <sup>th</sup> centuries.	High
1202223	16-19, Freeland Place	Historic and architectural interest	Part of a group of Georgian buildings arranged along the riverside, part of the development of Hotwells and Clifton in the 18 <sup>th</sup> and early 19 <sup>th</sup> centuries.	High
1282268	20 and 21 Freeland Place	Historic and architectural interest	Part of a group of Georgian buildings arranged along the riverside, part of the development of Hotwells and Clifton in the 18 <sup>th</sup> and early 19 <sup>th</sup> centuries.	High
1282232	Freeland Court	Historic and architectural interest	Part of a group of Georgian buildings arranged along the riverside, part of the development of Hotwells and Clifton in the 18 <sup>th</sup> and early 19 <sup>th</sup> centuries.	High
1205734	Clifton Suspension Bridge	Historic and architectural interest	Avon Gorge, particularly views including Clifton from Bristol	Very high
CA 17	City Docks Conservation Area	Architectural, historic and archaeological interest	Formed by relationship between the watercourses (natural	High

ID	Name	Significance	Setting	Importance
			and artificial) and the built heritage	
CA 21	The Downs Conservation Area	Architectural, historic and archaeological interest	The Avon Gorge and the slopes of Clifton and Stoke Bishop make a positive contribution	Medium/High
-	Nos. 1-7 Ashton Avenue	Architectural	The surrounding townscape within the City Docks Conservation Area makes a positive contribution	Medium
-	Plimsoll Bridge swing bridge control tower	Architectural	The 20 <sup>th</sup> century road network within which it is located	Medium
-	Remains of bonded warehouse wharf and mooring posts visible at low tide	Archaeological	The association with the Bonded Warehouses and the River Avon makes a positive contribution	Low
N. Somerset HER: 40203	Portishead and Bedminster Branch Railway	Historic interest	Railway corridor but not sensitive to wider change	Low
LLI_ID 104 and 105	Clift House Tannery and former galvanized iron works	Historic and architectural interest	Wider industrial area south of the New Cut makes a positive contribution	Medium
-	Archaeological remains	Archaeological interest	Unknown	Medium

### 5.5.1 Cumberland Basin, Locks and Swing Bridges

The Cumberland Basin, with its associated locks, swing bridges and other structures, form a group of particular significance and sensitivity. The basin was initially created as part of William Jessop's design for the Floating Harbour and was reworked, in part, by Thomas Howard later in the 19<sup>th</sup> century. Brunel was involved in re-engineering elements of the north and south entrance locks and adding swing bridges. These structures are of historic interest as examples of the work of these three prominent engineers and through their association with the Floating Harbour and its influence on the development of Bristol. Architecturally they are of interest through their design and engineering.

As a group, individual assets have settings which contribute to their significance through the legibility of their relationships. Overall, the setting of the basin is the intersection between the New Cut and Floating Harbour with the River Avon to the west and the city of Bristol as it extends around it.

These are heritage assets of **high** importance.

### 5.5.2 A and B Bond Tobacco Warehouses

Two early 20<sup>th</sup> century bonded warehouses, built to allow the management and storage of goods prior to the payment of duty, located on the northern side of the New Cut. There are three of these warehouses, although the third, the C Bond Tobacco Warehouse, is located on the southern side of the New Cut. The A Bond Warehouse was built first in 1905. The B Bond Warehouse followed in 1908. Both were designed by the Docks Committee Engineer and built by William Cowlin & Sons. The B Bond Warehouse is of particular significance as the first important structure to use Edmond Coginet's reinforced concrete system (Historic England, 1988). The buildings are of historic and architectural interest.



Both buildings are dominant in the landscape, clearly visible along the river and New Cut as well as from Spike Island. Although their design is functional, their sheer size makes them landmarks and views towards them contribute to their significance.

These are heritage assets of **high** importance.

### 5.5.3 City Docks Conservation Area

Covering the largest area of Bristol’s waterways, including the Floating Harbour and New Cut, this conservation area is of considerable sensitivity and significance. With an extensive number of designated buildings as well as well-preserved non-designated historic buildings, the area has architectural interest, with historic interest derived from its central role in the history of mercantile Bristol and its association with the engineering works which created the landscape as it is today. There are likely to be extensive archaeological remains, including those associated directly with the historic industries. It also has artistic interest, both as a subject of artworks historically and as the location of new works, such as Banksy’s Girl with a Pierced Eardrum.

The setting of the conservation area is intrinsically formed by the relationship between the built environment and the waterways of the New Cut and Floating Harbour, which form its setting and make an important contribution to its significance.

Given the international significance of the Floating Harbour and its associated structures, the conservation area is considered to be of **high** importance.

### 5.5.4 Archaeological remains

There is the potential for archaeological remains associated with the Jessop and Brunel dockyard structures as well as features including the slipways for ferry crossings, industrial activities, and other river-related activities. There is the potential for archaeological remains to contribute to regional research agenda questions, including helping to develop understanding of the broader social and industrial development of the Bristol region in the 17th and 18th centuries (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.6 The Underfall and Junction Locks

The Underfall Yard and Junction Locks is an area with a concentration of some of the most significant historic buildings and structures associated with the Floating Harbour and New Cut. William Jessop had designed the Overfall Dam as part of the management of water levels in the Floating Harbour. However, excessive silting led to Brunel re-designing this interface as a series of sluices (the Underfall). The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e. they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 8Table 7. Given the nature of the proposals, impacts are likely to be particularly focused on the outer (Avon/New Cut) side of the Underfall Yard area, including the outer edge of the scheduled monument, the conservation area and the non-designated heritage railway the Chocolate Path. Previously unrecorded archaeological remains may also be impacted.

**Table 8: Heritage assets within the Underfall and Junction Locks area**

ID	Name	Significance	Setting	Importance
1005419	Underfall Yard	Historic and archaeological interest	Setting within the Floating Harbour is essential to how it is understood	High
1202185	Cumberland Basin walls and associated features including Junction Lock Swing Bridge	Historic and architectural interest	Part of a group with other assets associated with the western end of the Floating Harbour	High

ID	Name	Significance	Setting	Importance
1201974	Numbers 6 and 7 and attached garden walls and piers, numbers 9 and 25 and attached piers	Historic and architectural interest	Historic townscape setting makes a positive contribution	High
1202647	Former Shipwright's Shop	Historic, architectural and archaeological interest	Setting within the Floating Harbour is essential to how it is understood	High
1218630	Former pattern maker's shop and stores	Historic and architectural interest	Setting within the Floating Harbour is essential to how it is understood	High
1218703	Patent slip and quay walls	Historic and archaeological interest	Setting within the Floating Harbour is essential to how it is understood	High
1202648	Hydraulic Engine House	Historic and architectural interest	Setting with the Underfall Yard essential to how it is understood	High
1218654	Chimney of hydraulic engine house	Historic and architectural interest	Setting with the Underfall Yard essential to how it is understood	High
1218669	Machine Shop	Historic and architectural interest	Setting within the Floating Harbour is essential to how it is understood	High
CA 17	City Docks Conservation Area	Architectural, historic and archaeological interest	Formed by relationship between the watercourses (natural and artificial) and the built heritage	High
	Heritage Railway and Chocolate Path	Historic and architectural interest	Setting within the City Docks landscape is essential to how it is understood	Medium
	Archaeological remains	Archaeological interest	Unknown	High

### 5.6.1 Underfall Yard

The Underfall Yard is an essential part of the design and infrastructure of the Floating Harbour. Jessop's original scheme included an overfall weir at the point where the original course of the Avon had been dammed, prior to the excavation of the New Cut. However, there were problems with silt build up, so Isambard Kingdom Brunel re-engineered the system, developing a series of culverts, sluices and sumps for silt. The Underfall Yard is a scheduled monument, which includes the historic sluice system as well as an area of wharf side, slipway and workshops above. As an essential component of the Floating Harbour infrastructure, as well as one which was designed and developed by both Jessop and Brunel, the Underfall Yard has considerable historic, archaeological and artistic interest. Further, it has remained a centre for traditional boat repair skills, which gives it artistic interest.

Its setting is formed by the New Cut and the Floating Harbour. Its position between them is essential to how it is understood.

It is a heritage asset of **high** importance.

### 5.6.2 Heritage Railway and the Chocolate Path

The Harbour Railway and Chocolate Path, named for the distinctive ‘chocolate bar’ tiling are important historic landscape components within the City Docks Conservation Area (City Design Group, 2011). The Chocolate Path is an early example of leisure infrastructure being introduced into what had been an industrial area in Bristol. The absence of trees along it suggests that views were part of how it was intended to be experienced. The Harbour Railway, now used as a heritage railway, should be considered as part of a group with the Grade II listed Vauxhall Bridge (NHLE: 1202162), as they formed a phase of historic development along the New Cut. The significance of the heritage railway and the Chocolate Path is derived from their historic interest, something which is supported through the aesthetic and communal values ascribed to it today.

The setting of the railway and chocolate path is the New Cut and Spike Island. Views from the pathway are thought to be part of its historic function and contribute to its significance. Further, they contribute to the significance of the City Docks Conservation Area through the contribution it makes to its character and setting.

They are a heritage asset of **medium** importance.

### 5.6.3 City Docks Conservation Area

The significance of the conservation area is described in section 5.5.3. It is a heritage asset of **high** importance.

### 5.6.4 Archaeological remains

Archaeological remains associated with the Underfall Yard or the preceding Overfall Dam, whether located within the scheduled monument or not, are likely to be considered of national importance due to their evidential and historical value.

Any archaeological remains would be of archaeological interest. They are likely to be of **high** importance.

## 5.7 New Cut West

The New Cut West character area was defined in the River Avon Heritage Assessment (Insole, 2018) and includes the artificial tidal watercourse of the New Cut between the Cumberland Basin and Bathurst Basin. The New Cut is an essential component of the Floating Harbour design, created to divert the tidal flow of the Avon along the southern edge of its floodplain and allow consistent water levels along the former watercourse, now the Floating Harbour. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 9. Given the nature of the proposals, impacts are likely to be particularly focused on Vauxhall Bridge, the City Docks Conservation Area, the slipway of the Gaol Ferry and the Chocolate Path and Heritage Railway. Previously unrecorded archaeological remains may also be impacted.

**Table 9: Heritage assets in the New Cut West area**

ID	Name	Significance	Setting	Importance
-	Chocolate Path and Heritage Railway	Historic and architectural interest	Setting within the City Docks landscape is essential to how it is understood	Medium
1202162	Vauxhall Bridge	Historic and architectural interest	The New Cut and the Chocolate Path/railway are the setting of the bridge and are	High



ID	Name	Significance	Setting	Importance
			essential to its function and context	
CA17	City Docks Conservation Area	Architectural, historic and archaeological interest	Formed by relationship between the watercourses (natural and artificial) and the built heritage	High
Bristol HER: 3282M	Coronation Bridge	Historic interest	The setting is the New Cut, which is essential to understanding the asset (which allowed access to a ferry)	Medium
Bristol HER: 924M	Slipway of the Gaol Ferry	Historic and archaeological interest	The New Cut forms the setting of the ferry and has an essential functional relationship	Medium
	Archaeological remains	Archaeological interest	Unknown	Medium

### 5.7.1 Vauxhall Bridge

Vauxhall Bridge was built as a swing bridge across the New Cut in 1900 and was the earliest bridge across the watercourse, which had previously been crossed by ferries. It forms part of a group of contemporary assets with the Chocolate Path and the Harbour Railway, which were developed as an early introduction of leisure and pedestrian infrastructure into what had been a heavily industrialised landscape. Much of the bridge's original material survives although it no longer swings. The bridge is of architectural and historic interest. As part of its position in the landscape, it also has aesthetic and communal value.

Views from the bridge are particularly important to its aesthetic value, while views of it from the Chocolate Path are part of how its architectural interest is appreciated. Its setting is the New Cut and the townscape to the north and south. This makes a positive contribution to its significance.

It is a heritage asset of **high** importance.

### 5.7.2 Slipway to the Gaol Ferry

The slipway to the former Gaol Ferry (replaced by the Gaol Ferry Bridge) survives, although it has been obscured by silt. The remains have archaeological and historic interest and are part of a group with the historic site of the ferry, Coronation Bridge (which is a tunnel that allowed access to the river side for the ferry) and the bridge. This group allows the individual elements to remain legible in the landscape as a historic river crossing which contributes communal values due to its part in the sense of place and history along the river.

Its setting is the New Cut, which is integral to how it is understood.

It is a heritage asset of **medium** importance.

### 5.7.3 City Docks Conservation Area

The significance of the conservation area is described in section 5.5.3. It is a heritage asset of **high** importance.

### 5.7.4 Heritage Railway and the Chocolate Path

The significance of these assets is described in section 5.6.2. It is a heritage asset of **medium** importance.

### 5.7.5 Archaeological remains

Archaeological remains, such as those potentially associated with the site of an engine house associated with the New Cut's construction, would be of archaeological and historic interest and have the potential to contribute to regional research agenda questions such as providing evidence on the industrial and social development of Bristol in the 17<sup>th</sup> and 18<sup>th</sup> centuries (Webster, 2007; Bone, et al., 2006).

Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.8 Bathurst Basin

The Bathurst Basin character area was defined in the River Avon Heritage Assessment (Insole, 2018) and includes the lock basin and section of the New Cut. The lock basin is contemporary with the New Cut and the Floating Harbour and was created using a historic millpool on the confluence of the former Malago tributary and the River Avon. Although no longer functioning as a transition point between the Floating Harbour and the New Cut, as it was permanently dammed during the Second World War, the basin remains an important part of the historic character of the city docks and the Floating Harbour. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 10. Given the nature of the proposals, impacts are likely to be particularly focused on the southern (New Cut) side of the character area, including the listed walls and quays of Bathurst Basin, the entrance lock from the New Cut, non-designated historic structures along the edge of the New Cut and the City Docks and Redcliffe Conservation areas. Previously unrecorded archaeological remains may also be impacted.

**Table 10: Heritage assets within the Bathurst Basin area**

ID	Name	Significance	Setting	Importance
1204021	2-6 Bathurst Parade	Historic and architectural interest	Bathurst Basin, which makes a positive contribution	High
1282390	7, 8 and 9 Bathurst Parade	Historic and architectural interest	Bathurst Basin, which makes a positive contribution	High
1202665	The Louisiana Public House	Historic and architectural interest	Bathurst Basin, which makes a positive contribution	High
1204010	Walls, Quays and Bollards to Bathurst Basin	Historic and archaeological interest	Bathurst Basin and the Floating Harbour, which are essential to its understanding	High
CA17	City Docks Conservation Area	Architectural, historic and archaeological interest	Formed by relationship between the watercourses (natural and artificial) and the built heritage	High
CA13	Redcliffe Conservation Area	Architectural, historic and archaeological interest	Setting formed by the New Cut and Floating Harbour and the townscape of central Bristol – this makes a positive contribution	Medium
CA25	Bedminster Conservation Area	Architectural, historic and archaeological interest	The New Cut forms a major part of the areas setting, artificially separating it from the land on the north side. This is an important	Medium

ID	Name	Significance	Setting	Importance
			part of the area's development and makes a positive contribution as a result	
Bristol HER: 770M	Early 20 <sup>th</sup> century swing bridge remains	Historic and archaeological interest	Bathurst Basin and the New Cut, which are essential to how it is understood	Medium
-	Former Cardiff and Channel Steamship Co. Shed	Architectural and historic interest	Bathurst Basin and the New Cut, which are its historic context and make a positive contribution	Medium
-	Ramped path, God's Garden	Historic interest	Closely linked to the New Cut, which makes a positive contribution	Medium
-	Relieving arches under Commercial Road	Architectural interest	The New Cut and the road above, which is essential to how they are understood	Medium
	Archaeological remains	Archaeological interest	Unknown	Unknown

### 5.8.1 Walls, Quays and Bollards to Bathurst Basin and south entrance lock

The Bathurst Basin, with its associated locks and other structures, is an important part of William Jessop's Floating Harbour. It was created from a historic millpond, constructed with ashlar quay walls and steps and cast-iron mooring posts and bollards. Landing stages were added in the mid-19<sup>th</sup> century. Entrance into the basin from the south is through the south entrance lock. The lock was permanently dammed during the Second World War but remains as a legible in its context. As a key component of the Floating Harbour, the Bathurst basin structures are of architectural and historic interest.

The setting of the asset is the overarching basin surroundings, which includes terraced houses, the Victorian hospital to the east, the New Cut to the south and the Floating Harbour to the north. The setting is essential to how it is understood.

These are heritage assets of **high** importance.

### 5.8.2 City Docs Conservation Area

The significance of the conservation area is described in section 5.5.3. It is a heritage asset of **high** importance.

### 5.8.3 Redcliffe Conservation Area

The Redcliffe Conservation Area includes the western central part of Bristol on an island of land created by the construction of the Floating Harbour and the New Cut. It is characterised by its distinct topography, Georgian squares, Victorian industrial buildings and modern commercial and residential developments. The conservation area has architectural, archaeological and historic interest.

Bounded by water on three sides (the New Cut, Floating Harbour and Bathurst Basin), the conservation area has a setting shaped by both the natural topography (with its steep sandstone banks) and the artificial landscape of the docks. This setting is a central part of how the area has developed historically and, as a result, makes an important contribution to its significance.

It is a heritage asset of **medium** importance.



#### 5.8.4 Former Cardiff and Channel Steamship Co. Shed

This is an unlisted structure on the banks of the New Cut, just east of the south entrance lock to Bathurst Basin. It is shown on historic maps from the late 19<sup>th</sup> century. It is included as a character building with the City Docks Conservation Area. It has historic interest resulting from its former use.

Its setting is formed by the New Cut and the Bathurst Basin – this is essential to how its historic interest is understood.

It is a heritage asset of **medium** importance.

#### 5.8.5 Ramped path, God’s garden

The ramped path leading down into ‘God’s Garden’ was identified as an early landscape feature in the River Avon Heritage Assessment (Insole, 2018). The Ashmead 1828 plan shows that this path once led to stepped access to the New Cut, and it is possible that it was part of the actual construction of the New Cut. It is of historic interest through its relationship with the Jessop phase of the New Cut/floating Harbour’s creation.

Its setting is formed by the New Cut – this is essential to how its historic interest is understood.

It is a heritage asset of **medium** importance.

#### 5.8.6 Relieving arches under Commercial Road

There are a series of distinctive brick arches along the edge of the New Cut immediately west of Bedminster Bridge. It is thought that they were constructed as relieving arches to support the road above as it rises to meet the level of the bridge. They are similar to other arches found along the New Cut at various locations, forming part of the ‘palette’ of engineering solutions its builders employed. They are attractive and distinctive, adding architectural interest to the views along the New Cut from Bedminster Bridge and towards Redcliffe from the southern side of the cut. They are of architectural interest.

Their setting is formed by the New Cut and the buildings along its northern side, appearing together with them in views. This is important to their significance.

They are of **medium** importance.

#### 5.8.7 Archaeological remains

Previously unrecorded archaeological remains may be present within the character area. It can be assumed that they would be of archaeological interest, but further interest and importance is not possible to quantify at this stage.

### 5.9 New Cut East

The New Cut East character area was defined in the River Avon Heritage Assessment (Insole, 2018) and includes the artificial tidal watercourse of the New Cut between the Bathurst Basin and the bridge carrying the GWR over the New Cut, south of Bristol Temple Meads station. The New Cut is an essential component of the Floating Harbour design, created to divert the tidal flow of the Avon along the southern edge of its floodplain and allow consistent water levels along the former watercourse, now the Floating Harbour. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 11. Given the nature of the proposals, impacts are likely to be particularly focused on the Langton Street (banana) bridge, Redcliffe Conservation Area, Bristol Temple Meads Station (Collett House and the New Cut Bridge) and mooring posts. Previously unrecorded archaeological remains may also be impacted.

**Table 11: Heritage assets in the New Cut East area**

ID	Name	Significance	Setting	Importance
1201994	Bedminster Bridge	Architectural interest	The New Cut and the townscape to the north and south are essential to how it is understood	High

ID	Name	Significance	Setting	Importance
1202146	Drinking fountain approximately 3 metres north west of Bedminster Bridge	Historical, architectural and artistic interest	Its setting next to the junction and Bedminster bridge makes a positive contribution	High
1202723	Langton Street Bridge	Architectural and historic interest	The New Cut and the townscape to the north and south are essential to how it is understood	High
CA13	Bedminster Conservation Area	Architectural, historic and archaeological interest	Setting formed by the New Cut and Floating Harbour and the townscape of central Bristol – this makes a positive contribution	Medium
CA25	Redcliffe Conservation Area	Architectural, historic and archaeological interest	The New Cut forms a major part of the areas setting, artificially separating it from the land on the north side. This is an important part of the area's development and makes a positive contribution as a result	Medium
1282106	Bristol Temple Meads (Collett House and New Cut Bridge)	Historic and architectural interest	Part of the Temple Meads complex of buildings, railway line and roads. Key to its historic	High
-	Mooring posts	Historic interest	Contributes to the character of the conservation area	Low
	Archaeological remains	Archaeological interest	Unknown	Unknown

### 5.9.1 Langton Street Bridge

This is a footbridge across the New Cut, built in c1884. It is distinctive – an elegant bow bridge in iron and steel which, due to its yellow paint work, is referred to as ‘the banana bridge’. It is accessed from stone steps with relatively grand stone abutments and piers, which contribute to its presence in the landscape. It has architectural and historic interest as part of the development of the pedestrian realm around the New Cut in the latter part of the 19<sup>th</sup> century.

The setting of the asset is the New Cut and the townscape to the north and south, which it connects. This setting is therefore key to an understanding of its significance.

It is a heritage asset of **high** importance.

### 5.9.2 Redcliffe Conservation Area

The significance of the conservation area is described in section 5.8.3. It is a heritage asset of **medium** importance.

### 5.9.3 Bristol Temple Meads (Collett House and New Cut Bridge)

Bristol Temple Meads station is Grade I listed and is an international icon of the pioneering railway age. However, it is an extensive complex of buildings which are still in use for their original function – it has seen

modification and extension over its history and not all elements are equally important. The specific parts of the Temple Meads complex which are located within the character area are Collett House and the New Cut Bridge. They are both part of the most recent phase of construction at the station: the 1930-35 Culverhouse Extension. The Conservation & Asset Management Strategy for the station (Alan Baxter & Associates, 2020) provides an evaluation of relative significance, assessing Collett House as being of neutral significance and the New Cut Bridge of moderate significance (in a scale which places 'significant' and 'highly significant' above moderate significance). Bristol Temple Meads is of historic, architectural and artistic interest due to its innovative design and its grand appearance, which was an important aspect in terms of shaping public perceptions of the railways (Parissien, 2014). The New Cut Bridge and Collett House are more functional, their significance is their associative historic interest with the wider Temple Meads complex.

The setting of the station is formed by the central part of Bristol and the GWR corridor extending from it. The complex of buildings dominates its landscape, appearing in views from the surrounding area and forming an entirely railway-focused space within the city centre. As such, its setting is important in terms of how it is understood, but its significance is not reliant on it.

Temple Meads as a whole is of **very high** importance, although Collett House and the New Cut Bridge are, relatively, of more modest interest, and are of **medium** importance.

#### 5.9.4 Mooring posts

There are several steel mooring posts along Clarence Road. The River Avon Heritage Assessment (Insole, 2018) suggests that these are likely of mid-20<sup>th</sup> century date and relate to the construction of the post-war Redcliffe Estate on the northern side of the New Cut. Although relatively modern, they contribute to the historic character of the area, linking the modern streetscape to the historic use of the New Cut for shipping. They are of historic interest.

The setting of the Mooring Posts is their position on Clarence Road adjacent to the New Cut and the Redcliffe Estate. This is essential to how they are understood.

They are heritage assets of **low** importance.

#### 5.9.5 Archaeological remains

Previously unrecorded archaeological remains may be present within the character area. It can be assumed that they would be of archaeological interest, but further interest and importance is not possible to quantify at this stage.

### 5.10 Totterdown Lock

Totterdown Lock, like the Bathurst Basin, was created as part of the Floating Harbour and New Cut construction utilising part of the natural watercourse – in this case the original course of the Avon. The Totterdown Lock character area was defined in the River Avon Heritage Assessment (Insole, 2018) and includes the site of the lock (now infilled), its associated basin, and the connecting parts of the Floating Harbour, Feeder Canal and the River Avon/New Cut. Like the Bathurst Basin, it was permanently dammed during the Second World War meaning that it no longer functions as a transition point between the New Cut and the Floating Harbour. However, the associated basin remains and marks the site of the former lock in the historic landscape of this part of Bristol. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 12. As work is proposed on both the River Avon side of the character area and the lock basin/Feeder side, this could include the New Cut Bridge, part of the Culverhouse extension to Bristol Temple Meads station, the listed warehouse of the Marble Mosaic Company, Silverthorne Lane Conservation Area, the Albert Road Relief Line Viaduct and the non-designated basin and lock themselves. Previously unrecorded archaeological remains may also be impacted.



**Table 12: Heritage assets in the Totterdown Lock area**

ID	Name	Significance	Setting	Importance
1282106	Bristol Temple Meads (Culverhouse extension)	Historic and architectural interest	Part of the Temple Meads complex of buildings, railway line and roads. Key to its historic	High
1201975	Warehouse, former premises of Marble Mosaic Company	Historic and architectural interest	Totterdown Lock Basin, which makes a positive contribution	High
CA34	Silverthorne Lane Conservation Area	Historic and architectural interest	Area of land bounded by railway infrastructure and the Feeder Canal – important to its significance	Medium
Bristol HER: 2148M	Albert Road Relief Line Viaduct	Historic interest	The River Avon and connecting railway infrastructure, which makes a positive contribution	Medium
Bristol HER: 2050M and 767M	Totterdown Basin and Lock	Archaeological and architectural	The Avon, New Cut and Feeder, which are essential to how it is understood	Medium
	Archaeological remains	Archaeological interest	Unknown	Uknown

### 5.10.1 Bristol Temple Meads (New Cut Bridge)

The significance of the New Cut Bridge is described in section 5.9.3. It is a heritage asset of **high** importance.

### 5.10.2 Warehouse, former premises of Marble Mosaic Company

This is a mid-19<sup>th</sup> century stone building constructed as the retort house for the neighbouring gas works and later converted into a warehouse for the Marble Mosaic Company. In both iterations, the Totterdown basin to the south would have allowed raw materials to be brought in on water, linking the history of the building to both its industrial surroundings and the water infrastructure of the New Cut and Floating Harbour. The asset has historic and architectural interest as a Victorian industrial building which has been adapted for different uses over time.

The asset is highly visible on the northern side of the Totterdown Lock Basin. The relationship to the lock basin is an important part of its function, historically, and makes a contribution to its significance, as well as its wider setting within the historic industrial landscape to the west.

It is a heritage asset of **high** importance.

### 5.10.3 Silverthorne Lane Conservation Area

The conservation area covers an expanse of former heavy industrial buildings located between the railway lines approaching Temple Meads Station and the Feeder Canal (see section 5.11.2). In the 19<sup>th</sup> century it was home to a substantial gas works, iron works, lead works, soap works, and vitriol works, as well as some residential buildings. Although there has been/continues to be significant redevelopment, many facades of the historic buildings have been retained even where the main structure has been demolished. The historic landscape is of historic and architectural interest.

The setting of the conservation area is relatively tightly defined. The infrastructure corridors of the railway line and canal limit views and mark it as a distinct space from the surrounding area. There are views towards Temple Meads station from the conservation area, and views of the buildings within it from the Feeder are also important.

It is a heritage asset of **medium** importance.

#### 5.10.4 Albert Road Relief Line Viaduct

This is a locally listed railway bridge, which carries the late 19<sup>th</sup> century GWR Relief Line across the River Avon. Although not part of the original GWR mainline, which is of particular importance due to its early date in the pioneering phase of the railway age, it is part of the historic railway network which reshaped Bristol in the 19<sup>th</sup> century. It was added to the local list for its historic interest.

Its setting is its railway cutting and the River Avon, which are essential functional components of why it built and key to how it is understood.

It is a heritage asset of **medium** importance.

#### 5.10.5 Totterdown Basin and Lock

Although part of the infrastructure of the Floating Harbour, the Totterdown Basin and Lock are not designated. The basin is extant but the lock, which formerly linked the Floating Harbour and the Feeder Canal with the River Avon, was infilled in the Second World War but is likely to survive as buried archaeological remains. The basin has architectural and historic interest.

The setting of the basin and any surviving buried remains of the lock are the Feeder Canal, Floating Harbour and New Cut, which it connected to and are integral to how it is understood.

The remains of the basin and lock are heritage assets of **medium** importance.

#### 5.10.6 Archaeological remains

There is the potential for archaeological remains associated with the Totterdown Lock and Basin. These would have the potential for to contribute to regional research agenda questions, including helping to develop understanding of the broader social and industrial development of the Bristol region in the 17th and 18th centuries (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

### 5.11 The Feeder

The Feeder Canal was constructed as part of the creation of the Floating Harbour, bringing water and river traffic from the Avon into the harbour from the east. The character area includes the canal itself, the tow path along its southern bank and the former industrial areas on both its north and south sides. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 13. As work is proposed on the southern side of the canal, this could include the Silverthorne Lane Conservation Area, the Feeder Canal itself, the canal at St Phillip’s Marsh and Marsh Lane Bridge.

**Table 13: Heritage assets in the Feeder area**

ID	Name	Significance	Setting	Importance
1282118	St Vincent’s Works and attached front area railings	Architectural and historic interest	Silverthorne Lane Conservation Area and the Feeder, which make a positive contribution	High

ID	Name	Significance	Setting	Importance
1202565	St Vincent's Works Factory	Architectural and historic interest	Silverthorne Lane Conservation Area and the Feeder, which make a positive contribution	High
1202566	St Vincent's Works, gateway and attached wall to south west	Architectural and historic interest	Silverthorne Lane Conservation Area and the Feeder, which make a positive contribution	High
1202567	Warehouse, premises of Clarks Wood Company	Architectural and historic interest	Silverthorne Lane Conservation Area and the Feeder, which make a positive contribution	High
1279549	Gasworks perimeter wall	Architectural and historic interest	Silverthorne Lane Conservation Area and the extant and buried remains of the gasworks	High
1282119	St Vincent's Works north gateway and attached walls	Architectural and historic interest	Silverthorne Lane Conservation Area and the associated St Vincent's Works buildings	High
CA34	Silverthorne Lane Conservation Area	Historic and architectural interest	Area of land bounded by railway infrastructure and the Feeder Canal – important to its significance	Medium
Bristol HER: 2051M	Feeder Canal	Historic, architectural and communal interest	The Floating Harbour, New Cut and River Avon, which are essential to how it is understood	High
Bristol HER 2697M:	Canal at St Phillip's Mars	Archaeological and historic interest	The Floating Harbour, New Cut and River Avon, which are essential to how it is understood	Medium
LL_ID: 244	Rhubarb Tavern	Architectural and historic interest	Modern residential setting – does not contribute	Medium
LL_ID 240	Barton Hill Nursery School	Architectural and historic interest	Densely packed historic terraces alongside railway which makes a positive contribution	Medium
Bristol HER: 2120M	Railway bridge	Historic interest	The railway corridor, which is essential to how it is understood	Low



ID	Name	Significance	Setting	Importance
Bristol HER: 2130M	Marsh Lane Bridge	Historic interest	The Feeder Canal and road network make a positive contribution	Medium
	Archaeological remains	Archaeological interest	Unknown	Medium

### 5.11.1 Silverthorne Lane Conservation Area

The significance of the conservation area is described in section 5.10.3. It is a heritage asset of **medium** importance.

### 5.11.2 The Feeder

The Feeder is an essential part of the infrastructure for the Floating Harbour, brining water into the harbour from the River Avon via Netham Lock. Although not designated, the Feeder Canal forms an important part of the historic landscape and is part of the Silverthorne Lane Conservation Area. As well as the canal itself, there are traces evident of its historic use, including old stonework along the towpath, blocked up access points and traces of former wharves. The Feeder is of historic and archaeological interest as well as having considerable communal value through its association with the former working environments and residential areas linked to the 1984 musical Yesterday's Island and other cultural stories. within the wider area - it is a narrow corridor bounded by higher ground to the south and the brick facades of buildings along its northern side. The buildings to the north form an important part of its setting, showing how the materials would have historically been moved to and from the canal into the warehouses and metal works adjacent to it. Its setting also includes the River Avon, which it connects to at its eastern end, and the Floating Harbour at the west, which are essential parts of how it is understood.

It is a heritage asset of **high** importance, equivalent to the associated remains of the Floating Harbour.

### 5.11.3 Canal at St Phillip's Marsh

In the mid-19<sup>th</sup> century, historic mapping indicates that there was a canal across St Phillip's Marsh, connecting the River Avon to the Feeder which would have allowed traffic to bypass Netham Lock and the weir. It was infilled in the later 19<sup>th</sup>/early 20<sup>th</sup> century, but it is likely that archaeological remains survive, which would be of archaeological and historic interest.

The setting of these buried remains is the Feeder and the River Avon, which are integral to its historic function and interpretation.

It is a heritage asst of **medium** importance.

### 5.11.4 Marsh Lane Bridge

Marsh Lane Bridge is shown on historic mapping from the early 19<sup>th</sup> century and is likely to have been an original, or at least early, part of the infrastructure related to the Feeder Canal. The bridge carries the road over the Feeder onto St Phillip's Marsh, an area which had been transformed into an island by the construction of the canal to its north. The bridge has been widened over time, but it is likely that the abutments are original early 1800s structures. These remains would be of historic interest through association with the Feeder canal and the 19<sup>th</sup> century industrial development of the area.

The setting of the bridge is the Feeder and the road it carries, which are essential to how it is understood.

It is a heritage asset of **medium** importance, as a result of its association with the Feeder.

### 5.11.5 Archaeological remains

There is the potentially for relatively deeply buried archaeological remains in this area, buried under centuries of demolition and land reuse. If present, they are likely to contribute to the regional research agenda questions around trade and industry in the Bristol hinterlands. Given their potential to contribute to

regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.12 Avon Riverside

The Avon Riverside character area was defined in the River Avon Heritage Assessment (Insole, 2018) and includes the course of the River Avon as it meanders south of St Phillip’s Marsh. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 14. Given the nature of the proposals, impacts are likely to be concentrated at the western and eastern ends of the character area, potentially impacting the Avon Bridge, Sparke Evans Park, the disused railway bridge on the north side of the Avon Bridge and Totterdown Bridge. Previously unrecorded archaeological remains may also be impacted.

**Table 14: Heritage assets in the Avon Riverside area**

ID	Name	Significance	Setting	Importance
1219892	Avon Bridge	Architectural and historic interest	GWR corridor and the Avon. Views obscured from the river	High
Bristol HER: 2146M	Sparke Evans Park Bridge	Architectural and historic interest, evidential and communal interest	River Avon and Sparke Evans Park – essential to understanding the asset	Medium
Bristol HER: 1967M	Sparke Evans Park	Historic interest	River Avon and surrounding industrial area	Medium
Bristol HER: 2149M	Disused railway bridge on the north side of Avon Bridge	Historic interest	River Avon and railway corridor which are essential to its understanding	Low
Bristol HER: 2151M	Railway bridge on south side of Avon Bridge	Historic interest	River Avon and railway corridor which are essential to its understanding	Low
Bristol HER: 2115M	Totterdown Bridge	Historic interest	The Avon and connected roads are essential to how it is understood	Low
-	Former Bath Road	Archaeological and historic interest	The River Avon and the townscape to the south are part of how they would be understood	Low
	Archaeological remains	Archaeological interest	Unknown	Medium

### 5.12.1 Avon Bridge and later bridges to the north and south

This is a group of three railway bridges – one Grade I listed stone bridge and two non-designated bridges built on either side of it to carry extensions to the railway line. The central bridge is built in stone in a gothic style and is part of Brunel’s original GWR design. Built in 1839, it is part of the original pioneering phase of the GWR, which gives the bridge considerable historic and architectural interest as an integral component of Brunel’s design. The bridges on either side are of less significance, and actively detract from the Grade I listed bridge by obscuring it from view. They are functional but have some historic interest as part of the evolution of the GWR over time.

The GWR railway corridor and the River Avon form the setting of this group of bridges which, although secondary to their historic and architectural interest, contribute to their significance as an essential component of its historic context.

The Avon Bridge is of **high** importance. The bridges on either side are of **low** importance.

### 5.12.2 Sparke Evans Park and associated footbridge

Sparke Evans Park is an early 20<sup>th</sup> century public park which is included on the local list. It was created in an area of former industry and includes a decorative shelter, rose garden and railings. It is connected to the residential area on the southern side of the River Avon by a suspension footbridge, constructed in 1933, which is also locally listed, included for its historic, architectural evidential and communal interest.

The setting of the park and footbridge is the industrial landscape of St Phillip’s Marsh, the River Avon and the residential areas to the south of the river. As a new public leisure space from the early 20<sup>th</sup> century, the setting contributes to their value by associating them with the homes and townscape whose residents would have used the park.

They are of heritage assets of **medium** importance.

### 5.12.3 Totterdown Bridge

This is a road bridge built in 1888 to link St Phillip’s Marsh to the Totterdown area on the southern side of the River Avon. It is a metal-girder bridge which has historic interest as a piece of 19<sup>th</sup> century road infrastructure.

The setting of the bridge is the Avon and the residential and industrial landscapes to the north and south. This setting is essential to how it is understood.

It is a heritage asset of **low** importance.

### 5.12.4 Archaeological remains

There is the potential for relatively deeply buried archaeological remains in this area, buried under centuries of demolition and land reuse. If present, they are likely to contribute to the regional research agenda questions around trade and industry in the Bristol hinterlands. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.13 Netham Lock

Netham Lock forms the eastern end of the infrastructure that contributes to the Floating Harbour. The character area defined in the River Avon Heritage Assessment (Insole, 2018) includes the Lock complex and first section of the Feeder canal to the west as well as the junction of the artificial watercourse with the River Avon and the Netham dam/weir. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 15. Given the nature of the proposals, assets most likely to be impacted are the listed lock and remains of bridge, the Lock Keepers House, the Avon Valley Conservation Area, Brislington Bridge and the Bailey Bridges at Netham Lock. Previously unrecorded archaeological remains may also be impacted.

**Table 15: Heritage assets in the Netham Lock area**

ID	Name	Significance	Setting	Importance
1025059	Netham Lock, including remains of bridge	Historic and architectural interest	The River Avon, Feeder Canal and Floating Harbour which are essential to its understanding	High



ID	Name	Significance	Setting	Importance
1282061	Lock Keeper's House at Netham Locks	Historic and architectural interest	Netham Lock, which is essential to its understanding	High
CA24	Avon Valley Conservation Area	Architectural, historic and archaeological interest	The River Avon which makes a positive contribution	Medium
Bristol HER: 2049M	Netham dam/Netham weir	Historical and architectural interest	River Avon and Feeder Canal, which are essential to how it is understood	Medium
Bristol HER: 2133M	New Brislington Bridge	Architectural interest	River Avon, which is essential to how it is understood	Low
Bristol HER: 2239M	Bailey Bridges	Historic and architectural interest	The Feeder Canal and Netham Lock, which are essential to how they are understood	Low
	Archaeological remains	Archaeological interest	Unknown	Medium

### 5.13.1 Netham Lock, Lock Keeper's Cottage and Bailey Bridges

This is a group of designated and non-designated heritage assets associated with Netham Lock. The lock forms the easternmost extent of the Floating Harbour's infrastructure, allowing access to the Feeder Canal from the River Avon. The Netham Lock and the remains of the original stone bridge associated with it are a Grade II listed building. The lock was designed by William Jessop and was built in 1809, which gives it particular historic and architectural interest as part of his wider design for the Floating Harbour. The associated Lock Keeper's Cottage and tool house was also built in 1809.

The original bridge over the lock was built to connect the industrial and residential areas to the north and south sides of the Feeder, which would otherwise have been separated by the canal's construction. Due to increasing traffic, the bridge was replaced by a concrete bridge in the 1930s and two additional steel 'Bailey Bridges' were added in the 1970s.

All parts of this group of assets are of historic and architectural interest, but the 1809 structures are of particular importance.

The setting of the group is the Feeder Canal, the River Avon and the landscape to the north and south. The canal and river are essential to how the lock is understood and make an important contribution. The landscape to the north and south, however, has developed into light modern industries from the heavy industries found here in the 19<sup>th</sup> century. As a result, this makes less contribution.

The group is of **high** importance, but the non-designated elements are, individually, of **low** importance.

### 5.13.2 Avon Valley Conservation Area

The Avon Valley Conservation Area is a large expanse along the River Avon east of Netham and New Brislington Bridge. The valley has steep sides in places making it topographically distinct from the landscape to the north and south. Travelling along the river from west to east, the landscape becomes increasingly rural in appearance, although this obscures historic uses of the land for quarrying and mining. The river was crossed by ferries at several points, historically, and there were gardens and parkland laid out associated with large houses. The conservation area has architectural, historic and archaeological interest.

The setting of the conservation area is limited due to the enclosed nature of the Avon river corridor.

It is a heritage asset of **medium** importance.

### 5.13.3 Netham dam/Netham weir

Netham dam, also known as Netham weir, is a triangular shaped structure in the River Avon downstream of New Brislington Bridge. It is located at the highest point to which ordinary tides flow and was built as part of the management of the river to control water levels within the Floating Harbour. The dam diverts water from the river along the Feeder Canal. Brunel recommended raising its height and there have also been subsequent modifications. A functional structure, it is part of the engineering complex of the Floating Harbour and, as such, has historical and architectural interest.

Its setting is formed by the River Avon, and this relationship is essential to how it is understood.

It is a heritage asset of **medium** importance.

### 5.13.4 New Brislington Bridge

This is a non-designated bridge, built in the 1930s, replacing an earlier structure which had been built at the turn of the century. It is quite distinctive – a large bowstring concrete structure spanning the River Avon, it is both a dominant feature in its surroundings and allows good views along the Avon. It is of some architectural interest.

Its setting is formed by the River Avon, with which it has an integral historic association.

It is a heritage asset of **low** importance.

### 5.13.5 Archaeological remains

There is the potential for archaeological remains associated with various phases of the Netham Lock. These would have the potential for to contribute to regional research agenda questions, including helping to develop understanding of the broader social and industrial development of the Bristol region in the 17th and 18th centuries (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.

## 5.14 Avon Valley

The Avon Valley character area includes the river corridor between Riverside Cottages in the east and New Brislington Bridge/Netham Lock in the west. The character area is dominated by light industry and residential areas at its western end, becoming increasingly rural as it becomes more distant from Bristol. The significance of heritage assets within this area and potentially vulnerable to impact from the Proposed Scheme (i.e., they are within the redline boundary or have a setting sensitive to change) are described in this section and summarised in Table 16. Given the nature of the proposals, assets most likely to be impacted are the Avon Valley Conservation Area and Riverside Cottages. Previously unrecorded archaeological remains may also be impacted.

**Table 16: Heritage assets in the Avon Valley area**

ID	Name	Significance	Setting	Importance
1409150	Fox's Wood Tunnel West Portal	Architectural and historic interest	The GWR railway corridor, with which it has group value and is essential to its understanding	High
1116831	Riverside	Architectural and historic interest	The River Avon, which makes a positive contribution	High
1202182	Crew's Hole Garden Building	Architectural and historic interest	The garden within which it is located, although views now obscured by trees	High

ID	Name	Significance	Setting	Importance
CA24	Avon Valley Conservation Area	Architectural, historic and archaeological interest	The River Avon which makes a positive contribution	Medium
Bristol HER 2451M and S. Gloucestershire HER: 14795	Conham Ferry and associated landing steps	Historic interest	The River Avon is essential to how it is understood	Medium
S. Gloucestershire HER: 14754	Riverside Cottages	Historic interest	River Avon and surrounding hamlet which make a positive contribution	Low
Assoc with 1001529	Brislington House, non-designated garden/parkland	Historic interest	The wider extent of Brislington House's parkland, which is essential to its understanding	Medium
Bristol HER: 2226M	Pump house associated with the GWR mainline	Architectural and historic interest	The GWR railway corridor, with which it has group value and is essential to its understanding	Medium
	Archaeological remains	Archaeological interest	Unknown	Low to medium

#### 5.14.1 Avon Valley Conservation Area

The significance of the conservation area is described in section 5.13.2. It is a heritage asset of **medium** importance.

#### 5.14.2 Riverside Cottages

The Riverside Cottages is a building which was considered for inclusion on the South Gloucestershire Local List but did not meet the criteria. Nevertheless, it is a historic building, dating to at least the mid-19<sup>th</sup> century and of some architectural and historic interest as a result.

It is part of the small hamlet, also named Riverside Cottages, on the north bank of the Avon. This setting is its historic context and a part of how it is understood as a rural building.

It is a heritage asset of **low** importance.

#### 5.14.3 Archaeological remains

The character area has been extensively redeveloped, reducing the potential for any extensive archaeological remains. However, remains associated with the medieval pilgrimage site of St Anne's well and chapel, or with resource extraction in Bristol's hinterland, would be of interest. The regional research agenda includes questions relating to metal production in the vicinity of Bristol as well as coal industry related features. Should St Anne's chapel and well be found to have an early origin, questions relating to early medieval religious buildings, monuments and landscapes would be relevant (Webster, 2007; Bone, et al., 2006).

Any archaeological remains would be of archaeological interest. Given their potential to contribute to regional research agendas, archaeological remains of the kind described above would likely be of at least **medium** importance.



## 6. Consenting Strategy

The overarching consenting strategy for the Proposed Scheme is currently under development but could follow a number of different approaches, including making application under the Town & Country Planning Act 1990, the Harbours Act 1964, the Transport and Works Act 1992 or a hybrid combination.

Depending on the consenting strategy, which is ultimately followed, separate Listed Building Consent and Scheduled Monument Consent may be required. Further consultation with Historic England and BCC should be undertaken to develop a strategy for making application for these consents, should they be required, to determine an approach for this. This consenting strategy will need to address whether separate consent applications will be required or whether an overarching application can be made to cover all heritage-related consents.

*Note: this section will be developed as the OBC progresses to capture the most current understanding of the preferred approach.*

# Abbreviations

BAFS	Bristol Avon Flood Scheme
BCC	Bristol City Council
BP	Before Present
CifA	Chartered Institute for Archaeologists
DTM	Digital Terrain Model
GWR	Great Western Railway
HAR	Heritage At Risk
HER	Historic Environment Record
IEMA	Institute of Environmental Management and Assessment
LiDAR	Light Detection and Ranging
LPA	Local Planning Authority
m	Metre
NHLE	National Heritage List for England
NPPF	National Planning Policy Framework
OS	Ordnance Survey
OBC	Outline Business Case
PPG	Planning Practice Guidance
SEA	Strategic Environmental Assessment
SOC	Strategic Outline Case

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# Appendix A

## Archaeological and Cultural Periods

# Chronology

**Table 17: Periods list**

Period	Name	Date range	Sub-periods	Date range
Archaeological	Prehistoric	1,000,000BC-AD43	Early Prehistoric Later Prehistoric	1,000,000BC-4,000BC 4,000BC-AD43
	Palaeolithic	1,000,000BC-10,000BC	Lower Palaeolithic Middle Palaeolithic Upper Palaeolithic	1,000,000BC-150,000BC 150,000BC-40,000BC 40,000BC-10,000BC
	Mesolithic	10,000BC-4,000-BC	Early Mesolithic Late Mesolithic	10,000BC-7,000BC 7,000BC-4,000BC
	Neolithic	4,000BC-2,200BC	Early Neolithic Middle Neolithic Late Neolithic	4,000BC-3,300BC 3,300BC-2,900BC 2,900BC-2,200BC
	Bronze Age	2,600BC-700BC	Early Bronze Age Middle Bronze Age Late Bronze Age	2,600BC-1,600BC 1,600BC-1,200BC 1,200BC-700BC
	Iron Age	800BC-AD43	Early Iron Age Middle Iron Age Late Iron Age	800BC-300BC 300BC-100BC 100BC-AD43
Cultural	Roman	AD43-AD410	-	-
	Early Medieval	AD410-AD1066	-	-
	Medieval	AD1066-AD1540	Tudor	AD1485-AD1603
	Post Medieval	AD1540-AD1901	Elizabethan	AD1558-AD1603
			Stuart	AD1603-AD1714
			Jacobean	AD1603-AD1625
			Georgian	AD1714-AD1830
		Hanoverian	AD1714-AD1837	
		Victorian	AD1836-AD1901	
20 <sup>th</sup> Century	AD1901-AD2000	Early 20 <sup>th</sup> Century Edwardian First World War Mid-20 <sup>th</sup> Century Second World War Cold War Late 20 <sup>th</sup> Century	AD1901-AD1932 AD1902-AD1910 AD1914-AD1918 AD1933-AD1966 AD1939-AD1945 AD1946-AD1991 AD1967-AD2000	
21 <sup>st</sup> Century	AD2001-AD2100	-	-	

# Appendix B

## Gazetteer

# Designated heritage assets

## Built heritage and archaeology

Table 18 presents the designated heritage assets entered onto the NHLE and located throughout the study area. They are arranged in descending hierarchy of designation and the ascending NHLE number.

**Table 18: Gazetteer of designated built heritage and archaeology**

Designation		NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
Scheduled monument		1005418 and 1202666	896M (Bristol)	Fairbairn Crane, Bristol Harbour	Fairbairn Crane, named for William Fairbairn, the engineer who designed it, was built in 1875 to lift heavy loads (up to 35 tons), it was decommissioned in 1973 after 95 years of use. It is considered to be the only operational steam crane of the Fairbairn type in the country. It is both a scheduled monument and a Grade II* listed building.  The site has historic and architectural interest as an expression of maritime engineering innovation in the Victorian Age.  The setting of the asset is Bristol Harbour, which is essential to an understanding of it.	Post Medieval	Victorian
		1005419	750M, 751M, 752M, 756M (Bristol)	Underfall Yard, Bristol Docks	Underfall Yard was created by William Jessop in 1809 and improved by IK Brunel in the 1830s who changed it from an overall into The New Cut to an underfall. The pumping station was built in 1888 to operate locks a machinery around the docks and originally operated on steam. It took over from The Pump House at Howards Junction Lock. The existing electric pumps date from 1907.  The site has historic and archaeological interest as a key component of the workings of the Bristol docks.  Underfall Yard is a highly visible component of the Bristol Docks and its setting between the New Cut and the Floating Harbour is essential to how it is understood. .	Post Medieval	Georgian – Victorian
		1408558	1762M (Bristol)	Part of the Roman Settlement of Abonae	Part of the Roman Settlement of Abonae, Sea Mills, Archaeological evaluation and recording from the 18 <sup>th</sup> century to the present day has demonstrated that this part of the settlement survives particularly well, retaining considerable evidence for occupation from the 1 <sup>st</sup> century AD to the later 4 <sup>th</sup> century AD; It is a particularly early Roman town and port, dating to the earliest phase of Romanisation in England and the West Country it is very rare in a national context; Archaeological evaluation has confirmed that the site has very high potential for adding to our understanding of the development of the town and the social and economic changes that the Roman Conquest brought. The site also has considerable potential for the preservation of water-logged deposits which may preserve organic material such as wood, leather, fabric and plant remains; It is a significant port and settlement, Abonae formed part of a wide network of Roman sites, with links to settlements in Bath and most probably Gloucester.  The site has archaeological interest as a well persevered Roman settlement.  The setting of the asset next to the River Avon to the west of Bristol is key to understanding the development of the site as a Roman town and port.	Roman	Late Iron Age
Listed building	Grade I	1205734	1792M (Bristol); 1030 (North Somerset)	Clifton Suspension Bridge	The Clifton Suspension Bridge was designed in 1829-31 by IK Brunel and completed in 1860-4 by Sir John Hawkshaw and William Henry Barlow. A remarkable engineering feat, it spans the Avon Gorge which measures over 214m, and sits 75m above high-water level using the suspension method.  It remains substantially intact with little engineering interventions and is an iconic symbol of Bristol.  The bridge has architectural and historic interest as a major work of Isambard Kingdom Brunel, completed after his death as a memorial to him, as a bridge which reused chains from Brunel's Hungerford Bridge which was demolished in 1860 and as an iconic example of 19 <sup>th</sup> century civil engineering.  The setting of the asset is the Avon Gorge and Bristol's nearby urban landscape from which it is visible. Impacts on the setting, particularly in terms of views of the asset, would have the capacity to affect its significance.	Post Medieval	Georgian – Victorian
		1209622		Bristol Old Station, Temple Meads	Constructed between 1839-41, IK Brunel designed this Tudor revival style train station for the GWR Company. Built of limestone ashlar and squared Pennant rubble, the axially planned station has its offices facing the road with the engine and passenger sheds behind, now linked with Temple Meads Station.  The station buildings have historical, architectural and artistic interest as the functional space of the station as designed by Brunel is almost entirely intact, 'easily the most complete survivor of the early provincial termini, and an exceptionally important one.'  The urban setting of Bristol Old Station is the immediate train station complex, sharing group value with Bristol Temple Meads Station and the Bristol and Exeter Building. Impacts on the setting which would reduce the legibility of the historic functionality of the station area would affect the significance of the asset.	Post Medieval	Victorian
		1219892	2150M (Bristol)	Avon Bridge	This gothic style railway bridge over River Avon was built in 1839 and designed by IK Brunel for the GWR.  The gothic revival style bridge is dressed in squared Pennant stone. However, it is obscured from view on both sides by steel lattice spans.  The significance of this asset is primarily derived from its architectural and historic interest, as a work of Victorian engineering designed by IK Brunel and being part of the GWR.	Post Medieval	Victorian



Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
				The setting of the asset is the River Avon itself and the GWR corridor. However as the asset is obscured from view from the river, the potential effects on its setting in terms of views are minimal.		
	1282106		Temple Meads Station	<p>Temple Meads Station was built between 1865 and 1878 by Sir Matthew Digby Wyatt in a Tudor Revival style for the GWR and Midland Railway. The additional platforms were built between 1930 and 1935.</p> <p>The asset has architectural interest as a high-quality Victorian Tudor Revival building. It has historic interest as the terminus of the GWR. It also provides visual context to the evidence of rapid rail expansion in terms of its group value with the Bristol Old Station and the Bristol and Exeter Building.</p> <p>The location of the station, behind the old station and associated buildings, has an enclosed character. The urban setting of Temple Meads Station is the immediate train station complex, sharing group value with Bristol Old Station and the Bristol and Exeter Building. Its setting is a part of how it is experienced and has been its context historically, but is subservient to its architectural and historic interest as it cuts through the earlier built landscape creating its own space, which it commands.</p>	Post Medieval	Victorian – mid 20 <sup>th</sup> century
Grade II*	1202186		Brunel's swing bridge alongside north entrance lock	<p>This wrought and cast-iron swing bridge, designed by IK Brunel was constructed between 1849 and 1850. It was moved to its current position in 1873. It was de-commissioned in 1968.</p> <p>The bridge has architectural interest as an innovative bridge design in its own right and as an example of adaptive engineering in its relocation. It also has historic interest as a rare example of IK Brunel's non-railway work.</p> <p>The bridge has group value with the south entrance lock (Grade II*) and the Cumberland Basin (Grade II).</p> <p>The setting of the bridge is the Cumberland Basin to which it is inextricably linked. Impacts on the basin which might affect the legibility of the former function of the bridge would potentially affect its significance.</p>	Post Medieval	Victorian
	1202648		Hydraulic Engine House	<p>This red brick engine house built in 1888 features an accumulator tower with a machicolated parapet.</p> <p>The asset has architectural interest as an example of a decorated Victorian functional building. It also has historic interest as an example of Victorian engineering.</p> <p>The setting of the asset in Underfall Yard, amongst other associated Victorian industrial buildings is key to its significance.</p>	Post Medieval	Victorian
	1202666 and 1005418		Fairbairn Steam Crane at ST 5834 7219	<i>See entry above, under scheduled monuments.</i>	Post Medieval	Victorian
	1203998		Sign Post and Three Lamps, at intersection with Wells Road   Sign Post at Three Lamps, at intersection with Bath Road	<p>This early 19<sup>th</sup> century cast iron finger post features glass lamps, a fluted Doric column and square entablature with triglyphs. The column carries two finger posts with pointing hands and pierced lettering, indicating BATH and WELLS. It was restored in 1985 with 3 glass balloon lamps. It is known familiarly as the Bishop of Bath and Wells.</p> <p>The asset has historic and artistic interest as '...one of the finest early 19<sup>th</sup> century signposts in England' (Pevsner).</p> <p>The setting of the asset has been greatly altered over time. The chief relationship of the sign is to the Bath Road.</p>	Post Medieval	Georgian
	1207824		Brunel's south entrance lock and swing bridge	<p>A lock of 1844-1849 by IK Brunel (gates removed) and later swing bridge (now fixed). A concrete wall and sluices were inserted in the chamber in around 1890.</p> <p>The lock and swing bridge have architectural and historic interest derived from its innovative design and through association with I.K Brunel, whose non-railway designs are rare. The bridge is a later replica.</p> <p>The bridge has group value with the north entrance lock (Grade II*) and the Cumberland Basin (Grade II).</p>	Post Medieval	Victorian
	1208848		The Colonnade and attached front garden railings	<p>This terrace of 4 houses built in 1786 by Samuel Powell was originally designed as a row of shops. The terrace was not completed.</p> <p>Built of brick with limestone dressings in a mid-Georgian style, the terrace is arranged in a concave crescent of two near-symmetrical pairs.</p> <p>The asset has architectural and historic interest due to its age and high-quality design and architectural detailing.</p> <p>The setting of the asset by the riverside is key to an understanding of its significance, in particular its relationship to the hot wells to the north to which it is associated.</p>	Post Medieval	Georgian
	1209608	1256M (Bristol)	Bristol and Exeter Building	<p>Originally built as a railway station by SC Fripp for the Bristol and Exeter Railway Company in 1852, now functioning as offices. The Jacobean style limestone ashlar building is planned around a central atrium.</p> <p>The asset has architectural and historic interest as part of a group of high-quality Victorian railway buildings.</p> <p>The urban setting of the building is the immediate train station complex, sharing group value with Bristol Old Station and the Bristol Temple Meads Station. Impacts on the setting which would reduce the legibility of the historic functionality of the station area would affect the significance of the asset.</p>	Post Medieval	Victorian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
	1218654		Chimney of Hydraulic Engine House, approximately 2 metres north of Engine House	This octagonal brick and terracotta hydraulic engine house chimney was built in 1888. It drew the boiler furnace for the engine house steam engine. The asset has architectural and historic interest as part of the complete group of docks buildings built on the Underfall Yard in the mid-1880s. The setting of the asset in Underfall Yard, amongst other associated Victorian industrial buildings is key to its significance. The Chimney is a highly visible element within the surrounding area.	Post Medieval	Victorian
	1218669		Machine Shop	This brick machine shop, built in c1885 was extended in the early 20 <sup>th</sup> century. It features an octagonal chimney attached to the right-hand return. The asset has architectural and historic interest. The shop has a strong relationship with its waterfront setting due to its location between the River Avon and Harbour.	Post Medieval	Victorian
	1282118		St Vincent's Works and attached front area railings	These gothic revival style offices designed in 1891 by TR Lysaght were possibly completed by RM Drake. Built of limestone ashlar and Pennant rubble with limestone dressings the building also features rock-faced red sandstone, ashlar lateral stacks, a slate hipped roof with lanterns, and copper-clad turrets. The asset has architectural and historic interest as part of the outstanding ensemble of late 19 <sup>th</sup> century factory architecture. The setting of the office building is urban with the factory buildings to the rear built up to the Feeder Canal. This forms its historic context and makes positive contribution to its significance.	Post Medieval	Victorian
	1282232		Freeland Court	This house built in 1709 has a stucco finish with limestone and Pennant dressings. The asset has architectural and historic interest as an early Georgian style house built during the Stuart era. The setting of the asset is part of the townscape of Hotwells, facing onto the River Avon. This setting is part of its architectural and historical context and contributes to its significance.	Post Medieval	Stuart
	1409150		Fox's Wood Tunnel West Portal (Mln111622)	Fox's Wood Tunnel West Portal in Bristol dates from the Pioneering phase of railway design, prior to 1840; Its castellated, Gothic design by Isambard Kingdom Brunel is of clear architectural interest, as is its response to the rugged, picturesque steep-sided river valley in which it stands; It is a design of circa 1836-40 by Brunel, whose hand-coloured drawings for the structure survive. The asset has architectural and historic interest as it is remarkably unaltered and survives well; It is part of the most architecturally interesting and imaginative sequence of railway tunnels in the country. The setting of the asset is adjacent to the River Avon, however, the portals themselves are recessed within the hills and the relationship to the water is obscured by vegetation. Its setting is formed by the GWR corridor, which is essential to how it is understood.	Post Medieval	Georgian – Victorian
Grade II	1025059	2289M (Bristol)	Netham Locks, including remains of bridge	This lock, built in c1809 by William Jessop is finished in squared Pennant stone and features timber lock gates. It is the entrance to the Feeder Canal and the Floating Harbour, which was designed and built by William Jessop in 1804-9. The asset has historic and architectural interest as a work of Georgian engineering designed by William Jessop. The lock forms the interface between the River Avon and the artificial watercourse of the Feeder Canal and Floating Harbour and is important to how water levels and access are managed. Its setting is essential to how it is understood.	Post Medieval	Georgian
	1116831	12592, 13750, 13760 (South Gloucestershire)	Riverside	This house built in 1840 is faced in pennant stone rubble. The asset has architectural and historic interest as an early Victorian house. The riverside setting of the asset is essential to an understanding of it.	Post Medieval	Victorian
	1129831	2009M (Bristol); 4855 (North Somerset)	Watch House, retaining walls to the river and garage	Originally built as a customs house in 1850, this is now a private house. Rubble; hipped slate roof; coursed rubble stacks. Single storey on battered, dressed ashlar plinth to riverside. The north-east (riverside) elevation has 1:3:1 bays, the outer ones are advanced as wings under hipped roofs and with quoins; glazing bar sash windows in dressed stone surrounds with cills on brackets; outer bays have tripartite windows. The battered plinth returns for approximately 5 yards to the south-east as a retaining wall for the garden. The south-west (land) elevation is L-plan: 3 bays, glazing bar sash windows in dressed stone surrounds with cills on brackets. Panelled door in projecting porch in re-entrant angle; further panelled door (formerly to the customs office) in projecting porch on north-west gable. One yard to the south-east is the former boathouse, now a garage; rubble with dressed ashlar quoins and voussoirs, hipped slate roof; segmental headed doorway at north-west end. The asset has architectural and historic interest as a former customs house from the Victorian period. The riverside setting of the asset is essential to an understanding of it.	Post Medieval	Victorian
	1187239		The Georgian House	This neoclassical style house, built in 1820 is now in use as an office. It features black stucco with limestone dressings. The asset has architectural and historic interest as a Regency period house. The house is set back on Gasferry Road within an urban context.	Post Medieval	Georgian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
	1187386		3, Granby Hill	<p>This late 18<sup>th</sup> / early 19<sup>th</sup> century attached house is finished in coursed, dressed Pennant with Pennant and brick dressings to lower 2 storeys and rendered above with limestone dressings.</p> <p>The asset has architectural and historic interest as a mid-Georgian house.</p> <p>The original relationship to the River Avon has been substantially altered as a result of the contribution of the river embankment and roadways.</p>	Post Medieval	Georgian
	1201974		Numbers 6 and 7 and attached garden walls and piers [and] Numbers 9 to 25 and attached garden walls and piers	<p>This terrace of 19 houses was built in c1830 and features stucco finishes with limestone dressings, with numbers 17-22 featuring limestone ashlar. Some Bristol Docks Buildings door plates, indicating ownership by the Docks Committee. A significant row of early 19<sup>th</sup> century artisan housing in Bristol.</p> <p>The asset has architectural and historic interest as a quality late Georgian terrace with associations with the Docks Committee.</p> <p>The setting of the terrace, located between the River Avon and Floating Harbour is key to understanding its history and significance.</p>	Post Medieval	Georgian
	1201975		Warehouse, former premises of Marble Mosaic Company	<p>This mid-19<sup>th</sup> century building is built of Pennant rubble and brick with a steel truss roof with corrugated sheets. It was originally the retort house for a gas works, later used as a warehouse for the Marble Mosaic Company.</p> <p>The asset has historic, and architectural interest as a 19<sup>th</sup> century industrial building which changed use over time.</p> <p>The asset is highly visible on the northern side of the Totterdown Lock Basin. The relationship to the lock basin is an important part of its function, historically, and makes a contribution to its significance.</p>	Post Medieval	Victorian
	1201994	758M (Bristol)	Bedminster Bridge	<p>This road bridge was constructed in 1883 of iron and Pennant stone. The shallow, elliptical-arched bridge has cross lattices to the sides with applied flower casts and vertical chain-moulded struts, and above it a balustrade of interwoven ropes beneath a heavy rope handrail. At either side are abutments, surmounted by panelled ashlar piers to the balustrades. A plaque on the side reads COCHRANE/ DUDLEY/ 1883.</p> <p>The asset has architectural interest as a decorative example of a late Victorian road bridge.</p> <p>The setting of the bridge is the New Cut and the townscape on either side of the bridge, which it connects, is key to an understanding of it.</p>	Post Medieval	Victorian
	1202089		C Bond Tobacco Warehouse	<p>This bonded tobacco warehouse was designed by the Docks Committee engineer and built by William Cowlin and Sons in 1919. The building is constructed using Coignet reinforced concrete, patent red bricks and blue engineering bricks.</p> <p>The asset has historic and architectural interest as an early twentieth century warehouse and a building using Coignet concrete.</p> <p>The warehouse is highly visible due to its scale and raised setting above the River Avon. It relates to the two other warehouses across the river and is also visible as part of the trio from Bristol harbour and in general throughout the west of the city.</p>	20 <sup>th</sup> Century	Early 20 <sup>th</sup> century
	1202146		Drinking fountain approximately 3 metres north west of Bedminster Bridge	<p>This drinking fountain, dated to 1861 is built of limestone ashlar with Pennant stone and marble. A marble splashback sits above a cast-iron shell-shaped basin, within a round-arched alcove of limestone and Pennant voussoirs with a cable-moulded archivolt. The entablature is inscribed ERECTED/ MDCCCLXI.</p> <p>The asset has historic, architectural and artistic interest as a classically styled drinking fountain.</p> <p>The setting of the asset is built into the embankment wall and is highly visible from Bedminster Bridge and the river front. This makes a positive contribution to its interest as its historic context.</p>	Post Medieval	Victorian
	1202161	2224M (Bristol)	Strand buildings and attached front garden walls and piers of Wolseley House	<p>This terrace of 15 late Georgian style houses built in 1822 feature black render over brick with limestone dressings, brick party wall stacks and pantile valley roofs.</p> <p>The group of assets have architectural and historic interest as the first terrace built after the opening of the New Cut.</p> <p>The setting of the asset on Coronation Road relates strongly to the River Avon New Cut and was key to its development.</p>	Post Medieval	Georgian
	1202162	2052M (Bristol)	Vauxhall Bridge	<p>This Pennant rubble and steel swing bridge across River Avon was built in 1900 by Lysaght's. It has not opened since 1936.</p> <p>The asset has architectural and historic interest as an example of late Victorian period engineering.</p> <p>The setting of the asset on the River Avon is essential to an understanding of it. It is part of a group with the Chocolate Path and the Heritage Railway (which form part of the City Docks Conservation Area), as they were built as part of a consistent phase of development in the late 19<sup>th</sup> century/early 20<sup>th</sup> century.</p>	Post Medieval	Victorian
	1202182	2324M (Bristol)	Crew's Hole garden building	<p>A garden building with retaining walls, probably built as a bath house, dating from the mid-18<sup>th</sup> century. Constructed in pennant rubble and white rendered brick with copper-slag block dressings. The building has a circular open plan with an underground chamber set into the hillside with a domed roof. The ornamental south façade, facing the terraced garden that stretches out in front of it, has a central lancet doorway, flanked by pilasters rusticated with slag blocks, blind oculi to each side, and lower pilasters to the margins. Above the doorway is a blind oculi set into a square panel and a ramped parapet. There are tall retaining walls to each side. The building was built in the mid-18<sup>th</sup> century as a bath house or folly for William King, the proprietor of the former adjacent glassworks from 1752 until his death in 1777. His house was attached to the works, and he laid out a terraced garden behind it, on the steep bank of the River Avon.</p>	Post Medieval	Georgian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
				<p>The asset has architectural and historic interest as an eighteenth-century bath house.</p> <p>The setting of the asset has changed over time whilst originally the garden offered extensive views of the Avon Valley, it has now been obscured by trees.</p>		
	1202185	781M (Bristol)	Cumberland Basin walls and associated features including Junction Lock swing bridge	<p>Stone walls to the basin and locks at the west end of Bristol's Floating Harbour (except to Brunel's Lock, which is separately listed at Grade II*). The listing includes mooring bollards, capstans, the lock gates and slipway to Howard's Lock and the swing bridge to Junction Lock. The first phase is of 1803-1809, with a second major phase of work in the 1860-1870s.</p> <p>The Floating Harbour provided a large non-tidal area in the Port of Bristol for the first time, a long-planned and much-delayed development. Though incapable of counterbalancing the port's inadequacies relative to its rivals such as Liverpool and London, it had a profound effect on the commercial and industrial history and geography of the city, and thereby its architecture.</p> <p>The asset has historic and architectural interest as part of the infrastructure of Jessops plans for the Floating Harbour. Its historic interest is a result of the importance of the Cumberland Basin in allowing the Port of Bristol to compete internationally. It is a testament to the ambition and ingenuity of the early industrial age. Its architectural interest is because it is a rare example of a tidal basin, and it is critical to the operation of the Floating Harbour. It is associated with Thomas Jessop and Thomas Howard, both important engineers. There are clear signs of the historic phasing surviving, which reflect the changing patterns of industrial activities.</p> <p>The walls and associated features of Cumberland Basin and their relationship to the group of assets that surround them is key to an understanding of their significance. They have group value with the other listed and scheduled structures.</p>	Post Medieval	Georgian – Victorian
	1202187		81, 82 and 83, Cumberland Road	<p>This terrace of 3 houses was built in c1840 in the late Georgian style with stucco with limestone dressings. It was designed as a symmetrical terrace with a pedimented central section and parapeted wings, of which the left-hand one was not built.</p> <p>The asset has architectural interest as a short row of very late Georgian terraced houses.</p> <p>The setting of the asset is defined by its relationship to the River Avon New Cut.</p>	Post Medieval	Victorian
	1202188		86-90, Cumberland Road	<p>This terrace of 5 Georgian houses feature stucco and pebbledash finishes with limestone dressings. arty wall stacks and a pantile hipped roof.</p> <p>The asset has architectural interest as a short row of very late Georgian terraced houses.</p> <p>The setting of the asset is defined by its relationship to the River Avon New Cut.</p>	Post Medieval	Georgian
	1202189	1442M (Bristol)	A. Bond Tobacco warehouse	<p>This bonded tobacco warehouse was designed by the Docks Committee engineer and built by William Cowlin and Sons in 1905.</p> <p>It features patent red bricks, blue engineering bricks, Pennant stone steps and terracotta details.</p> <p>The asset has historic and architectural interest as an early 20<sup>th</sup> century warehouse.</p> <p>The warehouse is highly visible due to its scale and raised setting above the River Avon. It relates to the two other warehouses, one to the west on the northern side of the river and the other on the south side and it is also visible as part of the trio from Bristol harbour and in general throughout the west of the city.</p>	20 <sup>th</sup> Century	Early 20 <sup>th</sup> century
	1202190		Old City Gaol, south east perimeter wall	<p>Perimeter wall to the old gaol, which is now a warehouse. Built in 1832 by TS Pope using carboniferous limestone ashlar and coursed pennant. A tall, curved wall with broad buttresses has an elliptical-arched carriage entrance at the east end with a key dated 1890.</p> <p>The asset has historic interest as remnants of the Old City Gaol.</p> <p>The setting of the asset has been radically altered over time and now forms part of a housing development. The water setting is now secondary due to the scale of surrounding development.</p>	Post Medieval	Georgian
	1202222		Numbers 1 to 15 (consecutive) and attached front basement walls and railings	<p>This terrace of 15 late Georgian houses, built in c1825 features a stucco finish with limestone dressings and slate mansard roofs. Double-depth plan. These 3 storey houses have first-floor balconies with wrought-iron pointed-arched railings with quatrefoils.</p> <p>The asset has architectural interest as a short row of very late Georgian terraced houses on Freeland Place.</p> <p>The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.</p>	Post Medieval	Georgian
	1202223		16-19, Freeland Place	<p>This terrace of 4 late Georgian houses, built in c1825 features a stucco finish with limestone dressings. No.17 has a bowed early 19<sup>th</sup> century shop front with 28 panes.</p> <p>The asset has architectural and historic interest as a short row of Regency period houses on Freeland Place.</p> <p>The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.</p>	Post Medieval	Georgian
	1202224		Freeland House attached front garden walls piers and basement area railings	<p>This late Georgian has subsequently been split into an attached pair. The building has a render finish with limestone dressings, gable stacks and a pantile double-pile roof.</p> <p>The asset has architectural interest as a Regency period house on the Clifton hillside.</p> <p>The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.</p>	Post Medieval	Georgian



Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
	1202239		5, Granby Hill	This Georgian house built in c1790 features a stucco finish with limestone dressings, gable stacks and a pantile mansard roof. The asset has architectural interest as a Georgian house that forms part of the Clifton hillside. The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.	Post Medieval	Georgian
	1202310	1580M (Bristol)	Numbers 302 and 304 and attached front area walls and piers	This early Georgian house, built in c1730 was divided in the early 19 <sup>th</sup> century. It features a stucco finish with limestone and Pennant dressings, brick party wall stacks and a double Roman half-hipped mansard roof. The asset has architectural and historic interest as an early Georgian house that forms part of the Clifton hillside. The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.	Post Medieval	Georgian
	1202312		St Vincent's Parade, and attached front area railings and gates	Formerly known as: Nos.3-11 St Vincent's Parade, this terrace of 9 Georgian houses was built in 1789, possibly by John Eveleigh. The houses feature limestone ashlar, party wall stacks and pantile double-pile mansard roofs. The terrace is linked on stylistic ground with Eveleigh, the designer of the Mall, now Nos 1-13 West Mall. The asset has architectural interest as a late 18th century terrace row that forms part of the terraced effect of the Clifton hillside. The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.	Post Medieval	Georgian
	1202563	1741M (Bristol)	Harbour walls of Sea Mills Docks	Rock faced rubble harbour walls built c1715-20 by John Padmore. The asset has historic and archaeological interest as part of the pre-nineteenth century development of the floating harbour. The setting of the asset is as part of the former area of the Sea Mills Docks, at the confluence of the Rivers Trym and Avon.	Post Medieval	Georgian
	1202565	2703M (Bristol)	St Vincent's Works factory	Pair of attached factory sheds built in 1891 possibly by TR Lysaght for J Lysaght. The open plan rectangular sheds, built in a Romanesque revival style are constructed of Pennant rubble with limestone dressings and corrugated asbestos roof. The asset has architectural and historic interest as part of an ensemble of late 19 <sup>th</sup> century factory architecture. The principal views towards the factory buildings are to the rear of the buildings where it straddles the Feeder Canal. This forms its setting, making a positive contribution to its significance.	Post Medieval	Victorian
	1202566		St Vincent's Works, gateway and attached wall to south west	Gateway built in 1891 by TR Lysaght for J Lysaght, possibly assisted by RM Drake. The gothic revival style gateway is constructed of coursed Pennant rubble with limestone dressings, limestone ashlar and squared, coursed rock-faced red sandstone. The listing includes a vehicle gateway and quadrant side walls, and left-hand pedestrian gateway attached to the right of St Vincent's Works offices. The asset has architectural and historic interest as part of an ensemble of late 19 <sup>th</sup> century factory architecture. The setting of the gateway and attached wall is urban with the factory buildings to the rear built up to the Feeder Canal. This is part of its historic context and makes a positive contribution to its significance.	Post Medieval	Victorian
	1202567		Warehouse, premises of Clarks Wood Company	Warehouse built in c1863 possibly by TR Lysaght for J Lysaght. The warehouse, built in the Romanesque revival style are constructed of Pennant rubble with limestone dressings and a corrugated asbestos roof. They form part of J Lysaght's St Vincent's galvanising works, but earlier were part of the railhead building for William Butler's tar works (1863). The warehouse has architectural and historic interest as part of the ensemble of late 19 <sup>th</sup> century factory architecture at St Vincent's galvanising works. The setting of the warehouse is urban with the factory buildings to the rear built up to the Feeder Canal. This is part of its historic context and makes a positive contribution to its significance.	Post Medieval	Victorian
	1202597	1872M	The Lamplighters public house	This late 18 <sup>th</sup> century public house has a render finish and features Pennant rubble, brick gable stacks and a double Roman tiled hipped roof The asset has architectural and historic interest as an eighteenth-century public house. The setting of the asset includes parkland running down towards the river. Whilst the building is set well back from the shore, it has a clear visual engagement with the river. Its riverside setting, within the hamlet of Lamplighters makes a positive contribution to its significance.	Post Medieval	Georgian
	1202647		Former shipwright's shop	This single storey open plan former shipwright's shop was built in c1885. Built of brick and timber facing, it has a cast-iron frame and slate hipped roof. The front elevation features cast-iron columns on rounded bases to a timber beam, with sliding doors second and overlapping timber boarding. The asset has architectural and historic interest as a former shipwright's shop. The setting of the asset is defined by its relationship to the River Avon New Cut it is built on land reclaimed behind Jessops' Floating Harbour dam, and named after Brunel's Under Fall culvert for removing silt into the New Cut. Contained a mortar mill and circular saw powered by the engine in the machine shop '...nowhere else is the essential character of the dock landscape preserved so completely'	Post Medieval	Victorian
	1202665		The Louisiana public house	This terrace of 3 early 19 <sup>th</sup> century houses now functions as a public house and is finished in a combination of limestone ashlar and render. The 3 storey houses are divided by pilasters which end in a coped parapet. There is a carriage arch to the left.	Post Medieval	Georgian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
				<p>The asset has architectural and historic interest as the corner of a row of Regency Period terraced houses.</p> <p>The setting of the asset is the Bathurst Basin and is visible within the context of the River Avon New Cut.</p>		
	1202720		Numbers 60, 62 and 64 and attached front basement area railings	<p>This Georgian terrace of 3 houses was built in c1820 and features a stucco over rubble finish, party wall stacks and a pantile roof. Built along the New Cut of 1809.</p> <p>The asset has architectural and historic interest as part of the residential development following on from and in relation to construction of the New Cut.</p> <p>The setting of the asset adjacent to the New Cut is essential to an understanding of its development.</p>	Post Medieval	Georgian
	1202721		Numbers 74 to 80 (even) and attached front basement area railings	<p>This terrace of 4 Georgian houses, built in c1820 features a limestone ashlar, rubble and brick finish with a pantile roof. Strip pilasters end in a cornice and parapet. Built after the opening of the New Cut in 1809.</p> <p>The asset has architectural and historic interest as part of the residential development following on from and in relation to construction of the New Cut.</p> <p>The setting of the asset adjacent to the New Cut is essential to an understanding of its development.</p>	Post Medieval	Georgian
	1202722		Numbers 108 to 120 (even) and attached front basement area railings	<p>This terrace of seven houses was built in c1820 and partly rebuilt in 1994. Generally built of brick with limestone dressings, however Nos. 116 and 118 are thought to be by the architect Henry Rumley and have a stucco finish.</p> <p>The asset has architectural and historic interest as part of the residential development following on from and in relation to construction of the New Cut.</p> <p>The setting of the asset adjacent to the New Cut is essential to an understanding of its development.</p>	Post Medieval	Georgian
	1202723		Langton Street bridge	<p>This iron and steel footbridge, built in c1884 is formed of squared, snecked Pennant rubble and ashlar. iron and steel bridge. Battered abutments with a coved cornice and piers with coved caps. Runs of Pennant steps either side and flags on the bridge. Elliptical-arched bow bridge with diagonal braces and crossed railings.</p> <p>The asset has architectural and historic interest as an unusually shaped iron and steel footbridge. Colloquially referred to by Bristolians referred to as the banana bridge.</p> <p>The setting of the asset is the New Cut and the townscape to the north and south, which it connects. This setting is therefore key to an understanding of its significance.</p>	Post Medieval	Victorian
	1204010	621M (Bristol)	Walls, quays and bollards to Bathurst Basin	<p>Pennant ashlar quay walls, steps and cast iron bollards built in c1809 by William Jessop. The walls surround Bathurst basin and its locks, extending out of south lock approximately 100m to each side along the New Cut, with mooring bollards and capstans set beside them. The walls form part of Jessop's design for the Floating Harbour, which was completed in 1809. The new landing stages in the Cut by the entrance to Bathurst Basin were built in 1852.</p> <p>The asset has architectural and historic interest as part of the infrastructure of Jessops plans for Bathurst Basin.</p> <p>The quay walls and bollards form part of the general arrangement of Bathurst Basin and the Floating Harbour and their relationship is key to an understanding of their significance.</p>	Post Medieval	Georgian
	1204021		2-6, Bathurst Parade	<p>This terrace of 5 early 19<sup>th</sup> century houses with a stucco finish and limestone dressings was extensively restored c1981.</p> <p>The asset has historic and architectural interest as part of the waterside residential development adjacent to the Bathurst Basin.</p> <p>The setting of the asset directly facing onto the Bathurst Basin is key to an understanding of its development and therefore its significance.</p>	Post Medieval	Georgian
	1207508		69-78, Coronation Road	<p>This terrace of 10 houses was built in c1820 and features a stucco finish over rubble walls, a pantile roof with brick stacks. The terrace is set out in a formal late-Georgian arrangement with the end houses articulated forward as pavilions, their entrances set back into external terrace corners. Attributed to H Rumley, 1851 by (Gomme), but shown on Ashmead's Map of Bristol of 1821.</p> <p>The asset has architectural and historic interest as part of the residential development built in relation to and as a consequence of the opening of the New Cut.</p> <p>The setting of the asset on Coronation Road relates strongly to the River Avon New Cut which was key to its development.</p>	Post Medieval	Georgian
	1207518	2337M (Bristol)	Zion House and attached railings and gateways	<p>This classical style congregational chapel, built in 1830 for John Hare now functions as offices. It is built of Pennant stone rubble and limestone ashlar with a slate roof.</p> <p>The asset has architectural, historic and artistic interest as a landmark non-conformist church built in a restrained classical style.</p> <p>The setting of the asset is adjacent to the New Cut across Coronation Road. Direct views were previously blocked by a dense planting of Lime Trees.</p>	Post Medieval	Georgian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
	1207552		Tower of the Church of St Paul (other parts of the church not included)	<p>This church tower was built between 1829-31 by C Dyer in limestone ashlar. The square 2-stage tower has diagonal buttresses, a deep weathering to the belfry, with central buttresses between tall louvred windows rising from the belfry to an openwork parapet, and tall crocketed pinnacles. The main body of the church was badly damaged in the Second World War, and subsequently rebuilt.</p> <p>The asset has architectural, historic, and artistic interest as a late Georgian church tower built in a transitional Gothic style with substantial landmark qualities.</p> <p>The tower is highly visible within its setting adjacent to the New Cut and is several times higher than any neighbouring structure.</p>	Post Medieval	Georgian
	1207586	64M (Bristol)	Bristol General Hospital	<p>The former Bristol General Hospital, of 1853-5 with later additions, is an eclectic complex of evolved hospital buildings incorporating high-quality Italianate and Edwardian Baroque styles. The architects were Gingell, Crisp and Oatley who are well-regarded Bristol architects, Founded in 1832, the hospital is an early response to the need for improved medical facilities within the growing city of Bristol.</p> <p>The asset has architectural and historic interest, despite alterations to meet changing hospital requirements, the complex has a good degree of survival; It is a good ensemble of hospital buildings, many of which are to a high architectural order.</p> <p>The setting of the asset strongly relates to the New Cut and Bathurst Basin and is highly visible from multiple angles.</p>	Post Medieval	Victorian
	1207871		84 and 85, Cumberland Road	<p>This pair of attached houses, built in c1840 in a late Georgian style with Greek revival decoration features a stucco finish with limestone dressings, party wall stack and a slate roof. The pair of buildings have a tall front elevation with a shallow full-width pediment and single-storey side entrance porches, a prominent niche in the centre with a panelled sill and bracketed lintel with acroteria. The porches have pilasters to an entablature with acroteria, 6-panel doors with round middle panels, and semicircular-arched side windows with margin bars.</p> <p>The asset has architectural interest as a short row of very late Georgian terraced houses.</p> <p>The setting of the asset is defined by its relationship to the River Avon New Cut.</p>	Post Medieval	Victorian
	1207877		91, Cumberland Road	<p>This gothic style house, built in c1840 now functions as offices. It has a stucco finish with limestone dressings, octagonal ashlar lateral stacks and a pantile double-pile gabled roof. The symmetrical front has 2 large gables, an open porch with a 4-centre arch, a crenellated parapet with a raised centre and a shield, and octagonal clasping buttresses with caps and pointed side windows.</p> <p>The asset has historic and architectural interest as a short row of early Victorian terraced houses.</p> <p>The setting of the asset is defined by its relationship to the River Avon New Cut.</p>	Post Medieval	Victorian
	1207882		129, Cumberland Road	<p>This mid-19<sup>th</sup> century office was built for Charles Hill and Sons, shipbuilders. Built in the Italianate style of Pennant rubble with limestone dressings, the building has a symmetrical front with doorways to the centre and in the splayed corners with carved acanthus capitals which end in a wooden cornice. The first floor has clasping pilasters which end in a frieze, cornice and parapet. The side elevations are rendered, and the building is connected behind to a 20<sup>th</sup> century building.</p> <p>The asset has architectural interest as a short row of very late Georgian terraced houses.</p> <p>The setting of the asset is defined by its relationship to the River Avon New Cut.</p>	Post Medieval	Georgian
	1207885	63M (Bristol)	Old City Gaol, entrance wall and gateway	<p>This entrance wall and gateway of the City Gaol were built in 1816 by HH Seward and RS Pope. After the walls sustained damage they were restored in 1832 by RS Pope. It is formed of carboniferous limestone ashlar to head height, and Pennant ashlar above. The windowless square towers flank a recessed bay with a large semicircular-arched gateway which has a portcullis and iron-clad doors.</p> <p>The asset has historic interest as remnants of the Old City Gaol.</p> <p>The setting of the asset has been radically altered over time and now forms part of a housing development. The water setting has been diminished due to the scale of surrounding development.</p>	Post Medieval	Georgian
	1208330	1443M (Bristol)	B Bond Tobacco warehouse	<p>This bonded tobacco warehouse, built in 1908 by William Cowlin and Sons was designed by the Docks Committee engineer using the Coignet system. It is formed of reinforced concrete, patent red bricks and blue engineering bricks with Pennant stone steps, terracotta details and a Welsh slate roof. It is open plan but split in 2 equal parts by central spine wall.</p> <p>The asset has historic and architectural interest as an early twentieth century warehouse.</p> <p>The warehouse is highly visible due to its scale and raised setting above the River Avon. It relates to the two other warehouses, one across the river and the other to the east on the northern side. It is also visible as part of the trio from Bristol harbour and in general throughout the west of the city.</p>	20 <sup>th</sup> Century	Early 20 <sup>th</sup> century
	1208805		Wellington House and attached stables	<p>This early 19<sup>th</sup> century house has a roughcast render finish, gable-end stacks and a double Roman tiled hipped mansard roof. 2 The 2 storey house has a symmetrical front with a parapet and coped gables.</p> <p>The asset has architectural interest as a nineteenth-century house forming part of the village of Shirehampton prior to its significant expansion later in the century.</p> <p>The asset is set back from the River Avon and has oblique views towards the river. Its setting within the hamlet of Lamplighters makes a positive contribution to its significance.</p>	Post Medieval	Georgian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
	1218630		Former pattern maker's shop and stores	<p>This pattern-maker's shop and associated stores was built in c1885 of brick and rubble with slate hipped roofs. It has an L-shaped plan of single-depth sheds following the line of Avon Crescent with taller projecting open sheds at the south-eastern end. Two brick sheds have curved ends facing one another, connected by a wall. The shop and sheds were built on land reclaimed behind Jessop's dam after 1840s and named after Brunel's Under Fall culvert for silt removal into the New Cut.</p> <p>The asset has historic and architectural interest as 'nowhere else is the essential character of the dock landscape preserved so completely' (Lord and Southam).</p> <p>The shop and stores are visible elements within the setting of both the River Avon and Harbour.</p>	Post Medieval	Victorian
	1218703		Patent slip and quay walls	<p>This mid-19<sup>th</sup> century patent slip and associated quay walls built of granite and Pennant rubble were restored in 1888. The quay walls extend approximately 50m along the frontage of the Underfall Yard. Built on land reclaimed behind Jessop's 1809 Overfall Dam, originally part of the c1850 Nova Scotia Yard, purchased by the Docks Committee in 1880.</p> <p>The asset has historic interest as 'nowhere else is the essential character of the dock landscape preserved so completely' (Lord and Southam).</p> <p>The patent slip and quay walls are key elements which form part of the setting of the Floating Harbour.</p>	Post Medieval	Victorian
	1279514		Prince's Wharf and Wapping Wharf, quays and bollards	<p>Granite and Pennant quays and cast-iron bollards built from 1874-76 by Thomas Howard, Docks Engineer. Granite curbs to Pennant rubble walls. Quay walls built 'chiefly of concrete, partly of the best hydraulic lime and partly of Portland Cement faced with stonework and granite' (Lord). Includes the bay for the Fairbairn Crane.</p> <p>The asset has historic and archaeological interest as part of the infrastructure of Prince's Wharf and Wapping Wharf.</p> <p>The quay walls and bollards form part of the general arrangement of Prince's Wharf and Wapping Wharf and their relationship to the Wharfs are key to an understanding of their significance.</p>	Post Medieval	Victorian
	1279549		Gasworks perimeter wall	<p>This mid/late 19<sup>th</sup> century Pennant rubble and ashlar perimeter wall was built for Bristol Gas Light Company. It surrounded the southeast and northeast sides of the former gasworks and incorporated an infilled elliptical ashlar carriage arch at the north-western end. The wall forms part of the overall Bristol Gas Light Company's Avon Street works which opened in 1821. It is listed as part of the industrial landscape around the St Vincent's Works and its associated walls.</p> <p>The walls have historic interest as part of an ensemble of outstanding late 19<sup>th</sup> century factory architecture.</p> <p>The setting of the wall is within the urban/industrial streetscape of the Silverthorne Lane Conservation Area. It is part of a group with the surviving retort and coal store building, as well as any associated buried remains, of the former gasworks. Generally urban with the factory buildings to the rear built up to the Feeder Canal.</p>	Post Medieval	Georgian – Victorian
	1282036		Numbers 42 to 58 (even) and attached front basement area railings	<p>This terrace of 9 late Georgian houses, built in c1820 is formed of brick with limestone dressings, party wall stacks and a pantile roof. While the houses vary from 2 to 3 storeys, they are unified by strip pilasters which end in cornices and parapets and their semicircular-arched doorways with open pediments on brackets. The doors themselves have 6 panels and fanlights. The plate glass sashes, some of which have glazing bars, sit under segmental heads. Built along the New Cut of 1809.</p> <p>The asset has architectural and historic interest as part of the residential development following on from and in relation to construction of the New Cut.</p> <p>The setting of the asset adjacent to the New Cut is essential to an understanding of its development</p>	Post Medieval	Georgian
	1282037		Numbers 86 to 98 (even) and attached front basement area railings	<p>This terrace of 7 late Georgian houses was built in c1820 of limestone ashlar, rubble, brick party wall stacks and pantile roof. The 3 storey houses each have pilaster strips at the party walls which end in cornices and parapets. Right-hand semicircular-arched doorways, with flat, reeded canopy and thin pilasters each side with small impost; 6-panelled doors and fanlights. Plain, 8/8-pane ground-floor sashes, 3/6-panes on the second floor. Varying rear elevations are 3 storeys. INTERIOR: No.98 has glazed hall door, reeded dado and architraves with corner roundels, and similar surrounds to fireplaces, straight right-hand stair flight has plain column newels and stick balusters. SUBSIDIARY FEATURES: area railings and gates, and coal hole in pavement. Built along the New Cut of 1809.</p> <p>The asset has architectural and historic interest as part of the residential development following on from and in relation to construction of the New Cut.</p> <p>The setting of the asset adjacent to the New Cut is essential to an understanding of its development</p>	Post Medieval	Georgian
	1282038		138-142 (even) York Road	<p>This group of three houses originally formed part of a terrace of fifteen houses built in 1823 along the New Cut of c1809. A plaque on no 142 is inscribed with REDCLIFF CRESCENT / 1823. In the late 20<sup>th</sup> century many of the houses fell into disrepair and in 1991 the facades of 138 and 140 were partly rebuilt.</p> <p>The asset has architectural and historic interest as part of the residential development following on from and in relation to construction of the New Cut.</p> <p>The setting of the asset adjacent to the New Cut is essential to an understanding of its development.</p>	Post Medieval	Georgian



Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
	1282061	2129M (Bristol)	Lock keeper's house at Netham Locks [and] Lock Keeper's toll house at Netham Locks	<p>This cottage was built in c1809 of squared, uncoursed Pennant rubble with brick eaves stack and slate roof. It features decorative bargeboards with finials to the gable ends. The front elevation has a cast-iron plaque inscribed BUILDING 1/ BRISTOL DOCKS.</p> <p>The asset has historic and architectural interest as part of the ensemble of buildings at Netham Lock the upstream entrance to the Feeder Canal and the Floating Harbour, designed and built by William Jessop in 1804-9.</p> <p>The physical and visual association between the lock and lock-keeper's cottage is essential to its understanding, making this setting an important part of its significance.</p>	Post Medieval	Georgian
	1282093		St Paul's Vicarage	<p>This mid-19<sup>th</sup> century house has a limestone ashlar front, Pennant rubble sides, ashlar gable end stacks and double Roman tile double-pile roof. The protruding right-hand gable has rusticated quoins and a plat band. The open porch to the left of the gable has columns with Egyptian-style capitals which end in a canopy. The window openings have segmental keyed heads. The decorative bargeboards have small finials and the end gable stacks feature cornices.</p> <p>The asset has architectural and historic interest as a vicarage serving the adjacent St Paul's Church.</p> <p>The setting of the asset is largely defined by its subsidiary scale and style in relation to the adjacent St Paul's Church. The house is separated from the River Avon by a pair of Victorian semi-detached houses to the north.</p>	Post Medieval	Georgian – Victorian
	1282096		105, Station Road	<p>This late 18<sup>th</sup> century attached house has a render finish and a hipped pantile roof. The 3 storey house has a parapeted front, a left-of-centre doorway and 20<sup>th</sup> century porch.</p> <p>The asset has historical and architectural interest as a late eighteenth-century house forming part of the village of Shirehampton prior to its expansion in the nineteenth century.</p> <p>The asset is set back from the River Avon and has oblique views towards the river. Its setting within the hamlet of Lamplighters makes a positive contribution to its significance.</p>	Post-Medieval	Georgian
	1282119		St Vincent's Works north gateway and attached walls	<p>Gateway and walls built c1880 of Pennant rubble and ashlar, with limestone dressings. Broad gate piers feature semi-circular arched doorways with three orders below a corbel table, machicolated top and cap. To the west lies the lower section of a former warehouse which is divided by broad pilasters. To the east there is a tall, ashlar quadrant wall with roll top coping.</p> <p>The asset has architectural and historic interest as part of an ensemble of outstanding late 19<sup>th</sup> century factory architecture.</p> <p>The setting of the gateway and attached wall is urban with the factory buildings to the rear which it was associated with.</p>	Post Medieval	Victorian
	1282230		Stork House	<p>This pair of attached houses was later a hotel and now functions as an office. Date uncertain - formerly dated 1718, but on stylistic grounds the date would be mid-18<sup>th</sup> century. It has a stucco finish with limestone dressings, brick party wall stacks and hipped double-pile pantile roof.</p> <p>The asset has architectural and historic interest as an 18<sup>th</sup> century building which functioned for many years as a hotel.</p> <p>The setting of the asset has been substantially altered over time whilst the building is generally visible within the wider context of the River Avon its direct relationship is severed by the roadways which run directly in front of it.</p>	Post Medieval	Georgian
	1282268		20 and 21, Freeland Place	<p>This pair of early 19<sup>th</sup> century late Georgian style attached houses were extended to the right in 1987. They feature a stucco finish with limestone dressings, gable stacks and a pantile mansard roof. The symmetrical front has pilaster strips which end in a moulded coping, with raised ends. The paired doorways have raised surrounds with impost, cornices and raised panels above. The rectangular overlights have metal frames with central round and flanking lozenge panes and reeded transoms.</p> <p>The asset has architectural interest as a short row of very Regency period houses on Freeland Place.</p> <p>The setting of the asset is on the rise of Clifton hillside and has views to and from the River Avon below.</p>	Post Medieval	Georgian
	1282288		Walls and piers to forecourt of number 91	<p>The piers and walls of this house were built in c1840 of limestone ashlar and squared coursed rubble. The octagonal piers with caps surround the central and left-hand entrances, with a ramped rubble wall with wrought-iron railings.</p> <p>The asset has historic interest as it forms part of the setting of the Gothic style villa at 91 Cumberland Road.</p> <p>The setting of the asset relates to the New Cut which is located directly across Cumberland Road.</p>	Post Medieval	Victorian
	1282390		7, 8 and 9, Bathurst Parade	<p>This terrace of 3 early 19<sup>th</sup> century late Georgian style houses has later alterations and was extensively restored c1981. It has a stucco finish with limestone dressings. The parapeted fronts have left-hand semicircular-arched doorways with keys and imposts. The front elevations also feature 20<sup>th</sup> century fanlights and 6-panel doors, large keys to 6/6-pane 20<sup>th</sup> century sashes with 3/6-panes to the basement windows.</p> <p>The asset has historic and architectural interest as part of the waterside residential development adjacent to the Bathurst Basin.</p> <p>The setting of the asset directly facing onto the Bathurst Basin is key to an understanding of its development and therefore its significance.</p>	Post Medieval	Georgian
	1291651		1-4, Wapping Road	<p>This terrace of 4 early 19<sup>th</sup> century late Georgian style houses has a render finish with limestone dressings. The houses feature pilasters, thin cornices and parapets. The semi-circular-arched doorways have imposts and key blocks, fanlights and 6-panel doors.</p>	Post Medieval	Georgian

Designation	NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
				<p>The asset has architectural interest as a short row of late Georgian style houses.</p> <p>The setting of the asset is urban and is set back behind the Louisiana Public House from the New Cut and Bathurst Basin.</p>		
	1292908		Myrtle Hall and attached wall	<p>Early 19<sup>th</sup> century house built in brick with limestone dressings, brick gable end stacks and a double-pile slate mansard roof. Also brick garden wall to the left which has a Gothic arch and limestone key. The building is one of the oldest in the Shirehampton/Lamplighters area and it stands apart from other Georgian buildings which are otherwise clustered along the main roads.</p> <p>The asset has architectural interest as a surviving Georgian building.</p> <p>The setting of the asset is comprised by the 20<sup>th</sup> century housing estate to the north and the allotment gardens to the south. Its setting is very different from its original isolated riverside position. As a result, its setting does not make a particular contribution to its significance.</p>	Post Medieval	Georgian
	1292966		Rock House and attached front pavement and basement area railings and gates	<p>This late Georgian style house which is now divided into two, was built in c1800. It has a render finish with limestone dressings. The front elevation has pilaster strips which end in a moulded coping, a wide basement area with Pennant-stepped bridge to an elliptical-arched doorway with a metal batswing fanlight and a 2-leaf 12-panel door with fluted lower panels. In front of the basement area is a later colonnade of 6 slim Tuscan columns, square to each end, to a deep first-floor balcony, and a shallow, tented second-floor balcony on cast-iron brackets with flat stanchions, both with pointed-arched wrought-iron railings with quatrefoils. The ground floor windows are 8/8 sashes with French windows above, and plate-glass basement sashes.</p> <p>The asset has architectural and historic interest as a late Georgian house.</p> <p>The setting of the asset is part of the townscape of Hotwells, facing onto the River Avon. This setting is part of its architectural and historical context and contributes to its significance.</p>	Post Medieval	Georgian
	1292983		103, Station Road	<p>This late 18<sup>th</sup> century house has a roughcast finish. The right-hand semicircular-arched doorway has a fanlight and 20<sup>th</sup> century porch. The 19<sup>th</sup> century two-storey canted bay to the left has horned 8/8-pane sashes and flanking 6/6-pane sashes and paired 3/6-pane sashes in flush boxes to the second floor. The left return has a canted oriel on cast-iron stanchions with 6/6-pane sashes and paired second-floor windows as the front.</p> <p>The asset has architectural interest as a late eighteenth-century house forming part of the village of Shirehampton prior to its expansion in the nineteenth century.</p> <p>The asset is set back from the River Avon and has oblique views towards the river. Its setting within the hamlet of Lamplighters makes a positive contribution to its significance.</p>	Post Medieval	Georgian
	1320644	8910 (North Somerset)	Mulberry Cottage [and] Mulberry House	<p>This detached mid-late 17<sup>th</sup> century house, now subdivided, has been altered over time.</p> <p>Mulberry House faces south and is rendered with a pantiled roof. The house is laid out over two storeys and an attic with gabled dormers. The windows are generally 20<sup>th</sup> century casement windows. There is a 2-light casement window in west gable end with ovolo moulded mullions and surrounds. The central 20<sup>th</sup> century door sits in a gabled porch.</p> <p>Mulberry Cottage faces north and west and is rendered with a double Roman tiled roof. The two storey house (plus attics) has a steep stone gable. There is a single bay to east elevation and two to north elevation. Of the casement windows, there is one featuring ovolo moulded mullions and surrounds on the ground floor of each elevation. The central door and lean-to conservatory are to north with a blocked doorway to east.</p> <p>The asset has architectural and historic interest as a seventeenth century house.</p> <p>The asset is located within the settlement of Pill and this makes a positive contribution to how it is understood.</p>	Post Medieval	Stuart / Jacobean
	1380341	2053M (Bristol)	Ashton Swing Bridge	<p>This railway and road hydraulic swing bridge is now fixed in place. It was designed in 1905-6 for the Bristol Corporation and the GWR by the chief engineer J. C. Inglis and built by contractor John Lysaght and Co of Bristol. The hydraulic machinery was built by Armstrong Whitworth and Co. Steel, with squared rock faced limestone abutments. There are two piers with the southern one supporting the swinging apparatus. The enormous Whipple Murphy truss swinging span weighs some 1000 tons which carried a double track line to the north bank of the Avon New Cut thus opening up the south side of the Floating Harbour to rail traffic as well as the north bank via the Cumberland Basin bridge.</p> <p>History: This bridge was constructed as a part of the Bristol Harbour lines from the Portishead branch to Canon's Marsh and Wapping' Wharf which opened on 4-10-1906. It was a joint initiative by the City and the GWR but the great cost of ?70,000 fell mainly on the Corporation as the railway had agreed to pay only ?18,000, which was the first estimate. It originally carried a road, and the operating cabin at the top of the girder but there is now little sign of this; it still carries a single rail track. It was operated hydraulically from the dock system and used 182 gallons of water a time. It was one of the last installations added to the docks hydraulic system. In early years it was swung on average 10 times a day, but this soon declined and it has not been swung since 1936. Bristol Corporation rescinded the obligation on the railway to maintain it as an opening bridge in 1951. The road deck and operating cabin were removed following the completion of the new road system associated with the Plimsoll Bridge in 1965.</p> <p>The asset has architectural and historic interest as an unusual example of a combined road/rail swing bridge.</p> <p>The River Avon forms the setting of the asset.</p>	20 <sup>th</sup> Century	Edwardian
	1485360		Avon Crescent Substation	<p>This electricity substation was built between 1905 and 1906 by L G Mouchel of the Hennebique Concrete Company. It is designated due to its architectural interest and historic interest. It is one of the earliest examples of the use of Hennebique system reinforced concrete but is built in a classical architectural style despite the new material. Early electrical equipment fittings survive, and it is a rare example of a building type associated with early municipal electricity supply.</p>	20 <sup>th</sup> Century	Edwardian

Designation		NHLE No.	HER No.	Name	Description and heritage interest(s)	Period	Sub period
					It is part of a group with the Underfall Yard's listed buildings, which is also a scheduled monument, and with the wider group of listed buildings in and around the Floating Harbour which it supplied with electricity. Its setting is essential to how it is understood.		
<b>Registered park and gardens</b>	Grade II*	100560		Ashton Court	<p>An 18<sup>th</sup> or early 19<sup>th</sup> century park on an earlier deer park, laid out after designs by Humphry Repton (c 1802), and formal gardens (late 19<sup>th</sup> century) around a former country house. Since 1960 used as a public park.</p> <p>The asset has historic, artistic and archaeological interest as a substantial work by one of England's most renowned landscape designers.</p> <p>The setting of the asset is vast, however, engagement with the River Avon is limited and largely blocked by well established vegetation.</p>	Post Medieval	Georgian

\*Entered onto Historic England's HAR register for 2022

## Conservation areas

Table 19 presents the conversation areas located throughout the study area as communicated by Know Your Place – West of England and the NHLE. They are arranged by ascending ‘CA’ number.

**Table 19: Gazetteer of conservation areas**

CA	UID**	Name	Description and heritage interest(s)	Local Authority
CA5	5216	Clifton Conservation Area	<p>The Clifton &amp; Hotwells Conservation Area is located in the west of the city of Bristol, immediately east of the Portway, north of the Floating Harbour and west of the city centre. The conservation area centres upon the development of terraces, crescents and streets that rise from Hotwells in the south before meeting the open landscape provided by Avon Gorge and Clifton Down to the west and north. The area is characterised by its dramatic climb from 10m above sea level at the lowest point alongside the Floating Harbour, reaching up to 90m at the highest towards Clifton Park.</p> <p>The conservation area has architectural, historic, artistic, and archaeological interest as one of the finest enclaves of urban terraced housing built during the Georgian and Victorian periods in England.</p> <p>The topography of the Clifton Hillside and river is key to the setting of the conservation area.</p>	Bristol City Council
CA7	5202	Shirehampton Conservation Area	<p>Shirehampton Conservation Area includes the historic village core of Shirehampton, focused on a village green and the surrounding residential estates formed as part of the Shirehampton Garden Suburb in the early 20<sup>th</sup> century. To the south of the main part of the conservation area is the settlement of Lamplighters – a quiet residential area with large Georgian villas and an inn. The Avon Foreshore in the Lamplighters part of the conservation area has an open aspect which is sensitive part of its character. The gentle slopes from the north towards the river create opportunities to look over the roofscapes and streets and out over the Avon to Somerset beyond. The conservation area is an important area of historic townscape, with several distinct phases of development reflecting stages in its evolution. The buildings include the architecturally important Garden Suburb buildings, which were Bristol’s first experiment in creating estates laid out in Garden City principles. The setting of the conservation area contributes to its significance, with views across the surrounding countryside emphasising its separation from the urban density of Bristol city as well as through the functional associations of Lamplighters to the river and ferry crossing to Pill.</p> <p>The conservation area has architectural, historic, and archaeological interest as a layered area of pre nineteenth development followed by a significant overlay of Garden Suburb style development.</p> <p>The setting of the conservation area originates in the development of Shirehampton as the last safe ferry point along the River Avon. The river borders two sides of the area.</p>	Bristol City Council
CA13	5223	Redcliffe Conservation Area	<p>Redcliffe is located towards the heart of Bristol, on an island bounded by the Floating Harbour to the north and west and by the River Avon (New Cut) to the South. Only part of the Redcliffe neighbourhood falls within the Conservation Area boundary, which follows the line of the Floating Harbour as far as Bathurst Basin to the southwest; includes the high ground of Redcliffe Hill and Colston Parade to the south; and extends eastwards up to Temple Way.</p> <p>The conservation area has architectural, historic, and archaeological interest, it is mixed in character, featuring the landmark St Mary’s church, Victorian industrial structures, and more recent commercial and residential development.</p> <p>The Conservation Area has a unique relationship to the water that has shaped its evolution and surrounds it on three sides. The area is also defined by local geology and typography. The name Redcliffe derives from the steep banks of red sandstone that rise from Alfred Wharf and Redcliffe Wharf, giving excellent views across the city from Redcliffe Parade East and West. The red cliffs gradually descend towards the New Cut; further north, the contours level out where built form directly addresses the water’s edge on areas of reclaimed land.</p>	Bristol City Council
CA17	5208	City Docks Conservation Area	<p>The City Docks Conservation Area centres on the low lying land adjacent to the floating harbour and the New Cut, between Cumberland Basin in the west and Bathurst Basin in the east.</p> <p>The conservation area has architectural, historic, and archaeological interest which covers the area that once formed the working heart of Bristol’s dock and commercial activities, and has evolved into a hub of prime leisure and cultural attractions.</p> <p>The setting of the City Docks Conservation Area is unique in terms of the special relationship between the water courses that run central to it: the floating harbour and the New Cut. The wide expanse of water and local topography also offer some of the best views in and out of Bristol, and to major city landmarks and features of interest.</p>	Bristol City Council
CA20	5211	The Downs Conservation Area	<p>The Conservation Area is dominated by the Downs, an expansive plateau of open land was bought up mainly by the Wills family and laid out for the people of Bristol in the Victorian period. It is now maintained by the City of Bristol.</p> <p>The conservation area has historic, and archaeological interest which was formerly the commons of pasture of the manor of Clifton .</p> <p>The setting of the conservation area is defined by the Avon Gorge and Westbury Road to the west and east with the slopes of Clifton and Stoke Bishop to the south and north. The river setting is key to its significance.</p>	Bristol City Council
CA21	5225	Sea Mills Conservation Area	<p>The Sea Mills Conservation Area is one of Bristol’s north western residential suburbs, where the urban density of the city starts to open out into a more rural setting.</p> <p>The conservation area has architectural, historic, and archaeological interest due to the development of a Roman to the south of the area and its early twentieth century suburban development.</p> <p>The Conservation Area lies approximately 5km from the city centre, sited on the north bank of the river Avon and within the basin of the river Trym, and bounded on the north-western side by the wooded Kings Weston ridge. The landscape setting and topography of the conservation area are important factors in its special interest. These allow extensive views into and out of the Conservation Area and contribute to the sense of Sea Mills being a detached suburb.</p>	Bristol City Council
CA23	5213	Sneyd Park Conservation Area	<p>Sneyd Park is a leafy residential suburb of north Bristol.</p> <p>The conservation area has architectural and historic interest as an example of Victorian and twentieth century suburban development.</p> <p>The setting of the conservation area is a gently undulating area located just to the north of Durdham Down and bounded by the Avon Gorge and Valley to the east. The river setting is key to its significance.</p>	Bristol City Council
CA24	5221	Avon Valley Conservation Area	<p>The Avon Valley Conservation Area consists of the land immediately abutting the River Avon from New Brislington Bridge at Netham up to the city boundary at Foxes Wood and the extended area comprising the Brislington House Estate. The northern boundary of the Conservation Area is delineated by the stone perimeter walling of Avon View Cemetery along Beaufort Road and</p>	Bristol City Council



CA	UID**	Name	Description and heritage interest(s)	Local Authority
			<p>the recently completed post-Conservation Policy housing development 'Beaufort Heights'. The plateau forming the cemetery ends at the southern perimeter where the land falls steeply down to the river beyond Crews Hole Road. Strawberry Lane and Lamb Hill form pedestrian links from Beaufort Road through the pleasant, steeply sloping and wooded gardens of Crews Hole to the riverside, and also provide access to Troopers Hill, where industrial archaeological artefacts remain from the coal-mining, quarrying and lead-mining activities of the 18th and 19th Centuries.</p> <p>The conservation area has architectural, historic, and archaeological interest due to its "secluded riverside charm enhanced by an 18th Century settlement pattern".</p> <p>The setting of the conservation area is defined by its relationship to the River Avon.</p>	
CA25	5222	Bedminster Conservation Area	<p>The character of Bedminster, is largely defined by a landscape of Georgian and Victorian terraces are some fine examples of industrial, commercial, civic and institutional buildings.</p> <p>The conservation area has architectural, historic, and archaeological interest derives from its surviving historic route structure and architectural backdrop which illustrate its development from hamlet to industrial suburb.</p> <p>The setting of the Bedminster conservation area is situated to the south of the River Avon on low-lying land north of the Dundry Plateau. The Malago Brook runs down from the Plateau towards the northeast. Malago Road and East Street run to the north approximately along its course, before the Malago drains into the Avon. The Avon New Cut effectively severs Bedminster from the city, forming a significant topographical feature east/west across the northern boundary of the area - until its construction the natural northern boundary was the River Avon itself, now the Floating Harbour.</p>	Bristol City Council
CA26	5200	Bower Ashton Conservation Area	<p>This is a pleasant rural area of open pastureland on the south facing slopes leading to Leigh Woods and forming the setting to Ashton Court, part of the Smythe Estate associated with the house. Rownham Hill, flanking the approach to the Avon Gorge, is an important rural boundary to the city.</p> <p>The conservation area has historic and archaeological interest as a pre modern hamlet and area of twentieth century suburban development.</p> <p>The conservation area is visible in a wide arc from within the city but the setting of it is somewhat removed from the Cut and River Avon.</p>	Bristol City Council
CA34	0	Silverthorne Lane Conservation Area	<p>Silverthorne Lane is a former industrial area that lies within the St Philips area of the city.</p> <p>The conservation area has architectural and historic interest as a former industrial area of the Victorian period.</p> <p>The conservation area is immediately to the north of the Feeder Canal. The conservation area is bounded by the railway infrastructure of the mainline approach to Temple Meads to the north and the Floating Harbour and Feeder Road to the west and south. The Feeder makes an important contribution to its significance.</p>	Bristol City Council
CA78	4307	Leighwoods Conservation Area	<p>Leigh Woods is situated on the edge of the Avon Gorge and is known to many as the backdrop to the Clifton Suspension Bridge.</p> <p>The conservation area has historic and archaeological interest.</p> <p>The river setting of the conservation area, including views to and from the area, is key to its significance.</p>	North Somerset Council

\*\*As presented on the NHLE dataset.

# Non-designated heritage assets

## Built heritage and archaeology

Table 20 presents the non-designated heritage assets (sites and monuments) located throughout the study area. They are arranged by HER in the following order: Bath & North East Somerset (South West Heritage Trust), Bristol City Council, North Somerset, and South Gloucestershire. Each table is arranged by ascending order of HER number.

**Table 20: Gazetteer of non-designated sites and monuments**

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
<b>Bath &amp; North East Somerset</b>	61300	Palaeolithic axes and implements, W of Fox's Wood, Keynsham	A number of Acheulian hand axes and implements, 20 in all, of Greensand chert were found on the surface of a is of archaeological interest as it indicates the potential of the deposit within which the artefacts were found may have further remains of this date. However, it is unlikely that the artefacts were deposited in situ and, as a result, the setting of the findspot does not contribute to its interest.	Palaeolithic	-
	63298	Nineteenth century quarry, Durley Park, Keynsham	Abandoned Pennant stone quarry under woodland at Durley Park, Keynsham. The site was known as 'Rubble heap from railway' in the 1842 tithe map, implying no quarry then existed. In 1885, the western half of the quarry was in active existence, with two sets of rails, one running out by the river to the W, and up an inclined plane to join the GWR while a second ran to a wharf at the nearside. A crane was also recorded on the map. The stone structure of the wharf still remained fairly intact in 1989. A stone built tipping platform survives at the end of the western rail line. The quarry has small amount of fly-tipping, otherwise simply abandoned to woodland, the wharf structure is fairly well preserved. This was used for an area of dumping by the ring road of excavated stone. The remains of the temporary railway track were still in situ by 1993.  The asset has some limited archaeological and historical interest as a Victorian period quarry. Its setting includes the associated locations of the crane and inclined plane, but its setting is unlikely to further contribute to its significance beyond this contextual information.	Post Medieval	-
	66135	Great Western Railway, London to Bristol main line	The proposal for a line between Bristol to London was first promoted by Bristol merchants in 1824, further encouraged by the success of the Stockton and Darlington railway in 1825. These and later proposals were not answered until 1835 when a mainline proposal was approved by parliament. The construction was to be in broad gauge and chiefly overseen by Isambard Kingdom Brunel, with G.E.Frere appointed resident engineer in Bristol. Major building began in 1836 and the line was completed and the Bristol to Bath section of the railway opened on August 31st 1840. The Bristol to Bathampton line had standard gauge added in June 1874 and the opening of the Severn tunnel in 1886 brought additional traffic to the line. The GWR was formally wound up in 1949, upon nationalisation to British Rail, this period saw a decline in traffic and services offered by the railway in competition with new roadways, cars, and buses. The mainline between Bristol and Bath continued in operation by following the privatisation of British Rail and remains in use.  Although the railway line itself is not designated, there are numerous nationally designated structures along it, including the Grade I listed Temple Meads Station at its Bristol terminus. The history and significance of the Great Western main line has been examined in detail by Alan Baxter Associates on behalf of Network Rail (Thorne, 2012). The Bristol to London main line is considered to be of particularly high significance, as it embodies all of the key aspects of the GWR's significance. Brunel was involved in every aspect of the design and construction of the route and it is both a work of 'total engineering' and an example of the picturesque aesthetic of the pioneering railway era. As such, it has architectural, historic and archaeological interest.  The setting of the line varies along its route and will need to be individually considered in considering potential impacts. However, particular aspects to consider are aspects of its setting which relate to its engineering, such as topographically challenging points where innovative solutions were required, places where the line's group association with related buildings and structures can be observed, and points where there are notable views to or from the line.	Post Medieval	Victorian
	68334	Fox's Wood Quarry, Hick's Gate, Keynsham	A large quarry known as 'Long Fox Quarry' is visible on historic mapping along the line of the railway cutting. It was probably established in the 1890s or very early 1900s. It was connected to the railway by multiple sidings. The quarry grows over the course of the 20th century until it closes in the late 1940s or early 1950s.  The asset has some limited archaeological and historical interest as a Victorian period quarry. Its setting is of limited contribution to its interest, contributing only in terms of its functional association with the railway which provided the infrastructure for transporting material from the quarry, and which the quarry may also have contributed stone or rubble.	Post Medieval	-
	68338	Undated enclosure or field boundaries, Hick's Gate, Keynsham	Two areas of slight linear earthworks visible on LiDAR may represent a possible enclosure or the remains of earlier field boundaries. The earthworks may have archaeological interest through their potential for excavation to reveal evidence of their date or purpose. Their setting is unlikely to contribute to their significance in a way which would be sensitive to change from the project.	Uncertain	-
<b>Bristol City Council</b>	1026M	Redcliffe Caves	Redcliffe Caves. A system of manmade caverns cut into the red sandstone (Mercia Mudstone) at the western end of the hill known as Redcliffe. The caves were probably cut for sand to supply the glassworks on Redcliff Wharf during the post-medieval period.  The asset has historic and archaeological interest as a site of post-medieval quarrying and in relationship to the local glassmaking industry. The caves have a functional association with the area of former glassworks along Redcliffe Wharf. This aspect of their setting makes a contribution to their interest.	Post Medieval	-
	1131M	Cholera burial ground, Cattle Market Road	Cholera burial ground, Cattle Market Road. The burial ground for cholera victims was established in the late 1840s on the north side of Cattle Market Road. As a burial ground, the site is likely to have archaeological interest, depending on levels of survival and/or the accuracy of its location. Its setting is unlikely to contribute to its significance in a way which would be sensitive to change from the project.	Post Medieval	-
	1214M	Friary of the Friars of the Sack	The friary of the Friars of the Sack, or Friars of the Penance of Jesus Christ. The friary was founded in or before 1266, and the is church mentioned in 1322. The house did not survive to the Dissolution. The site of the friary is likely to have archaeological interest, should below ground remains survive, although their exact location is uncertain. Depending on their location, if surviving, buried remains could have a setting which contributes to their interest, but this is unlikely to be impacted by the project.	Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	1224M	Brickyard, Great Western Dry Dock	A brickyard on the south bank of the River Avon, west of Wapping. The yard had a large clay pit at both the west and east ends and operated in the late eighteenth and early nineteenth century. Vitriified bricks from the site were recovered from the river. The brickyard is of some limited historic and archaeological interest. Its setting is not likely to contribute to this beyond functional associations with the geology used for the brick making and the wider industrial uses of its surroundings in the 19 <sup>th</sup> and 20 <sup>th</sup> centuries.	Post Medieval	-
	1225M	Great Western Tannery, Gasferry Road	Great Western Tannery, Gasferry Road. The tannery subsequently moved to St. Philip's but walls which possibly belong to the structure appear to survive. The walls have some limited historic interest through the way they illustrate the former uses of the area for industry. Its setting includes its position within an area used for many industries in the post-medieval and modern period. This makes a limited, functional contribution to its interest.	Post Medieval	-
	1226M	Malthouse, Gasferry Road	Malt house, located on the north-western side of Gasferry Road. The building was constructed in 1896 for Bristol United Brewery Ltd. to a design by William Bradford. A fire in 1938 destroyed the roof of the building. The site of the malthouse is of some historic interest as it is illustrative of the range of former industries in the area, and they may be associated buried remains of archaeological interest. Its setting makes limited a contribution due to the site's location within an area of historic industries.	Post Medieval	Victorian
	1230M	Langton Street Chapel	Langton Street Chapel, a Wesleyan Methodist chapel which was opened in 1828. The chapel and its associated burial ground now lie in open space around the site of Broughton House. The chapel survived until at least 1951. The site has archaeological interest, particularly in relation to the chapel's burial ground. The setting of buried remains as this location is of a modern urban context very different from the closely packed 19 <sup>th</sup> century terraces which formerly surrounded it. As such, its setting does not contribute to the significance of any archaeological remains.	Post Medieval	Georgian
	1231M	Burial ground, Langton Street Chapel	Burial ground of Langton Street Chapel. The burial ground seems to have opened in 1828 with the chapel. The burial ground was disused in 1951 and the site was subsequently developed for Broughton House. The significance and setting of the burial ground are as of the chapel (Bristol HER: 1230M)	Post Medieval	-
	1254M	First Goods Shed, Temple Meads	First Goods Shed, Temple Meads. The shed was built in the 1840s, not long after the Old Station, and was demolished in the 1870s to allow the building of the Second Goods Shed (BUAD 1255M). As archaeological remains associated with the earliest years of the pioneering era of the railways, any archaeological remains surviving would be of archaeological and historic interest. The setting of the remains, if surviving, is the complex of buildings and structures associated with Temple Meads and the railway, with which they would have group value.	Post Medieval	Victorian
	1288M	Preaching Cross, St. Mary Redcliffe Churchyard	Preaching cross in St. Mary Redcliffe Churchyard. The cross stood in the churchyard by the south transept of the church and was erected in the medieval period. Its most famous use was when Roger Edgeworth delivered eight Lenten sermons in 1558. The cross does not survive, although it is possible that archaeological remains associated with it, such as a stone socket, may survive. They would be of archaeological interest if surviving. The setting of any surviving archaeological remains is the churchyard of St Mary Redcliffe, with which they would be part of a group.	Medieval	-
	1308M	Parchment Manufactory, Redcliff Mead Lane	A parchment factory on the southern side of Redcliff Mead Lane. The factory apparently consisted of four long, narrow buildings on either side of a courtyard which is aligned north-north-west to south-south-east. The building is no longer extant and the site was redeveloped in the 20 <sup>th</sup> century. The site of the factory has limited historic interest. It does not have a setting which would be sensitive to change arising from the project.	Post Medieval	-
	1309M	Floor Cloth Manufactory, Redcliff Mead Lane	A floor cloth (probably linoleum) factory to the south of Redcliff Mead Lane. The factory was in existence by 1828 and continued in existence to the early twentieth century. The building is no longer extant and the site was redeveloped in the 20th century. The site of the factory has limited historic interest. It does not have a setting which would be sensitive to change arising from the project.	Post Medieval	-
	1311M	Cathay Works, Redcliff Mead Lane	Cathay Works, Redcliff Mead Lane. The works was a fertiliser factory, and the site is now occupied of the Hilton National Hotel. The building is no longer extant and the site was redeveloped in the 20th century. The site of the factory has limited historic interest. It does not have a setting which would be sensitive to change arising from the project.	Post Medieval	-
	1320M	Pond, Temple Meads	A pond at the south-west corner of the meadow known as Temple Meads. The site of the pond lies beneath the northern wall of Brunel's Old Station. Its function is unknown, but it was apparently connected to the drainage ditches surrounding the meadow. If archaeological remains survive, they would have some archaeological interest, particularly if organic preservation has allowed for evidence of the time the pond was in use to survive and be evidenced in pollen, artefacts or other remains. The setting of the pond relates to its low-lying, formerly marshy environment, which is likely to be a part of its history, but this is not a setting which is sensitive to change associated with the project.	Post Medieval	-
	1328M	Pond, Temple Meads	A pond close to the southern corner of the meadow known as Temple Meads. The site of the pond lies beneath the office building of the Bristol and Exeter railway. Its function is unknown, but it was apparently connected to the drainage ditches surrounding the meadow. Any remains of the pond would be of the same significance and setting as Bristol HER: 1320M.	Post Medieval	-
	1329M	Floor Cloth Manufactory, Temple Gate	Floorcloth Manufactory, Temple Meads. The factory, probably producing linoleum, was located on the east side of Temple Gate, at the junction with Cattle Market Road and was recorded by the survey of Bristol by John Plumley and George Ashmead in 1828. The building is no longer extant and the site was redeveloped in the 20th century. The site of the factory has limited historic interest. It does not have a setting which would be sensitive to change arising from the project.	Post Medieval	-
	1330M	Limekilns at Temple Gate	Two limekilns recorded by the map of Bristol by James Millerd of c.1715. The kilns were apparently built at the end of the seventeenth century or the beginning of the eighteenth and lay at the south-west corner of a close. If buried remains survive they would be of archaeological interest. Buried remains of the limekilns are unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	1352M	Gloucester Hotel, Joy Hill	Gloucester Hotel, Joy Hill. The hotel is recorded by Plumley and Ashmead's 1828 survey of Bristol but the Ordnance Survey 1st edition map indicates that by 1883 it was being used as an Army recruiting centre. The building survives and is located within the Clifton & Hotwells Conservation Area, within which is identified as an unlisted character building – which is one which has value within the overall townscape context and make a positive contribution to the character of the area (City Design Group, 2010). The setting of the building is formed by its surrounding streetscape, with which it has group value.	Post Medieval	-
	1353M	Church of St. Andrew-the-Less	Church of St. Andrew-the-Less, Dowry Parade. The church stood on Chapel Row, Dowry Parade, and was recorded by Plumley and Ashmead's 1828 survey of Bristol which shows its churchyard to the rear, lying on South Green Street. It is shown on historic mapping until the mid-20 <sup>th</sup> century but it no longer extant. Archaeological remains may survive, which would have archaeological interest.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
			Any surviving remains of the church surviving below ground would have a physical and historical association with archaeological remains within its former churchyard (Bristol HER: 1354M). This would be a part of their setting which would contribute to their value. Other elements of its setting, such as the bounds of its parish, are not likely to be sensitive to change from the project.		
	1354M	Churchyard of the Church of St Andrew-the-Less	The churchyard of St. Andrew-the-Less, Chapel Row, Dowry Parade. The churchyard is recorded by Plumley and Ashmead's survey of Bristol in 1828 and was still extant and the time of the Ordnance Survey 1st edition map of 1883. The site was subsequently part of the development of Carrick House but it is not known if the burial ground has been cleared. Archaeological remains may survive, which would have archaeological interest.  Any surviving remains of the churchyard surviving below ground would have a physical and historical association with archaeological remains of the church, which is no longer extant (Bristol HER: 1353M). This would be a part of their setting which would contribute to their value.	Post Medieval	-
	1356M	Bonding Yard	The Bonding Yard, to the west of Merchants Dock. The yard lay in the area between Charles Place and Oldfield Place. It was established in the early nineteenth century as a store for timber, pitch and tar, an Act of Parliament in 1776 having made it compulsory for ships to unload flammable materials. It was essentially open-air storage surrounded by a wall, but Plumley and Ashmead's 1828 map records a large building, probably a warehouse. The area was developed for housing after 1883. It is possible that archaeological remains survive, although the likelihood of that has been reduced by the later redevelopment of the site. The setting of any surviving archaeological remains is formed by the functional topographic relationship to the nearby docks, which are essential to how the bonding yard is understood.	Post Medieval	-
	1377M	Bath and Wash Houses, Clarence Road	Public Baths and Wash House, Clarence Road. The building was located on the north side of Clarence Road, on the east side of the junction with Mayor Street. The baths are recorded by Ashmead's 1874 survey and the Ordnance Survey first edition plan. The site was redeveloped by the mid-1960s. There is now a modern school building on the site, making archaeological survival potential limited. As remains are not expected to survive, they do not have a setting.	Post Medieval	-
	1391M	Totterdown Lock Tollgate	Totterdown Lock Tollgate. The gate stood across the bridge over Totterdown Lock bridge. It is recorded by the survey of the city in 1828 by John Plumley and George Ashmead. The tollgate no longer survives, and it is unlikely that there would be archaeological remains. As such, the location of the tollgate does not have a setting, as remains are no longer likely to survive.	Post Medieval	-
	1392M	Cumberland Buildings, Cumberland Basin	Cumberland Buildings, Cumberland Basin. A development of 20 three-storey houses on the south side of the entrance lock to Cumberland Basin. The housing had been constructed by c1822 but were demolished by the time of the 1st edition Ordnance Survey map and the area now sits beneath the elevated section of Brunel Lock road. It is possible that some archaeological remains survive, although their archaeological interest would be limited by the extent of later development at this location. The setting of any surviving remains would not contribute to their significance in a way which would potentially be impacted by the project, due to the extent of 20th century development at this location.	Post Medieval	Georgian
	1429M	Panther Works, Avon Street	Panther Works, a leadworks located on the western side of Avon Street. The works was constructed after 1828 and was recorded by the Ordnance Survey first edition map. The site was redeveloped for the Avonside Goods Warehouse by the beginning of the 20th century. There may be archaeological remains, but survival likely to be limited by the later redevelopment of the site. As remains are not expected to survive, they do not have a setting.	Post Medieval	-
	1530M	J. S. Fry and Sons warehouse, Cumberland Road	J. S. Fry and Sons warehouse, located on the northern side of Cumberland Road. The warehouse was constructed in 1890, reusing part of the perimeter wall of the New Gaol as the external wall on the south-eastern side. The north and west walls of the building were partially demolished and rebuilt in 1931. In 1932 the site became a garage. While the outer wall of the gaol survives, the remainder of the site has been redeveloped. It is unlikely that there is significant built or archaeological remains of the warehouse surviving. As remains are not expected to survive, they do not have a setting.  Note – remains of the gaol perimeter wall are a Grade II listed building (NHLE: 1202190).	Post Medieval	Victorian
	1566M	The Redcliffe Hall	The Redcliffe Hall, located on the east side of Redcliff Hill. The building opened in 1911 and was in use as a cinema by the 1920s. It was destroyed by bombing in 1940. Archaeological remains may survive, which would have some archaeological interest. The setting of the former building would be of limited contribution to its interest and is not likely to be impacted by the project.	20th Century	Early 20th Century
	1576M	Wapping Railway Yard	Wapping Railway yard, located on the west side of Wapping Road. The Docks Engineer, Thomas Howard, proposed a rail link between the docks and Temple Meads station in 1863 and the Docks Committee concluded the purchase of Western Wapping Dock in 1865. The site has been redeveloped but archaeological remains may survive which would be of archaeological interest. The setting of any surviving archaeological remains is the surrounding dockland landscape, which is important to how the railway yard is understood historically.	Post Medieval	Victorian
	1577M	Granary, Princes Wharf	Granary, at Princes Wharf. The granary was constructed in 1888 and was a seven-storey brick warehouse. It had the Bristol coat of arms at the centre of the elevation, on a raised element of the parapet. The building was destroyed by bombing in 1941. The site has been redeveloped and it is unlikely that archaeological remains survive.	Post Medieval	Victorian
	1581M	Redcliffe Poor House, Commercial Road	Redcliffe Poor House, located on the north side of Commercial Road. The almshouse was built in 1804 by the Bristol docks company as part of the construction of the New Cut, replacing an earlier medieval building (Bristol HER: 983M). The building was demolished and redeveloped in the 20th century and it is unlikely that archaeological remains survive.	Post Medieval	-
	1617M	Imperial Saw Mills, Cumberland Road	Imperial Saw Mills, Cumberland Road. The saw mill was recorded by the Ordnance Survey first edition 1:500 scale plan. The site was been developed for housing in the 20th century. It is unlikely that archaeological remains survive.	Post Medieval	-
	1620M	Transit shed, Cumberland Basin	Transit shed, Cumberland Basin. The transit shed stood on the south side of Cumberland Basin, at the eastern end opposite Nova Scotia Place. It was recorded by the Ordnance Survey first edition map but is no longer extant. It is likely that archaeological remains survive as the site has not been redeveloped. These remains would be of archaeological and historic interest and would have a setting formed by the Cumberland Basin. Archaeological remains of the transit shed would have group value as part of the structures and features associated with the Cumberland Basin.	Post Medieval	-
	1621M	Transit shed, Cumberland Basin	Transit shed, Cumberland Basin. The transit shed stood on the south side of Cumberland Basin, at the western end by the southern entrance lock to the Basin. It was recorded by the Ordnance Survey first edition map but is no longer extant. It is likely that archaeological remains survive as the site has not been redeveloped. These remains would be of archaeological and historic	Post Medieval	-



HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
			interest and would have a setting formed by the Cumberland Basin. Archaeological remains of the transit shed would have group value as part of the structures and features associated with the Cumberland Basin.		
	1630M	Victoria Hotel, Temple Gate	Victoria Hotel, located on the south-western side of Temple Gate. The hotel is recorded by the Ordnance Survey first edition map but is no longer extant. The site was redeveloped in the 20 <sup>th</sup> century and it is unlikely that archaeological remains survive.	Post Medieval	-
	1631M	Brewery, Old Brick Yard	Brewery, located on the western side of Old Brick Yard, Temple Gate. The brewery is recorded by the Ordnance Survey first edition map in 1882 and occupied the site between Old Brick Yard and Russell Street. The site was redeveloped in the 20 <sup>th</sup> century and it is unlikely that archaeological remains survive.	Post Medieval	-
	1633M	Cathay Brewery	Cathay Brewery, located on the eastern side of Bethall Place, Redcliffe. The site was redeveloped in the 20 <sup>th</sup> century and it is unlikely that archaeological remains survive.	Post Medieval	-
	1634M	Wycliffe Chapel, Guinea Street	Wycliffe Chapel, located on the northern side of Guinea Street. The chapel is recorded by the Ordnance Survey first edition 1 map (1882) and had seating for 500 people. The site was redeveloped in the 20 <sup>th</sup> century and it is unlikely that archaeological remains survive.	Post Medieval	-
	1703M	Domain, Cathedral Walk	Domain, a seat located in Cathedral Walk, Canon's Marsh. It is a piece of public art in the form of a seat. It is of artistic interest. Its setting is the redeveloped Canon's Marsh area within which it was commissioned and built and which, therefore, forms an essential part of how it is understood and appreciated.	20 <sup>th</sup> Century	-
	1704M	Guinness Shed, Prince's Wharf, Wapping	Guinness Shed, located at Prince's Wharf, Wapping. The shed was built in 1957 to support the importation of Guinness stout into the Port of Bristol. It is a two-storey steel shed with a pitched roof. The building is still extant. It has historic and architectural interest as part of the 20 <sup>th</sup> century dock landscape. Its setting is formed by the floating harbour and surrounding dockyard buildings, which make a positive contribution to its interest.	20 <sup>th</sup> Century	-
	1705M	Guinness Cells, Prince's Wharf, Wapping	Guinness Cells, located at Prince's Wharf, Wapping. In the 1930s the Guinness stout supplied to the south-west of England was brewed in Dublin and shipped to Bristol, Glasgow, Liverpool and Manchester. This location became the site for unloading stout in the 1930s. Cells – or cold storage – was built for bulk storage of 504 gallon aluminium casks. Comparison with Guinness installations in other major western ports has suggested that the Bristol cells are likely to be unique, representation a local storage solution. These features have historic interest as part of the 20 <sup>th</sup> century docking operations and through their association with the export of Guinness. Their setting is formed by the floating harbour and surrounding dockyard buildings, which make a positive contribution to their interest.	20 <sup>th</sup> Century	-
	1741M	Sea Mills Dock	Sea Mills Dock was constructed in 1712 and the third 'wet dock' (or floating harbour) built in the UK, after the ones in Rotherhithe and Liverpool. It was commissioned by Bristol merchant Joshua Francklyn on land leased from the Southwell Estate. The docks were unpopular, however, and fell out of use later in the 18 <sup>th</sup> century and it fell into ruins.  It is of considerable historic interest as such an early wet dock and through its part in the story of the Bristol and Avon docks. There is also a high potential for archaeological survival associated with the docks, which would be of archaeological interest.  Parts of this asset are also designated Grade II listed buildings (NHLE: 1202563).	Post Medieval	-
	1762M	Roman settlement of Abonae, Sea Mills	There are several parts of the Roman town of Abonae which are not included in the scheduled monument (NHLE: 1408558). There are known and potential archaeological remains across a wider area, which are of archaeological interest. The setting of the asset next to the River Avon to the west of Bristol is key to understanding the development of the site as a Roman town and port.	Roman	-
	1782M	The Hotwell	The Hotwell. A spring was reported in the area in 1480. By 1661 the spring was leased to Bristol Corporation on a thousand year list and, at the time, consisted of a well. A pump room was built in 1695 and became a resort. A new pump room was built in 1822 but this was demolished in 1867 to allow for the widening of the river. It is not clear what level of survival there is, but there is likely to be at least some archaeological survival at this location, which would be of archaeological interest. The setting of the remains, if surviving, would be formed by the group of associated assets, which includes the Clifton Spa Pump Room (Grade II listed but beyond the study area, NHLE: 1379950) and locally listed building in the vicinity.	Medieval	-
	1790M	Possible site of 'Aldebury'	An Iron age fort may have been sited at ST598718, on the great bluff of Totterdown above the River Avon. Now built up - no trace of earthwork. There is some place name evidence which suggests this possible history. If there are surviving archaeological remains these would be of archaeological interest and their setting would comprise the surrounding landscape and Avon Gorge, which would reflect the selection of the site for prestige and defence.	Post Medieval	-
	1810M	Great Western Cotton Works, Feeder Canal	Great Western Cotton Factory, located on the northern side of the Feeder Canal in St. Philips. The factory was constructed in 1838 and was one of the largest in the country at that time, employing over 1000 people. The main block was demolished in 1968 and the site has been redeveloped as an industrial estate. There may be some surviving archaeological remains, but these are likely to be considerably truncated.	Post Medieval	-
	1813M	St. Anne's Ferry	St. Anne's Ferry. The ferry, mentioned by Leland, formerly carried pilgrims across the river Avon to the chapel (Bristol HER: 1396) and well of St Anne. St. Anne's ferry formed part of the manor of Blackswarth. It remained in use until the 20 <sup>th</sup> century, when it was replaced by a bridge. It is possible there are some archaeological remains of associated structures, such as landing steps, although this is not confirmed. Such remains would be of archaeological interest and would have a setting formed by their riverside location and, in an associative sense, with the site of the chapel.	Medieval	-
	1814M	St. Anne's Mill	St. Anne's Mill. St. Anne's Mill was a water mill located at approximately ST 621728. The mill stood 40 yards from the chapel on the opposite side of Brislington Brook. A picture of 1812 shows it as a single-storey thatched building. It was L-shaped and stood next to a large millpond. The site has been redeveloped several times in the post-medieval and modern period and it is likely that archaeological remains will survive.	Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	1815M	St. Anne's Chapel	St. Anne's Chapel, also known as St. Anne's in the Wood (located at approximately ST62097278). The chapel was founded between 1170 and 1392. The chapel appears to have been demolished shortly after the dissolution. In the 19 <sup>th</sup> century, the tenant farmer of St Anne's farm found human remains near the site of the chapel. Foundations of the chapel and two vaults were found during an excavation of 1914. Subsequent redevelopment means that it is unlikely that further archaeological remains survive.	Medieval	-
	1816M	Brislington pottery	Brislington Pottery, on the south side of the Avon at St. Anne's. Founded in the 17 <sup>th</sup> century. Excavations in 1914 revealed the foundations of kilns and stables. Subsequent redevelopment means that it is unlikely that further archaeological remains survive.	Post Medieval	-
	1817M	Crew's Hole Colliery	Remains of colliery, opposite the junction of Trooper's Hill Road and Parfitt's Hill. The chimney and engine - house walls incorporate copper slag blocks in their construction. The standing structures are listed (NHLE: 1202639) but other below-ground remains are likely to survive and would be of archaeological interest. They would form a group with the surviving built structures, but their setting, beyond this, is not likely to be sensitive to change from development.	Post Medieval	-
	1818M	St. Anne's Well	St. Anne's Well was formerly a place of Pilgrimage visited by Henry VII. When it was cleared in 1878 many coins & tokens, offerings of the pilgrims were recovered from it, a further clearance in 1923 revealed it to be 20 feet deep, with well-preserved stonework and a spring at the bottom. The well was restored by the Bristol Corporation in 1924 and a canopy created over it. A small fenced area marks the site of the well and it is likely that archaeological remains still survive. The well is located in a valley which has been maintained as a natural parkland with development on both sides. As a result, the well's setting has remained somewhat consistent historically and, as such, the setting makes a contribution to its interest.	Medieval	-
	1841M	Avonbank Power Station, Feeder Road	Avonbank Power Station. The power station was located on the south side of Feeder Road and is shown by the Ordnance Survey 2nd edition map of 1904 as Avonbank Electric Light Works in the ownership of the Bristol Corporation. The site has been cleared and redeveloped as a car park, so it is possible that archaeological remains may survive below ground. These would be of some archaeological interest.	Post Medieval	-
	1843M	Amatt's Crew's Hole Pottery	Crew's Hole Pottery was owned by Anthony Amatt and was in operation by c.1815. The pottery consisted of a single storey building containing a glazing kiln and main kiln as well as other ancillary structures. The buildings have been demolished, but an excavation in the 1930s revealed the bases of two kilns which were removed for road building. It is unlikely that archaeological remains survive given the redevelopment of the site.	Post Medieval	-
	1848M	Crew's Hole Copper Works	Crews Hole Copper Works. The copper works was established c.1710 by the Bristol Brass Company. Bristol Brass Company abandoned the premises about 1781 and it was then leased to a copper company. Later the site was used as a tar distillery. 20 <sup>th</sup> century redevelopment of the site means that archaeological remains are unlikely to survive undisturbed. The location of this site is not accurate as it places the copper works in the river. It is likely that the correct location is on the east bank of the river to the south-east of the point.	Post Medieval	-
	1849M	Blackswarth Lane Works	Blackswarth Lane Works. Works of Brass and Lead. A large number of copper slag blocks in the walls between the road and river in this area indicate the site of what was primarily a leadworks. The site has been redeveloped meaning that archaeological remains are unlikely to survive undisturbed.	Post Medieval	-
	1850M	Netham Brass Works	The works is shown on historic mapping from the mid-19 <sup>th</sup> century. No structural remains survive on site, although there may be surviving archaeological remains, which would be of archaeological interest.	Post Medieval	-
	1914M	Limekilns, west of the railway in Sea Mills	Two limekilns at Sea Mills, located at the edge of the river Avon to the west of the bridge carrying the Portway over the railway by Horseshoe Drive. Thought to date from the late 18 <sup>th</sup> century. They may have been used in the creation of the estates surrounding the ornamental landscape of Sneyd Park. The limekilns are still extant. They are of archaeological and historic interest. Their setting, which includes the wooded ornamental landscape upslope and the river to the south, are a key part of how the kilns function is understood and is, therefore, an important contributor to their interest.	Post Medieval	-
	1977M	Glassworks	A glassworks here was opened for production of bottles in 1745, closed in 1787. 19 <sup>th</sup> and 20 <sup>th</sup> century redevelopment of the site mean that it is unlikely that there will be archaeological remains.	Post Medieval	-
	1983M	Tilehouse	Map of 1792 shows Tile House on N bank of Avon. 19 <sup>th</sup> and 20 <sup>th</sup> century redevelopment of the site mean that it is unlikely that there will be archaeological remains.	Post Medieval	-
	1984M	King Glasshouse	Lies on the north bank of the Avon, between the bank and the road in 1792. The site has been developed in the 20 <sup>th</sup> century making it unlikely that there will be archaeological remains.	Post Medieval	-
	1985M	Brick Kiln, Pile Marsh	1792 Evan's Brick kiln named on map. No extant remains and archaeological remains unlikely due to development of bridge at this location.	Post Medieval	-
	1986M	Engine Mill	1792 mill on north bank of the river. Archaeological remains may survive as the site has been redeveloped as car parking. Surviving remains would be of archaeological interest. They are unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	1987M	Brick yard on the north bank of the River Avon, St. Philip's Marsh	Brick yard, located on the north bank of the River Avon, St. Philip's Marsh. The brick yard is shown on a 1792 map as being located on the north bank of the river Avon. The map shows a large "pit" at the centre of the site, three buildings at its east end and one at its western. It is possible that archaeological remains survive, particularly of the pit, which may be of some archaeological interest. The remains are unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	1988M	Brick yard	1792: Property containing one "Pitt" and three buildings. Subsequent redevelopment means that it is unlikely that archaeological remains will survive.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	1989M	Brick yard	1792. Brickyard marked, H shaped building, and one other to the west. It is possible that archaeological remains survive, particularly of the pit, which may be of some archaeological interest. The remains are unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	1990M	Brick yard	A map of 1792 shows a brickyard located on the north bank of the river Avon in St. Philip's Marsh. The building is shown as having a reverse L shape. Later maps show a pond, which may have been formed following excavation of clay for bricks. Although the site has been redeveloped, it is mostly under hard standing and archaeological remains may survive. These would be of archaeological interest. The remains are unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	1991M	Brislington Gate, Bath Road	Brislington Gate, a turnpike gate, across Bath Road. The toll gate was apparently established in the early eighteenth century by the Bristol turnpike trust. The gate was associated with a Turnpike House, the present Turnpike Inn and a wall is reported to survive along the northern boundary of the site thought to be part of an older toll house. It is possible that some archaeological remains survive which may be of some archaeological interest. The remains are unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	1992M	Brickyard	1792: Brickyard. Three rectangular buildings running north-south along the north bank of the Avon. The site has been developed in the 20 <sup>th</sup> century making it unlikely that there will be archaeological remains.	Post Medieval	-
	1993M	Limekilns on the east bank of the River Avon, St. Philip's Marsh	Limekilns, located on the east bank of the River Avon to the south of the Feeder Canal. The limekilns were extant by 1792 and are recorded by Plumley and Ashmead's 1828 plan of Bristol. By the time of the Ordnance Survey first edition map. By 1883 they had been demolished and formed part of the site of a stone yard. The site has been developed in the 20 <sup>th</sup> century making it unlikely that there will be archaeological remains.	Post Medieval	-
	1997M	Shot Castle Hill, above the parade from the Rownham Ferry	1792 map shows rectangular building marked "Shot Castle, on top of hill parade from Hotwells pump room to Rownham ferry. No longer extant and remains likely to have been removed by later development on the site.	Post Medieval	-
	1998M	Vauxhall Yard	Vauxhall Yard on the northern side of Coronation Road. A shipbuilding yard known to have been in existence by 1845 and recorded by the Ordnance Survey 2nd edition map of 1902. The yard had a slip on its southern side into the New Cut. The site has been redeveloped making archaeological survival unlikely.	Post Medieval	-
	2008M	Coal Wharf, below Lamplighter's Hall	1840s mapping shows coal wharf on the river edge slightly to the west of the hall. It is likely that archaeological remains survive at this location, which would be of archaeological interest. The coal wharf has a setting formed by the settlement of Lamplighters and the River Avon - this setting is integral to how it is understood.	Post Medieval	-
	2010M	Coal Wharf, Hung Row Cottages	1840s mapping shows a wharf on north bank of Avon, just below Hung Row Cottages. It is likely that archaeological remains survive at this location, which would be of archaeological interest. The coal wharf has a setting formed by the River Avon - this setting is integral to how it is understood.	Post Medieval	-
	2017M	Shirehampton Station	Station opened 6/3/1865. Closed to goods 29/11/1965. Unstaffed since 1967. The station building no longer survives, although the railway line does.	Post Medieval	-
	2022M	Clifton Bridge Station	Opened 18.4.1867. Unstaffed from 29.10.1962. Closed to passengers 7.9.1964 and entirely 5.7.1965. The buildings, if extant, are behind a high wall so it is not possible to confirm if they survive. If they do, they would be considered to be of some historic interest as part of the railway line. Their setting would include the former route of the line, which is important to how the buildings would be understood.	Post Medieval	-
	202M	The Saracen's Head	The 'Saracen's Head' inn at Temple Gate. The structure was of two-storeys, apparently of rendered stone rubble, and was one of the hostelrys confirmed and authorised in 1606. The building was demolished about 1883. Due to the extent of later development, it is unlikely that archaeological remains survive.	Post Medieval	-
	2049M	Netham Dam	Netham Dam. The dam diverts a flow of water along the Feeder canal. It was raised in height on the recommendation of Brunel and has been subsequently modified. The weir marks the effective limits of normal tides on the River Avon. The weir is of historical and architectural interest, although it is a functional structure. Its interest lies in the way it contributes to the ongoing management of the water levels of the floating harbour and its association with Brunel. Its setting is formed by the River Avon and Feeder Canal, which are essential to how it is understood.	Post Medieval	-
	2050M	Totterdown Basin and Lock	Totterdown Lock gave direct entrance to the Feeder canal from the New Cut, at the basin outside the Floating Harbour, it was firmly sealed in the Second World War to prevent the drainage of the Harbour by a direct hit on the lock. It had a lock-keeper's cottage which also served as a toll house until it was demolished in 1966. Although built over by the 20 <sup>th</sup> century Feeder Road, it is possible that archaeological remains survive, particularly of the lock walls as these will extend several metres below ground level. Remains would be of archaeological and architectural interest. Their setting would be formed by the Avon, New Cut and Feeder, which formed the system it was part of. The basin is still extant and has historic interest.	Post Medieval	-
	2051M	Feeder Canal	The Feeder Canal. A vital element in the scheme for the Floating Harbour was a supply of fresh water. Some of this came from the River Frome, but this became seriously polluted by sewage so that the Corporation was compelled to divert the Frome.  The asset has historic and architectural interest and is an important non-designated heritage asset.  The asset is itself a major part of the waterways of Bristol. Its setting is formed by the Silverthorne Lane Conservation Area and the wider network of the New Cut, River Avon and floating harbour.	Post Medieval	-
	2072M	Tannery, York Road, Bedminster	A tannery located on the east side of the junction of York Road and Stillhouse Lane. The tannery was recorded by Plumley and Ashmead's 1828 survey of Bristol and was still extant when the first edition Ordnance Survey plan was surveyed in 1993. The building is no longer extant and redevelopment of the site is likely to have removed any archaeological remains.	Post Medieval	-
	2076M	Gallows	Gallows on St. Philips Plain shown at this location on 18 <sup>th</sup> century map. The redevelopment of the site in the subsequent centuries means that it is unlikely that any archaeological remains would survive.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	2105M	Mine at Totterdown railway cutting	Possible abortive coalmine. It is possible that some archaeological remains will survive at this location, although this is not confirmed. They would have archaeological interest if present. The asset would be unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	-
	2114M	Retaining wall of road	The western side of Bath Road at this point below the junction with Wells Road was for many years retained by a wall c.20 metres high. The removal of this wall in 1992 revealed that despite appearance, it was largely of early-mid 20th-century date. Now destroyed by road widening.	20 <sup>th</sup> Century	-
	2115M	Totterdown Bridge	Totterdown Bridge, crossing the Avon. The bridge was constructed in 1888 as a clear-span metal girder bridge between high masonry abutments, with a separate span crossing the towpath beside the river. This bridge was the first link to St. Philips.  The asset has historic interest as a piece of 19 <sup>th</sup> century infrastructure still in its original use within the city.  The setting of the asset is the Avon and the surrounding road network. This setting is integral to how it is understood.	Post Medieval	-
	2117M	Pumping Station	Probably constructed c.1930. The building no longer appears to be extant.	20 <sup>th</sup> Century	-
	2120M	Railway bridge	A small accommodation bridge in the embankment of the North Somerset Railway of 1873, close to the junction of the line at Cole Road with the GWR. The bridge is still extant and has historic interest as part of the 19 <sup>th</sup> century railway infrastructure. The setting of the asset is formed by the railway corridor it forms part of.	Post Medieval	-
	2121M	The Bull	20th-century rebuild of earlier licensed premises. Remains of earlier buildings may survive at the site as archaeological deposits. The asset has archaeological interest. The setting of any surviving archaeological remains is unlikely to be sensitive to change from the project.	20 <sup>th</sup> Century	-
	2122M	United Methodist Chapel, Crew's Hole Road	United Methodist Chapel, was built in 1853 and is a single-storey structure of rubble stone with a pitched pantile roof. An associated Sunday school stands on the north side of the building.  The asset has architectural interest. The setting of the asset is the eastern side of Crew's Hole Road, which is not likely to be sensitive to change from the project.	Post Medieval	-
	2123M	141-151 (terrace), Crew's Hole Road	A group of short terraces of typical two-storey cottages of late 19th-century date. The asset has architectural interest.  The setting of the asset is a mixture of modern residential and industrial buildings, which has changed considerably since the terrace was built. The setting, therefore, does not make a particular contribution to the significance of the terrace.	Post Medieval	-
	2124M	Old Lamb Inn	An early 19th-century inn, surviving in this form until the 1930s, but now converted to business premises. The building has architectural interest as a surviving 19 <sup>th</sup> century public house within an otherwise much modernised area. The setting of the asset is a mixture of modern residential and industrial buildings, which has changed considerably since the it was built. The setting, therefore, does not make a particular contribution to its significance.	Post Medieval	-
	2125M	Old Methodist Chapel	This building was constructed as a Wesleyan Methodist Chapel in 1860. It now forms part of Technigraphic Ltd (1991) and is part of an industrial complex. The shell of the building only survives, retaining part of its architectural and historical interest. The setting of the asset is a mixture of modern residential and industrial buildings, which has changed considerably since the it was built. The setting, therefore, does not make a particular contribution to its significance.	Post Medieval	-
	2126M	Eighteenth-century garden, Crew's Hole	The remains of an eighteenth-century garden at Crew's Hole, recorded in c.1990 by James Russell of Bristol and Avon Archaeological Society. The garden measured 65 metres north-south by 75-85 metres east-west and had three terraces orientated east-west. The asset has archaeological interest. The setting of the asset is formed by the landscape on the north side of the River Avon, a largely overgrown area between the riverside and a cemetery. Its setting is not a particular contributor to its archaeological significance today.	Post Medieval	-
	2130M	Marsh Lane bridge	Bridge carrying Marsh Lane over the Feeder Canal, comprising two separate riveted metal girder bridges between Pennant Sandstone abutments with sandstone copings and caps. The present structure replaces an 19th-century the abutments of which survive. The asset has historic interest through the survival of both the transport corridor and the traces of the earlier structure. The setting of the asset is the Feeder Canal and the road network to the north and south of the canal. This is its historic context and is essential to how it is understood historically.	20 <sup>th</sup> Century	-
	2132M	Great Western Colliery, St. Philip's Marsh	Great Western Colliery. The colliery opened in 1847. The shaft was sunk to 591 feet (291 metres) although the deepest coal was found at 582 feet (178 metres). The mine closed in 1860 (Southway, 1971 21). The asset has archaeological interest. Although much of the mine's historic setting has changed, the adjacent railway line and the Feeder Canal to the north still survive and form important functional historical relationships.	Post Medieval	-
	2133M	New Brislington Bridge	The bridge is a bowstring concrete bridge constructed c.1930 to replace an earlier light steel structure of c.1900. The bridge has some architectural interest. Its setting is formed by the River Avon, which it crosses and with which it has an integral historic association.	20 <sup>th</sup> Century	-
	2149M	Disused railway bridge immediately north of Avon Bridge	Girder bridge located on the north side of Avon Bridge. The bridge was constructed in the late-nineteenth century immediately adjacent to the Grade I listed Avon Bridge (NHLE: 1219892). The asset has historic interest.  The setting of the asset is the River Avon and the historic railway corridor, which form an essential functional component of how it is understood.	Post Medieval	-
	2151M	Railway bridge south of Avon Bridge	Metal girder bridge supporting a line parallel and south of the Grade I listed Avon bridge of 1839 (NHLE: 1219892). Currently in good condition, but while disused is likely to be demolished. The asset has historic interest.  The setting of the asset is the River Avon and the historic railway corridor, which form an essential functional component of how it is understood.	Post Medieval	-
	2152M	Disused railway bridge over the River Avon	A disused section of the Bristol and North Somerset Railway of 1873, on a later metal bridge. Now demolished.	Post Medieval	-



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	2154M	Tanyard	HER states that there is a 'Tanyard' shown on 1828 Ashmead plan on site of modern tannery. However, it appears that this point is mislocated as the Ashmead plan shows only a field at this location. The area was developed for housing in the second part of the 19 <sup>th</sup> century, meaning that earlier remains are unlikely to survive.	Post Medieval	-
	2210M	Clift House or Redcliffe House, Ashton	Clift House, also known as Redcliffe House. The house was constructed sometime before 1828 when it formed an L-shaped block with a series of outbuildings and a large kitchen garden with a tree lined entrance. It was demolished by the early 20 <sup>th</sup> century. There may be archaeological remains which would be of archaeological interest. The setting of buried remains would be of limited contribution to their significance, due to the level of change in the area in the last century.	Post Medieval	-
	2226M	Pumping house adjacent to the Great Western Railway line, St. Annes	A pumping house, located on the southern side of the GWR line 40 metres to the south-east of the eastern entrance of the St. Anne's Tunnel. It is reported to be extant although it has not been possible to confirm this. It is likely that its function was to provide water for the steam trains which originally ran along the GWR line. Structures such as this are part of the railway environment of the GWR. It has group value with the railway line, with which it has architectural and historical interest – the GWR was a work of 'total engineering' and the structure forms part of that (Thorne, 2012). Its setting is the railway corridor, which forms an essential part of how it is understood.	Post Medieval	-
	2239M	Bailey Bridges, Netham Lock	Two separate spans one of which replaces the deck of the 1809 bridge the other a separate structure, of a type of temporary bridge designed by the Royal Engineers during the Second World War (1939-1945) as temporary structures. It is not clear exactly how much of the extant structures is part of the bailey bridges, but all surviving elements are of historic and architectural interest. Their setting is the Feeder Canal and Netham Lock, which form an integral part of how they are understood.	20 <sup>th</sup> Century	-
	2240M	BBC Emergency Radio Studio, Clifton Rocks Railway	BBC Emergency Radio Studio constructed inside the tunnel of the Clifton Rocks Railway. The BBC sought an emergency studio at the beginning of the Second World War and one of the tunnels of the Bristol to Avonmouth Railway was initially considered. This of historic interest. The setting of the asset is inside the tunnel of the Clifton Rocks Railway which is integral to how it is understood.  The railway line and associated buildings are included on the local list.	20 <sup>th</sup> Century	-
	2274M	St. Mary Redcliffe extension cemetery, Arno's Vale	St. Mary Redcliff cemetery, Bath Road. The cemetery, located on the north side of Bath Road opposite Arno's Vale cemetery, was opened in 1866. It is still in use today.  The asset has architectural, historic, artistic and archaeological interest. Its setting is a mix of industrial and residential areas and is separated from the river by a new housing development. Opposite is a large post-medieval cemetery.	Post Medieval	-
	2283M	Roman cremation cemetery south-east of Cavendish Gardens, Sea Mills	A cremation cemetery approximately centred on Nos.6-7 Cavendish Gardens, Sea Mills, during an archaeological excavation. A tombstone and associated inhumation had been found in 1873. While associated with the Roman town of Abonae (NHLE: 1408558), the site is outside of the scheduled area. Remains associated with the cremation cemetery are of archaeological interest. The setting of the cemetery is within a modern housing development, but have a spatial relationship with other buried remains of the Roman settlement, all of which also share in a topographic context of the Avon riverside, which is linked to the historic development of the settlement.	Roman	-
	2284M	Roman timber building north of Glenavon Park, Sea Mills	Postholes interpreted as a timber structure which was recorded (roughly the area centred on No.39 Glenavon Park) during an archaeological an excavation. While associated with the Roman town of Abonae (NHLE: 1408558), the site is outside of the scheduled area. Remains associated with this site are of archaeological interest. The setting of the site is within a modern housing development, but have a spatial relationship with other buried remains of the Roman settlement, all of which also share in a topographic context of the Avon riverside, which is linked to the historic development of the settlement.	Roman	-
	2285M	Roman building at the junction of Roman Way and the Portway, Sea Mills	A Roman building excavated in 1934 at Sea Mills on the southern side of the junction of Roman Way and the Portway. The building has several rooms and has been left exposed. While associated with the Roman town of Abonae (NHLE: 1408558), the site is outside of the scheduled area. Remains associated with this site are of archaeological interest. The setting of the site is within a modern housing development, but have a spatial relationship with other buried remains of the Roman settlement, all of which also share in a topographic context of the Avon riverside, which is linked to the historic development of the settlement.	Roman	-
	2288M	Netham Constructional Steel Works, St. Philip's Marsh	Netham Constructional Steel Works, on the south side of Feeder Road. It is recorded on the 1904 Second edition Ordnance Survey map. The map shows a dock off the Feeder canal. The site has been redeveloped and it is now part of the Avon Industrial Estate, although archaeological remains may survive in some places. These would be of archaeological interest. Any surviving archaeological remains would be part of a historic landscape of former industrial works and major modified and natural waterways (the Avon and the Feeder) which are an important part of Bristol's historic development. While many of the industries have been redeveloped, other features survive and, as a whole, form the setting of any surviving archaeological remains.	Post Medieval	-
	2290M	Limekilns on the north side of Feeder Canal	Limekilns located on the north side of the Feeder Canal, St. Philip's Marsh. The limekilns are shown on the 1904 Second edition Ordnance Survey map and two circular kilns are identifiable.  The point for this asset appears to be mislocated in the HER data, and is likely to fit better with a location to the north-west of the Feeder lock.  Archaeological remains, should they survive, would be of archaeological interest. The setting of any surviving remains is currently the Netham Recreation Ground on the northern side of the Feeder Canal. The relationship between the site of the limekilns and the Feeder Canal, which would have been used to transport materials for the kilns, is essential to how they are understood.	Post Medieval	-
	2291M	Avonside Tannery	Avonside Tannery, shown on Ordnance Survey map of 1904 as two large buildings off Feeder Road. The buildings no longer survive. The site is now part of the Avon Industrial Estate, although archaeological remains may survive in some places. These would be of archaeological interest. Any surviving archaeological remains would be part of a historic landscape of former industrial works and major modified and natural waterways (the Avon and the Feeder) which are an important part of Bristol's historic development. While many of the industries have been redeveloped, other features survive and, as a whole, form the setting of any surviving archaeological remains.	Post Medieval	-
	2293M	Tilly's Court, Barton Hill	Tilly's Court, located on the northern side of Barton Hill [modern Queen Ann Road], otherwise known as Queen Anne's House or Dr. Day's Mansion. The building was lost prior to the construction of the 19 <sup>th</sup> century school on its site, but an ornate Tudor ceiling was salvaged and reused within the school – giving an indication of the significance and status of the building.  The original building can be seen on Ashmead's plan of 1828, which shows it as a multi-celled building, likely the result of several phases of development, sited within fields to the east of the urban centre of Bristol at the time. It is reported to have been the home of Sir Thomas Day (c1629-1709), who was an influential politician in the city in the 17 <sup>th</sup> century, becoming mayor in 1694 (Hayton, et al., 2002).	Post Medieval	-

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			Any surviving remains of the building would be of archaeological and historic interest. The setting of the remains would be of more limited contribution to their significance, as the development of the area in the 19 <sup>th</sup> and 20 <sup>th</sup> centuries has altered its historic setting beyond recognition.		
	2294M	Limekilns at Small Street, St. Philip's Marsh	A group of three limekilns located in a plot on the east side of Small Street, St. Philip's Marsh. The limekilns were recorded by the 2nd edition Ordnance Survey map of 1902. The site has since been redeveloped. However, it is possible that archaeological remains survive of the kiln's bases, which would be of archaeological interest. Any surviving archaeological remains would be part of a historic landscape of former industrial works and major modified and natural waterways (the Avon and the Feeder) which are an important part of Bristol's historic development. While many of the industries have been redeveloped, other features survive and, as a whole, form the setting of any surviving archaeological remains.	Post Medieval	-
	2295M	Avonside Glue Works, Feeder Road, St. Philip's Marsh	Avonside Glue Factory, St. Philip's Marsh. The site is recorded on the Second edition Ordnance Survey map of 1904 and is shown as a ranges of buildings around the fringes of the site. The site has been redeveloped but it is possible that some archaeological remains survive. These would be of some limited archaeological interest. Any surviving archaeological remains would be part of a historic landscape of former industrial works and major modified and natural waterways (the Avon and the Feeder) which are an important part of Bristol's historic development. While many of the industries have been redeveloped, other features survive and, as a whole, form the setting of any surviving archaeological remains.	Post Medieval	-
	2296M	Saw mills, Feeder Road, St. Philip's Marsh	Saw Mills, Feeder Road, St. Philip's Marsh recorded on the Second edition Ordnance Survey map of 1904, replacing the site of Victoria Pottery, which was previously on the site. The site has been redeveloped but it is possible that some archaeological remains survive. These would be of some limited archaeological interest. Any surviving archaeological remains would be part of a historic landscape of former industrial works and major modified and natural waterways (the Avon and the Feeder) which are an important part of Bristol's historic development. While many of the industries have been redeveloped, other features survive and, as a whole, form the setting of any surviving archaeological remains.	Post Medieval	-
	2297M	Church of St. Silas, St. Philip's Marsh	The church of St. Silas, located between St. Silas Street and Arthur Street, off Feeder Road. Historic mapping indicates that the church was established between the 1840s tithe map and the 1 <sup>st</sup> edition Ordnance Survey map, which was surveyed in the 1880s. This is likely after the Burial Act (1857) meaning that it is not likely that there was a graveyard on the site. The church was destroyed by bombing in 1940 and the site has been redeveloped. It is possible that there would be some archaeological remains, however. The setting of buried remains would be of limited contribution as the surroundings of the church have changed substantially since it was built.	Post Medieval	-
	2298M	Albert Pottery, St. Philip's Marsh	Albert Pottery, at the east end of Victoria Road. The pottery is shown on the 1 <sup>st</sup> edition Ordnance Survey map of the 1880s and continued until the mid-20 <sup>th</sup> century. The site has been redeveloped, although archaeological remains may survive. Any surviving archaeological remains would be part of a historic landscape of former industrial works and major modified and natural waterways (the Avon and the Feeder) which are an important part of Bristol's historic development. While many of the industries have been redeveloped, other features survive and, as a whole, form the setting of any surviving archaeological remains.	Post Medieval	-
	2299M	Manure works, Victoria Road, St. Philip's Marsh	Manure works, Victoria Road, St. Philip's. The fertiliser factory is recorded on the 2 <sup>nd</sup> edition Ordnance Survey map of 1904 as a single block of buildings between Victoria Road and Albert Road. Later maps show warehouses and a transport depot within the same footprint (possibly representing reuse of the same buildings). The site has been redeveloped for car parking but it is possible that some archaeological remains survive. These would be of some, limited, archaeological interest. The setting of any surviving archaeological remains would be within the wider historic landscape of St Philip's Marsh, where there are a range of extant and likely archaeological survivals of the former 19 <sup>th</sup> and early 20 <sup>th</sup> century industrial landscape.	Post Medieval	-
	2300M	Colour Works, Totterdown	Colour works located on the inside of the bend of the river Avon to the south of Temple Meads. Mapping indicates that the site was cleared in the mid-20 <sup>th</sup> century. It is possible that archaeological remains survive. The setting of these remains, if present, would be part of a historic landscape which includes Temple Meads Station and the New Cut, both of which are likely to have been linked to the factory for the import and export of materials.	Post Medieval	-
	2301M	Gas works, Avon Street, St. Philip's Marsh	Avon Street gas works, located on the south side of Gas Lane, St. Philip's. The works was created by the Bristol Gas Light Company, formed in 1815, which had opened its gas works at Temple Back in 1818. The company's offices were at Castle Street. The gas works occupied a large site, including gasometers, offices, retort houses and stores. It is shown on the site from the early part of the 19 <sup>th</sup> century. While the majority of the buildings have been demolished, there are likely to be archaeological remains. The Retort House and Coal Store, which is extant, is a locally listed building. The perimeter wall of the gasworks is a listed building, designated Grade II (NHLE: 1279549)  The setting of any buried remains includes the extant building and the wider area of industrial buildings and remains between the railway line and the Feeder Canal. Of particular contribution to any surviving buried remains are the extant perimeter wall and retort and coal store building, with which they have group value.	Post Medieval	-
	2302M	Marsh Works, St. Philip's Marsh	Marsh Works, a soap and candle Works located on the southern side of Silverthorne Lane, St. Philip's Marsh. The works was located on the south side of Silverthorne Lane and had a frontage on the Feeder Canal. By the mid-20 <sup>th</sup> century the works had been entirely subsumed into the galvanised iron works on the site (NHLE: 1202565). Given the extent of later development, it is unlikely that archaeological remains survive.	Post Medieval	-
	2303M	Woodman, Charles & Son Timber Yard, Feeder Road, St. Philip's Marsh	Timber yard, located at the west side of the junction of Feeder Road and Small Street, St. Philip's Marsh. The yard was owned by Woodman Charles & Son. Historic maps indicate that it had been replaced by a toy factory by the mid-20 <sup>th</sup> century, which has been extended but it still extant. The later 20 <sup>th</sup> century building is likely to have removed any archaeological traces of the timber yard.	Post Medieval	-
	2304M	Timber Yard, Silverthorne Lane, St. Philip's Marsh	Timber yard, located at the east end of Silverthorne Lane, St. Philip's Marsh. It was replaced by a candle works building in the mid-20 <sup>th</sup> century. It is relatively unlikely that archaeological remains would survive on the site.	Post Medieval	-
	2305M	Redcliffe Crown Oil Mills, St. Philip's Marsh	The Redcliffe Crown Oil Mills, located on the south side of Chapel Lane, St. Philip's Marsh. Complex of industrial buildings occupied by the Crown Oil Mills in the 20 <sup>th</sup> century and by a galvanised iron works at the end of the 19 <sup>th</sup> century. The site has been redeveloped and, given the scale of the modern plastics works on the site, it is unlikely that archaeological remains survive.	Post Medieval	-
	2306M	Avonside charcoal mills, St. Philip's Marsh	Avonside Mills, St. Philip's Marsh. The factory appears to have been a charcoal producing site. The mill is shown on historic mapping from the late 19 <sup>th</sup> century to the first part of the 20 <sup>th</sup> century. The site has been redeveloped with large modern buildings. It is unlikely that archaeological remains survive.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	2307M	Acid works, St. Philip's Marsh	An acid works shown by the Second edition Ordnance Survey 15" plan of 1904 to lie on the west side of Albert Road, St. Philips Marsh. The site had previously been occupied by a flax mill and it is possible that some features of the earlier works were reused within the acid works. While the site has been largely redeveloped, part of the frontage onto Albert Road appears to be original given the style of the red brick structure. This is of some architectural and historic interest as a trace of the older engineering and industrial works once found across St Phillip's Marsh. Its setting is formed by the narrow plot of land it occupies between Albert Road and the Avon, which formed its historic context.	Post Medieval	-
	2308M	Avon works, Albert Road, St. Philip's Marsh	Avon works, shown by the Second edition Ordnance Survey 15" map to have been located on the south side of Albert Road, St. Philip's Marsh (opposite the junction with Victoria Street). The factory was a chemical fertiliser plant. It is shown on late 19 <sup>th</sup> and early 20 <sup>th</sup> century maps, but the site has been redeveloped several times since. It is unlikely that archaeological remains of the building survive.	Post Medieval	-
	2309M	Boatbuilding yard, St. Philip's Marsh	A boatbuilding yard shown by the Second edition Ordnance Survey map of 1902 as being located on the north bank of the river Avon in St. Philip's Marsh. The yard is shown as consisting of three small structures spread across a plot. A slipway is indicated on historic mapping. As the site has been a public park for much of the 20 <sup>th</sup> century, it is likely that archaeological remains of the boatbuilding yard survive. These would be of archaeological interest. The setting of buried remains of the boatyard would primarily be formed by the Avon to the south, with which the yard would have had an essential functional relationship.	Post Medieval	-
	2311M	Avonside Varnish Works, St. Philip's Marsh	Avonside Varnish Works, St. Philip's Marsh. It is shown on the 1 <sup>st</sup> edition Ordnance Survey map of the 1880s and was present until the second part of the 20 <sup>th</sup> century. The site has been redeveloped, but it is possible that archaeological remains survive. These would be of archaeological interest. The setting of any buried remains would include the wider historic landscape of industrial remains (both buried and extant) on St Phillip's Marsh. This would form their historical context and be important to how they are understood.	Post Medieval	-
	2312M	St. Silas Pottery, St. Philip's Marsh	St. Silas Pottery, shown by the Second edition Ordnance Survey 15 inch map to lie on the north side of Albert Road, St. Philip's Marsh. The pottery was short-lived, coming into operation probably in the second half of the 1880s on the site of a clay pit and brick works shown on the 1 <sup>st</sup> edition Ordnance Survey map. By the 3 <sup>rd</sup> edition map, the buildings appear to have been repurposed as 'Park Nursery'. No remains of the site survive today due to extensive redevelopment in the later 20 <sup>th</sup> century.	Post Medieval	-
	2318M	Hither Pothouse pottery, St. Anne's	Hither Pothouse. A 1791 estate map names two fields on the south side of the river at St. Anne's as "Hither Pothouse" and "Further Pothouse". Pottery waste dating to the second half of the seventeenth-century has been found in the surrounding area. It is possible that archaeological remains survive, although these would likely be substantially truncated by 20 <sup>th</sup> century redevelopment of the site. Any surviving remains would be of archaeological interest. Given the substantial level of change in the area since the 18 <sup>th</sup> century, the setting of any surviving remains would be limited.	Post Medieval	-
	2319M	Farther Pothouse pottery, St. Anne's	Farther Pothouse. A 1791 estate map names two fields on the south side of the river at St. Anne's as "Hither Pothouse" and "Farther Pothouse". Pottery waste dating to the second half of the seventeenth-century has been found in the surrounding area. It is possible that archaeological remains survive, although these would likely be substantially truncated by 20 <sup>th</sup> century redevelopment of the site. Any surviving remains would be of archaeological interest. Given the substantial level of change in the area since the 18 <sup>th</sup> century, the setting of any surviving remains would be limited.	Post Medieval	-
	2322M	Churchyard of St. Paul's Church	The churchyard of St. Paul's Church, Coronation Road. The asset has archaeological interest as a cemetery which forms part of the late Georgian ensemble of St Paul's Church which has substantial landmark qualities. The churchyard surrounds the church and is visible within the general setting of the New Cut. The churchyard is part of a group with the listed church tower and locally listed (rebuilt) church.	Post Medieval	-
	2325M	Bristol Fireclay Company works, Crew's Hole Road	Brickworks on the north side of Crew's Hole Road, Crew's Hole. The brickworks was in existence by the time of the Ordnance Survey 1st edition map of 1883, and was operated by the Bristol Fireclay Company until 1912. The brickworks still shown by the 1949 map. A later 20 <sup>th</sup> century building now occupies the site but it is likely that archaeological remains survive in places across its former extent. These remains would be of archaeological interest.  The site of the former brickworks has a setting of the now much modernised Crew's Hole Road. There are several traces of old quarries in the area (including Bristol HER 2326M and 2327M) which may be associated as clay pits for the brickworks.	Post Medieval	-
	2326M	Quarry at Crew's Hole Road	A quarry on the north side of Crew's Hole Road, Crew's Hole. The 1949 1:2500 Ordnance Survey map of the area marks the site as an "Old Quarry". The function of the quarry is not known but may have been for clay for the nearby Bristol Fireclay Company (Bristol HER: 2325M). The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	2327M	Quarry at Crew's Hole Road	A quarry on the northern side of Crew's Hole Road, Crew's Hole. The 1949 1:2500 Ordnance Survey map of the area marks the site as an "Old Quarry". The function of the quarry is not known but may have been for clay for the nearby Bristol Fireclay Company (Bristol HER: 2325M). The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	2354M	Ashton Junction Signal Box, Ashton Gate	Ashton Junction Signal Box. The box, built to a standard GWR design in use between the late 1890s and the 1920s, was opened on 20th May 1906. It is a surviving example, now rare in the Bristol area, of a GWR signal box. The equipment has been removed.  The HER location for this asset does not appear to be correct and it should perhaps be located approximately 100m west, close to Clifton Bridge Station (Bristol HER: 2022M). It has not been possible to confirm if the description of it being extant is still correct. If it survives it is of historic and architectural interest as part of the 'total engineering' design of the GWR (Thorne, 2012).	20 <sup>th</sup> Century	-
	2409M	Sulphur Works, St. Philip's Marsh	Sulphur Works, St. Philip's Marsh, located to the south of Feeder Road. The works is recorded by the Ordnance Survey 1st edition 1:500 plan (Sheet LXXVI.1.9) surveyed in 1883. It had, however, been completely demolished by the time of the 2nd edition map. It appears to have been a relatively small series of structures and, given the extent of later redevelopment, it is unlikely that archaeological remains would survive.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	2410M	Manure Works, St. Philip's Marsh	The fertiliser factory is recorded on the 1 <sup>st</sup> edition Ordnance Survey map of the 1880s but had been demolished and incorporated into the Great Western Colliery (Bristol HER: 2132M) by the time of the 2 <sup>nd</sup> edition in 1904. The site has been completely redeveloped. Given the colliery present on the site in the early 20 <sup>th</sup> century, it is unlikely that any remains of the manure works survive.	Post Medieval	-
	2451M	Conham Ferry, Brislington	Conham Ferry, Brislington. The ferry appears to have been worked as a tidal ferry, at low tide the boats were moored sideways on to each other with planks leading to the banks, thus forming a floating bridge across the River Avon over which travellers could walk. At high tide a boat would take travellers across.  The route of the ferry is associated with the landing steps recorded in the South Gloucestershire HER: 14795.  The ferry is of historic interest and associated features, including the steps, also hold historic interest through their group value.  The setting of the steps is formed by the river and the former ferry location. This has a functional historic association and, as a result, contributes to their historic interest.	Post Medieval	-
	2458M	Chapel, York Road, Bedminster	Chapel, located on the south side of York Road, Bedminster. The chapel is recorded by the Ordnance Survey first edition plan surveyed in 1883 which indicates that it had seating for 750. The site has been redeveloped for housing and the footprint of the chapel now lies beneath Nos.1-7, 2-8 and 9-15 York Buildings. The site of the former chapel is notable as a change in the row of otherwise late Georgian houses on York Road. The buildings which filled the site are modern and appear to be structurally sizeable, likely indicating that remains of the chapel may not survive. If they do, however, they would be of archaeological interest. They would have a setting which includes the New Cut and the terraced Georgian houses along the road, which would have formed the historic context of the chapel.	Post Medieval	-
	2460M	Malthouse, Stillhouse Lane, Bedminster	Malthouse, located on the western side of Stillhouse Lane. The malthouse was recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. The building was demolished for the road widening at Bedminster Bridge. It is unlikely that archaeological remains survive.	Post Medieval	-
	2461M	Brewery, Bedminster Parade	Brewery, located on the east side of Bedminster Parade. The building was constructed between 1828 and 1883 when it was recorded by the Ordnance Survey first edition 1:500 plan. It was demolished to make way for a glueworks in 1904, a building which was, in turn, demolished to make way for the current roadway. Given the level of later construction, it is unlikely that archaeological remains survive.	Post Medieval	-
	2606M	Quarry to the north of Crew's Hole Road	Quarry located some 75 metres to the north of Crew's Hole Road. The quarry was recorded Ordnance Survey first edition 1:2500 plan surveyed in 1880-81 and at that time it measured 120 metres from south-east to north-west. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	2607M	Quarry on the west side of Crew's Hole Road	Quarry located on the west side of Crew's Hole Road. The quarry was recorded by the Ordnance Survey first edition 1:2500 plan surveyed in 1880-81 and then measured approximately 30 metres from north to south. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	2608M	Quarry on the north side of Troopers Hill Road	Quarry located on the north side of Troopers Hill Road. The quarry is recorded by the Ordnance Survey first edition 1:2500 plan surveyed in 1880-81 where it is named "Old Quarry", suggesting that it was by then out of use. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	2609M	Chemical works on the west side of Crews Hole Road	Chemical works, located on the west side of Crew's Hole Road. The works was recorded by the Ordnance Survey first edition map surveyed in 1880-81. The site has been redeveloped in recent years for residential use and it is likely that remains of the chemical works, if surviving, were removed as part of remediation in advance of construction.	Post Medieval	-
	2610M	Crown Works on the west side of Crews Hole Road	Crown Works, a brick and tile works located on the west side of Crew's Hole Road. The works is recorded by the Ordnance Survey first edition map surveyed in 1880-81. At that date two buildings stood on the Crew's Hole Road frontage but most of the buildings were further west. There is no indication of brickearth digging on the site itself. The site has been redeveloped in recent years for residential use and it is likely that remains of the chemical works, if surviving, would have been removed as part of its construction.	Post Medieval	-
	2611M	Phoenix Chemical Works on the west side of Crews Hole Road	Phoenix Works, a chemical works located on the west side of Crew's Hole Road. The works is recorded by the Ordnance Survey first edition plan surveyed in 1880-81. The site has been redeveloped in recent years for residential use and it is likely that remains of the chemical works, if surviving, were removed as part of remediation in advance of construction.	Post Medieval	-
	2613M	Engine Shed on the west side of the River Avon	Engine Shed, located on the west side of the River Avon, to the south of Temple Meads station. The shed is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 and is indicated to be attached to a larger complex comprising an engine shed and workshop on its south-west facing side (Bristol HER: 2614M). The site has been cleared by not redeveloped so it is likely that archaeological remains survive. These remains would be of archaeological and historic interest, their historic interest through association with Temple Meads and the GWR. The setting of buried remains is the GWR line and Temple Meads station with which they were associated.	Post Medieval	-
	2614M	Engine Shed and Workshops on the west side of the River Avon	Engine Shed and Workshops, located on the west side of the River Avon, to the south of Temple Meads station. The engine shed was recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 which shows a complex of large buildings including an engine shed and workshops on its southern side. The shed is attached to a smaller engine shed (Bristol HER: 2613M) on its north-west facing side. The site has been cleared by not redeveloped so it is likely that archaeological remains survive. These remains would be of archaeological and historic interest, their historic interest through association with Temple Meads and the GWR. The setting of buried remains is the GWR line and Temple Meads station with which they were associated.	Post Medieval	-
	2615M	Marsh Foundry, Victoria Road, St. Philip's Marsh	Marsh Foundry, an iron foundry located on the eastern side of Victoria Road, St. Philip's Marsh. The foundry is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 which shows the foundry as a complex of buildings arranged around a yard. The site has been redeveloped and it is unlikely that archaeological remains survive.	Post Medieval	-
	2616M	Stone Yard, Feeder Road	Stone Yard, located on the south side of Feeder Road, St. Philip's Marsh. The stone yard is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 as a walled enclosure with small buildings on the north and western sides. The site has been redeveloped and subsequently cleared. Due to levels of disturbance within the area it is unlikely that archaeological remains survive.	Post Medieval	-



HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	2617M	Avonside Refinery, Feeder Road	Avonside Refinery, located on the south side of Feeder Road, St. Philip's Marsh. The works is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 as a long rectangular building orientated north-south. The 1883 plan indicates that the refinery was disused at that time. A building with the refinery's footprint continues to be present at this location until current mapping, but the site is currently under redevelopment so it is not clear if the 19 <sup>th</sup> century building survives/will continue to survive.	Post Medieval	-
	2618M	Smallpox Hospital on the east bank of the River Avon, St. Philip's Marsh	Smallpox Hospital, located on the east bank of the River Avon in St. Philip's Marsh. The hospital is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 which shows it on the east side of a roughly triangular walled enclosure also containing a Fever Hospital (Bristol HER: 2619M). Both buildings were cleared from the site by 1930s and the site is currently under further redevelopment. It is not clear if there is the potential for archaeological remains, but it is possible that buried remains of archaeological interest could survive.	Post Medieval	-
	2619M	Fever Hospital on the east side of the River Avon, St. Philip's Marsh	Fever Hospital, located on the east bank of the River Avon in St. Philip's Marsh. The hospital is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 which shows it on the north side of a roughly triangular walled enclosure also containing a Smallpox Hospital (Bristol HER: 2618M). Both buildings were cleared from the site by 1930s and the site is currently under further redevelopment. It is not clear if there is the potential for archaeological remains, but it is possible that buried remains of archaeological interest could survive.	Post Medieval	-
	2620M	Marsh Mill, Feeder Road	Marsh Mill, an oil mill located on the south side of Feeder Road, St. Philip's Marsh. The mill is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 as a large building against Feeder Road with smaller buildings to the south and west forming an enclosed yard. The site is currently being redeveloped so it is unlikely that archaeological remains will survive.	Post Medieval	-
	2621M	Vulcan Iron Works, Albert Road, St. Philip's Marsh	Vulcan Iron Works, located on the west side of Albert Road, St. Philip's Marsh. The foundry is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. The site was redeveloped in the first part of the 20 <sup>th</sup> century and subsequently cleared. It is unlikely that archaeological remains survive.	Post Medieval	-
	2622M	Victoria Iron Works, Victoria Road, St. Philip's Marsh	Victoria Iron Works, located on the east side of Victoria Road, St. Philip's Marsh. The foundry is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. Historic maps indicate that the site was cleared in the mid-20 <sup>th</sup> century and the buildings which occupy the site today are modern. It is unlikely that archaeological remains survive.	Post Medieval	-
	2623M	Asphalt works, Chapel Street, St. Philip's Marsh	Asphalt works, located on the north side of Chapel Street, St. Philip's Marsh. The works is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. The works buildings were located on the south, Chapel Street, and west sides of the site, forming a central yard. The site has been cleared and is currently under hard standing. It is possible that archaeological remains of the works survive. The setting of any buried remains would consist of the extant and buried remains of the 19 <sup>th</sup> and early 20 <sup>th</sup> century industries of St Phillip's Marsh, with which they would have associative historic interest.	Post Medieval	-
	2624M	Wesleyan Methodist Chapel, Victoria Road, St. Philip's Marsh	Wesleyan Methodist Chapel, located on the east side of Victoria Road. The chapel is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 which indicates that the chapel could accommodate 300 people. The Goad Insurance Plans (1887-1902) label the structure as an 'iron chapel' suggesting it may have been a lightweight corrugated metal structure rather than a more substantial building. It is marked as a ruin on post-Second World War mapping, possibly indicating damage from bombing. The site has been redeveloped with modern buildings and it is unlikely that archaeological remains survive.	Post Medieval	-
	2625M	Marsh Bridge, St. Philip's Marsh	Marsh Bridge, located at the south end of Avon Street, carrying Avon Street over the western end of the Feeder Canal to join Victoria Road. The bridge is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. The bridge is shown as widened on the 3 <sup>rd</sup> edition Ordnance Survey map and has been further widened in the later 20 <sup>th</sup> century. It is possible that traces of the earlier structure survive within the widened bridge. This would be of limited heritage interest.	Post Medieval	-
	2696M	Feeder Farm	Feeder Farm, located some 45 metres to the south of Feeder Canal. The farm was in existence by the time of the St. George tithe survey of 1842 (BRO EP/A/32/32) and was also recorded by the Ordnance Survey first edition 1:500 plan. The farm had been demolished by the time the second edition plan published in 1904 and the site redeveloped. Subsequent redevelopment on the site means that it is unlikely that archaeological remains would survive.	Post Medieval	-
	2697M	Canal at St. Philip's Marsh	Canal at St. Philip's Marsh. The canal was in existence by the time of the St. George tithe survey of 1842 (BRO EP/A/32/32) which indicates that it was cut right across St. Philip's Marsh to connect the Feeder Canal at its northern end to the River Avon at its southern. It is believed to have been constructed to divert river traffic around Netham Dam. It had an entrance lock from the River Avon approximately 60m long at its southern end. It was out of use by the time the Ordnance Survey first edition map was surveyed in 1882. By the early 20 <sup>th</sup> century the dock had been infilled and the site redeveloped for the Netham Constructional Steel Works. It is possible that archaeological remains of the canal and dock survive, particularly at depth. These remains would be of archaeological interest. It has not been possible to confirm, at this stage, if remains survive at the Feeder or Avon ends of the former canal and dock but this appears likely as there is a clear opening from the Feeder which would appear to be related. Such remains would be of archaeological interest and also historical interest as illustration of the changing development of the waterways. The setting of any surviving archaeological remains would include the modern industrial buildings, which do not contribute to its significance, but more importantly includes the Feeder Canal and Avon, which are integral to its historical function and interpretation.	Post Medieval	-
	2698M	Whitelead Works, Avon Street	Whitelead Works, located on the eastern side of Avon Street. The factory was in existence by the time of Plumley and Ashmead's plan of Bristol in 1828 and was recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. The works survived into the 20 <sup>th</sup> century but was subsequently demolished and the site redeveloped. It is unlikely that archaeological remains survive.	Post Medieval	-
	2699M	Vitriol Works on the eastern side of Avon Street	Vitriol Works, located on the eastern side of Avon Street. The building appears to have been in existence at the time of Plumley and Ashmead's 1828 survey of Bristol. The Ordnance Survey first edition 1:500 plan surveyed in 1883 also records the works which appears to have survived into the early 20 <sup>th</sup> century. The subsequent redevelopment of the site means that it is unlikely that archaeological remains survive.	Post Medieval	-
	2700M	United Free Methodist Chapel, Gas Lane, St Philips	United Free Methodist Chapel, located on the northern side of Gas Lane. The chapel appears to have been built some time after 1828 but was in existence by the time of the Ordnance Survey first edition 1:500 plan surveyed in 1883. It is constructed of coursed Pennant sandstone rubble and the front and rear elevation have large segmental-headed arched windows. The chapel is now encased within a larger modern structure. The elements of the original building have some historic and architectural interest, although this is limited by its unsympathetic redevelopment.	Post Medieval	-
	2702M	School at Freestone Road, St Philips	School, located on the southern side of Freestone Road, St. Philip's Marsh. The school was constructed after 1828 but was in existence by the time of the Ordnance Survey first edition 1:500 plan surveyed in 1883. This plan records that the school was for both boys and girls. It was demolished and redeveloped by the mid-1960s. Due to the extent of redevelopment it is unlikely that archaeological remains survive.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	2704M	Malthouse on the south side of Silverthorne Lane	Malthouse, located on the southern side of Silverthorne Lane. The malthouse was in existence by the time of the Ordnance Survey first edition 1:500 plan surveyed in 1883. The building appears to have been extant at the beginning of the 20 <sup>th</sup> century but subsequently became part of the adjacent St Vincent's Iron Works. It is unlikely that archaeological remains of the malthouse survive.	Post Medieval	-
	2706M	Cattle Pens, St. Philips	Cattle pens located some 120 metres to the north of Silverthorne Lane. The pens were recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883 and were still extant at the beginning of the twentieth century. The site has been redeveloped making it unlikely that archaeological remains survive.	Post Medieval	-
	2707M	Bristol Rolling Works, St. Philips	Bristol Rolling Works, located on the south side of Silverthorne Road. The works was recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1883. The site included a railway timber yard to the west. The site appears to have become a yard for the Bristol Corporation by the end of the First World War but the buildings survived into the mid-1960s. The site was subsequently redeveloped. It is unlikely that archaeological remains survive.	Post Medieval	-
	2708M	Bristol Vitriol Works, Avon Street	Bristol Vitriol Works, located on the western side of Avon Street. The works was in existence by the time of Plumley and Ashmead's 1828 plan of Bristol. The works was still extant at the time of the Ordnance Survey first edition 1:500 plan surveyed in 1883 but it had been demolished by the beginning of the 20 <sup>th</sup> century. As the site has been redeveloped, it is unlikely that archaeological remains survive.	Post Medieval	-
	2709M	Barton Hill Pottery, Queen Ann Road	Barton Hill Pottery, located on the southern side of Barton Hill [modern Queen Ann Road]. The pottery was established on the site in the late 1850s or early 1860s, apparently having originated on the site of Tilly's Court (2293M) to the north in c.1810. The buildings were demolished by the time of the First World War. The site has been redeveloped and it is unlikely that archaeological remains survive.	Post Medieval	-
	2714M	Smithy on the southern side of New Wall Road, Totterdown	Smithy, located on the southern side of New Wall Road, Totterdown. The smithy is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1882 and the building survived into the early twentieth century. It was subsequently demolished and its site now lies partly beneath the gardens of Nos. 80-82 and Nos.94-95 New Walls and partly beneath the adjacent access road off Angers Road. It is possible that some archaeological remains survive. The setting of the remains is formed of the modern housing development, however, and is unlikely to contribute to its significance.	Post Medieval	-
	2715M	Primitive Methodist chapel on the southern side of Angers Road, Totterdown	Primitive Methodist Chapel, located on the southern side of Angers Road, Totterdown. The chapel is recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1882. The building was demolished in the 20 <sup>th</sup> century and its site now lies beneath an open space used as a small park. It is possible that archaeological remains survive. These would have archaeological interest. Their setting is unlikely to contribute to their significance as the area they are located has been substantially redeveloped.	Post Medieval	-
	2730M	Temperance Hall, East Street, Bedminster	Temperance Hall, located on the northern side of East Street, Bedminster. The hall was recorded by the Ordnance Survey first edition 1:500-scale Town plan surveyed in 1883 and survived into the early twentieth century. However, by 1818 the building had been demolished. It is unlikely that archaeological remains survive.	Post Medieval	-
	2733M	Cinema at East Street, Bedminster	A cinema located on the northern side of East Street, Bedminster. Opened as the Picturedrome, also known as the Penny Pops, in 1911. The cinema is recorded by the Ordnance Survey third edition County Series 1:2500 plan published in 1918. The cinema closed in c1919. The building no longer survives and the site has been redeveloped as part of Bedminster Library. It is unlikely that archaeological remains survive.	20 <sup>th</sup> Century	-
	2765M	Civil Defence headquarters building, Netham Road	Civil Defence Headquarters Building, located on the eastern side of Netham Road. The building was in existence by 1948. It was still extant in 1965 when it was recorded by the Ordnance Survey, but had apparently been demolished by 1971. It is possible archaeological remains survive, which would have archaeological and historical interest. However, the setting of any remains is unlikely to contribute to their significance due to the extent of later 20 <sup>th</sup> century redevelopment.	20 <sup>th</sup> Century	-
	2793M	Base Fort, constructed for the entertainment of Elizabeth I, Bedminster	Base Fort, located some 300 metres to the south of the river Avon. It was constructed in 1574 and was the smaller of two forts built for a three-day long mock assault by the Bristol militia, the centrepiece of the entertainments laid on for Elizabeth I during her visit to Bristol. The fort was sited on a mound of earth, but its form is not known, although the Great Audit records that it was covered with cloth. The earth mound was apparently still extant in 1828 but was subsequently levelled and most of its site redeveloped for housing by the early 1880s. Although any surviving remains would be of potentially significant historical and archaeological interest, the light nature of the structures and the subsequent redevelopment means that it is unlikely that archaeological remains would survive.	Post Medieval	-
	281M	Bathurst Basin Footbridge	Bathurst Basin Footbridge, located opposite the end of Guinea Street. The bridge was a swing footbridge over the southern end of the entrance to Bathurst Basin from the Floating Harbour. Two leaves, meeting in the centre. Shallow arch, with lattice-work sides to walkway. The bridge was replaced by Bristol Harbour Railway bascule bridge in the 1860s (610M), which was, in turn, replaced by the current footbridge in 1985. The bridge no longer survives.	Post Medieval	-
	2820M	St. Anne's Farm	St. Anne's Farm. The farm was in existence by the time of the tithe survey of Brislington of the 1840s. The farmhouse was a three-storey rendered house with a hipped pantile roof. It was demolished in 1937 and the site redeveloped for housing. It is unlikely that archaeological remains survive.	Post Medieval	-
	282M	Rankin's Sugar House, Guinea Street	Rankin's Sugar House, located on the south side of Guinea Street, towards Commercial Road. According to the local antiquarian G. W. Braikenridge the sugar house was "built on what was called the Neutral Yard, now used by Mr. Tho[ma]s Rankin as a bonded Warehouse for West India Produce". The building was at least five storeys. The building was removed to allow for the construction of extensions to the General Hospital. Due to the subsequent redevelopment, it is unlikely that archaeological remains survive.	Post Medieval	-
	2869M	Netham Works	Netham Works, located on the west side of the river Avon and the north side of the Feeder canal. The works was recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1882. The site was owned by the United Alkalai Company and manufactured ammonium nitrate during the First World War. The eastern part of the works was redeveloped into Netham Park and archaeological remains may survive. There is likely to be lower archaeological survival on the eastern side, as this has been redeveloped for commercial purposes. Archaeological remains would be of some archaeological and historic interest. The setting of any archaeological remains would be the wider historic landscape of extant and buried remains of industries in the area surrounding the Feeder Canal. This forms its historic context and remains would have associative interest with other surviving remains.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	2870M	Netham Lodge, Netham Road	Netham Lodge, located on the west side of Netham Road. The lodge was recorded by the Ordnance Survey first edition 1:500 plan surveyed in 1882. The building survived into the twentieth century but was subsequently demolished. The site of the building is within Netham Park so it is possible that some archaeological remains might survive, which would have archaeological interest. The setting of any surviving remains would include the remains of other parts of the former Netham Works surviving as well as the wider historic landscape of extant and buried remains of the surrounding 19 <sup>th</sup> and 20 <sup>th</sup> century industries.	Post Medieval	-
	2946M	Avon View Cemetery, Beaufort Road, Crews Hole	Avon View Cemetery, located on the south side of Beaufort Road. The cemetery was established in the late-nineteenth century and was first recorded by the Ordnance Survey first edition 1:2500 plan published in 1903. There is a war memorial close on the east side of the main entrance. The cemetery walls along Beaufort Road and the entrance gates have Grade II listing (NHLE: 1201993). The cemetery is of historic interest as a late 19 <sup>th</sup> and early 20 <sup>th</sup> century municipal cemetery, and the non-designated memorial landscape has group value with the listed entrance gates. The setting of the cemetery makes an important contribution to its aesthetic qualities – it is sited on a flat area at the edge of the Avon valley with the land falling away sharply to the south, allowing the natural topography to form a dramatic space for the memorial landscape.	Post Medieval	-
	2947M	War memorial, Avon View Cemetery, Beaufort Road	War memorial, located in Avon View Cemetery, on the east side of the road leading the chapel. The war memorial is of historic interest. Its setting within the cemetery makes an important contribution to its significance, both as its historic context and through the aesthetic qualities of its position within the designed memorial landscape.	20 <sup>th</sup> Century	-
	3029M	No.173 Crew's Hole Road	No.173 Crew's Hole Road, located on the north side of Crew's Hole Road. The building is a rendered two-storey, four bay house with a pitched pantile roof. A two-storey rear range runs north from the east-west block on the Crew's Hole Road frontage. It is probably of 18 <sup>th</sup> century date but was refronted in the early 19 <sup>th</sup> century. It has architectural interest through its surviving 18 <sup>th</sup> century features. The setting of the building, which is its roadside location, has not changed substantially and, as a result, contributes to its significance as part of its historic context.	Post Medieval	-
	3063M	No.77 Sea Mills Lane	No.77 Sea Mills Lane was in existence by the early 1770s and was recorded by a plan of the Southwell estate of 1772. It was also recorded in a painting by Joseph Walter of 1844 as a three-storey, three-bay house. The house was once one of a pair with the surviving (locally listed) No. 79 (LLID_46). The redevelopment of the plot for modern flats makes it unlikely that archaeological remains will survive.	Post Medieval	-
	3092M	Air raid shelter at No.7 Horseshoe Drive, Sea Mills	Air raid shelter at located at the rear of No.7 Horseshoe Drive, Sea Mills. The shelter is a domestic brick shelter. It has not been possible to ascertain if this structure is still extant, but if it is it is of historic interest through its association with the Bristol Blitz and the civilian experience of the Second World War. Its setting would be limited to the house and garden it is associated with.	20 <sup>th</sup> Century	-
	3123M	Kiln at Crew's Hole Road	Kiln on the north side of Crew's Hole Road. The structure is first recorded by the St. George tithe survey of 1842 (BRO EP/A/32/32) and was a circular structure associated with an industrial complex on the north side of Crew's Hole Road. The kiln was demolished in the 20 <sup>th</sup> century. It is unlikely that archaeological remains, as the site was redeveloped before being subsequently cleared.	Post Medieval	-
	3213M	Acraman's Iron Foundry	Acraman's Iron Foundry, Bathurst Basin. The iron foundry was in existence by 1821 and first depicted on Ashmead's 1828 plan of Bristol. A second iron works was opened by the company at Silverthorn Lane in 1829 (2703M). The site was completely redeveloped as Bristol General Hospital so it is unlikely that archaeological remains survive.	Post Medieval	-
	3239M	Warehouse at Central Trading Estate, Bath Road	Built as three attached warehouses of one to two and a half storeys on the north-east side of Lightbox Lane. The buildings are constructed of brick with large crittal windows, concrete lintels and pitched roofs. The warehouses are first depicted on the 1948 1:1250 Ordnance Survey plan and form part of an extensive area of light industrial warehousing on the south side of the Avon. The buildings are of some local historic and architectural interest as part of the 20 <sup>th</sup> century redevelopment of this area. Their setting within an area of other similar warehouses north of Bath Road makes a positive contribution to their interest as it is their historic context.	20 <sup>th</sup> Century	-
	3240M	Cottage and Garden, Birchwood Road	Cottage and garden on the west side of Birchwood Road, Brislington. The structure was first depicted on a plan of an estate in Brislington surveyed by Benjamin Price in 1791 (SRO DD/GLd/4) and was recorded as a cottage and garden in the ownership of James Goldstone. An earlier enclosure plan of 1780 depicts a similar enclosure and structure, although the building appears to occupy a different footprint to that in 1791. A building likely to be the same cottage as in 1791, is recorded on the 1846 Brislington Tithe map and recorded as being within the lands of James Ireland and occupied by William Pillinger. Later map evidence suggests that this building or elements of it survived until the existing house on the site was constructed in the second half of the twentieth century. There may be remains which would be of archaeological interest. Any buried features would have little significance from their setting due to the level of redevelopment of this area.	Post Medieval	-
	3282M	Coronation Bridge, Coronation Road	Coronation Bridge on the southside of the New Cut. The bridge was constructed by the time of Ashmead's plan of Bristol, 1828 and is likely to date to the construction of Coronation Road soon after the creation of the New Cut in 1809. The bridge was created to provide access from Southville Road to the Gaol Ferry crossing beneath Coronation Road. The bridge is a single span arched constructed of rubble stone with ashlar dressing and key stone. The bridge is depicted in a drawing by Samuel Loxton made during the early twentieth century.  The bridge, or perhaps more accurately, tunnel, is still at least partially extant as its blocked off entrance can be seen on the river side from the opposite bank of the New Cut. It is of historic interest.  Its setting is formed by the New Cut and the site of the former ferry. This is integral to its historic function.	Post Medieval	-
	3287M	Sargent's Buildings	Sargent's Buildings, Redcliffe. This was a terrace of buildings aligned north-south off Commercial Road in Redcliffe. The earliest depiction of the terrace is on Ashmead's 1855 survey that indicates that this row of houses formed a cluster of residential dwellings to the rear of the Redcliffe Hill and Commercial Road area. A drawing of the dwellings by Samuel Loxton dating to the early twentieth century indicates that these were single aspect, single storey properties that fronted onto a narrow lane (Bristol Reference Library Loxton X1478). The buildings have not survived and their site is now beneath the post-war social housing of the Redcliff Estate (LL_ID 491). It is unlikely that archaeological remains survive.	Post Medieval	-
	3295M	Bank of Canon's Marsh	A Medieval bank (earthworks) approximately 1.2m high, composed of two thick deposits of clay, was constructed from a level of c.7m AOD on the natural alluvium next to the Avon. The upper bank deposit contained two copper-alloy farthing tokens dating to 1652 and the top of the bank was covered by a thin layer of cinders, clinker, ash and charcoal which formed a walkway. A fragment of clay pipe dating between 1699 and 1728 was found, along with a 13th century decorated floor tile. Pollen from the lower deposits suggest that this was an environment of open vegetation cover, probably dominated by grasslands and pond species. The area has been substantially redeveloped in the 20 <sup>th</sup> century and it is unlikely that archaeological remains survive.	Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	3320M	Tea-packing factory, Cumberland Road	<p>Former tea-packing factory, 133 Cumberland Road, designed by Beard Bennet Wilkins and Partners. The building was completed in 1960 for blending and packing Brooke Bond tea. It closed in 1990 and fell into disrepair. Work was completed in 1998 by Niall Phillips Architects for a group of artists linked with Artspace to create a large, open-plan, well-lit space for use as an art venue. 'Spike' contains large exhibition areas and a café on the ground floor, artists' studios on the first floor and meeting rooms and offices. The central, two-floor-height tea-packing hall is top-lit by a glass barrel vault and now forms Spike's main exhibition spaces. Glass panels from the 1960s have been reused (now horizontal, previously vertical) to screen off the gallery area and oiled birchwood has been used to echo the texture of the tea chests once housed here.</p> <p>Although not listed or locally listed, the building is located within the City Docks Conservation Area and is identified as both a landmark and a character building within it (City Design Group, 2011).</p> <p>It is a building which has both historic and architectural interest, and in its current use as an arts centre it has artistic interest. Its setting is the City Docks Conservation Area and Spike Island, which contextualises its industrial style and historical function as well.</p>	20 <sup>th</sup> Century	-
	3328M	The Great Western Steamship Company Engine Works	<p>The Engine Works of the Great Western Steamship Company, constructed in 1839 on the site of a former brickyard. The works were purpose built by the company to build the engines for the ss Great Britain that was built in the adjacent Great Western dock. The works were also intended to be able to undertake servicing of other Great Western Steamship Company ships and serviced the ss Great Western in 1843.</p> <p>After 1843 the works were used as a ship repair works until it became part of the Great Western Tannery (1225M) in c.1855 until c.1886.</p> <p>From the late nineteenth century until bomb damage in 1940/41 the building was used as a dockside warehouse. After the Second World War the surviving elements of the works building were roofed with corrugated iron panels and later used as workshops and storage relating to the restoration of the ss Great Britain in the 1970s.</p> <p>While the building has been mostly redeveloped, the first storey stone walls appear to have been retained within the later redevelopment. These have historic interest and form a group with the SS Great Britain and the Great Western dock to the west. Its setting alongside the floating harbour and Great Western Dock are integral to its historic interest.</p>	Post Medieval	-
	38M	Hospital of St. Mary Magdalen	<p>The Hospital, or Lazar House, of St. Mary Magdalen located on the south corner of Redcliff Hill and Guinea Street. The institution was founded as a hospital for women suffering from leprosy. It was in existence by c.1226. The site is presumed to be beneath the road and footway in front of Nos. 1-5 Waring House. It is possible that archaeological remains survive, although they would likely be truncated. These could be of considerable archaeological interest, depending on the degree of survival. Tehri setting would be of limited contribution as a result of the level of development, including major topographic changes, to the surrounding area since the medieval period.</p>	Medieval	-
	4029M	Pottery, Redcliff Hill	<p>In 1970, a rescue excavation was carried out on the plots of the then 38, 40 and 42 Redcliff Hill, prior to the construction of an office block (now the Mercure Bristol Holland House Hotel). This revealed pits containing many pottery sherds of medieval and post-medieval date. These included waste sherds dated to c.1300-1350 which, together with fragments of burned clay, suggests the presence of a pottery in the vicinity.</p> <p>Due to the redevelopment of the site, it is unlikely that any further archaeological remains survive. However, the pottery site indicated by the finds may survive, but its location and survival is unknown.</p>	Medieval	-
	4031M	Roman cemetery, Sea Mills	<p>A watching brief at 79 Sea Mills Lane in 2001 and an excavation at neighbouring 75 Sea Mills Lane in 2013 revealed a total of four cremation burials and one inhumation burial in an area south of a Roman street (Bristol HER: 4032M). This is presumed to have been a cemetery outside the original Roman fort, that was eventually subsumed by the later civilian settlement (Bristol HER: 1762M).</p> <p>While associated with the Roman town of Abonae (NHLE: 1408558), the site is outside of the scheduled area. Remains associated with the cremation cemetery are of archaeological interest. The setting of the cemetery is within the post-medieval settlement, they have a spatial relationship with other buried remains of the Roman settlement, all of which also share in a topographic context of the Avon riverside, which is linked to the historic development of the settlement.</p>	Roman	-
	4032M	Roman street, Sea Mills	<p>Excavations from 1965-68, prior to the construction of Abon House and a watching brief at 79 Sea Mills Lane in 2001 and a 2013 excavation at 75 Sea Mills Lane all revealed sections of what is presumed to be the same south-west to north-east aligned cobbled Roman street. It was probably first constructed in the early 2<sup>nd</sup> century. Buildings fronted onto the street.</p> <p>While associated with the Roman town of Abonae (NHLE: 1408558), the site is outside of the scheduled area. Remains of the road are of archaeological interest. Their setting is within the post-medieval settlement but they have a spatial relationship with other buried remains of the Roman settlement, all of which also share in a topographic context of the Avon riverside, which is linked to the historic development of the settlement.</p>	Roman	-
	4033M	Cisted inhumation burial	<p>A possible long cist inhumation grave was noted during a watching brief at 79 Sea Mills Lane in 2001/ In the West Country, these are often of sub-Roman date, though they may be late Roman. The burial is not within the scheduled area of the Roman town of Abonae (NHLE: 1408558) but may be associated with it. Alternatively, the remains may date from a different period and be unconnected. This burial has been removed but further remains of its type would be of archaeological interest. Depending on their date, their setting may make a greater or lesser contribution to their significance.</p>	Roman	-
	522M	St. Raphael's Church, Cumberland Road	<p>St. Raphael's Church, located on the north side of Cumberland Road. The church was built at the expense of Rev. Robert H. Miles as a chapel to the adjacent almshouses for retired sailors and their widows (Bristol HER: 524M). The church was damaged by bombing in 1940 and demolished in 1954. The site has been redeveloped in recent years and it is unlikely that archaeological remains survive beneath the new buildings.</p>	Post Medieval	-
	523M	St. Raphael's House of Charity, Cumberland Road	<p>St. Raphael's House of Charity, located on the north side of Cumberland Road. The building was in existence by the early 1880s and is recorded by the Ordnance Survey 1st edition map. By the First World War the building had become a mill. It was demolished in the 20<sup>th</sup> century and its site is now under modern housing. It is unlikely that archaeological remains survive.</p>	Post Medieval	-
	524M	Sailors College, Cumberland Road	<p>Sailors College, Cumberland Road. The Sailors' College was a row of almshouses and chapel (Bristol HER: 522M) located on the north side of Cumberland Road. The complex was built at the expense of Rev. Robert H. Miles for retired sailors and their widows. They were demolished in 1970 and the site redeveloped. It is unlikely that archaeological remains survive.</p>	Post Medieval	-



HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	598M	Harbour Master's House	The Harbour Master's House at Cumberland Basin. The house was erected in 1858. It was of stone, had two-storeys and a gabled pantile roof, and had a clock tower with a hipped roof at its north-east corner. The building was demolished in July 1964 to make way for the construction of Plimsoll Swing Bridge. It is unlikely that archaeological remains survive.	Post Medieval	-
	610M	Bathurst Basin bascule bridge	The Bathurst Basin bascule bridge. The rail bridge was built in 1872 and was steam-operated with the western end being raised to open the bridge. It was removed in 1963. The footbridge which currently occupies the site was built in 1985. The bridge no longer survives.	Post Medieval	-
	621M	Bathurst Basin	The Bathurst Basin was constructed through the enlargement of the mill pond for Trin Mill as part of the development of the Floating Harbour. The walls are designated as a listed building (NHLE: 1204010). The basin itself should also be considered as a non-designated heritage asset, however, as there may be remains of archaeological or historic interest within the silt.	Post Medieval	-
	637M	103, Redcliff Hill	No.103 Redcliff Hill. The building stood on the east side of the hill and was a three-storey, single-bay jettied house with a gabled front. The building was demolished in 1963 to make way for the new road system associated with Bedminster Bridge. It is unlikely that there are any archaeological remains.	Post Medieval	-
	669M	Trin Mill	Trin Mill was located at the confluence of the River Avon and the Malago on the south bank of the Avon. The mill was granted to St. Augustine's Abbey between 1154 and 1170 by Henry II. It is shown as a watermill with two leats running from a large mill pond in the area of Bathurst Basin (Bristol HER: 984) on James Miller's map of 1673. It survived until at least the mid-18 <sup>th</sup> century. It was presumably removed to make way for the lock of Bathurst Basin at the beginning of the 19 <sup>th</sup> century. It is possible that archaeological remains associated with the mill survive, although this is unlikely.	Early Medieval	-
	670M	Magdalen's or Redcliffe Almshouses	Magdalen's or Redcliffe Almshouses, located on the southern side of Temple Gate. The almshouse is reputed to have been founded by Roger Magdalen of Nunney in Somerset in the medieval period. Following the Reformation, it was managed by the vestry of St Mary Redcliffe. It was still in use in the early 19 <sup>th</sup> century but the site had been redeveloped by the latter part of that century. Given the extent of later development, it is unlikely that archaeological remains survive.	Medieval	-
	757M	Western Wapping Dock	Western Wapping Dock. A dry dock in the shipyard at the western end of Wapping. The dock was aligned north-west to south-east, off a small inlet on the southern side of the harbour and had a large pair of dock gates. The dock was infilled and is now partly beneath L Shed. Although the site has been redeveloped, the archaeological remains of the dock will survive and they still have a setting formed by the industrial dockland area they are located within. This makes an important functional element of how they are understood.	Post Medieval	-
	759M	Engine house associated with excavation of New Cut	Engine house for a fire engine used during the excavation of the New Cut between the Ropewalk and Clift House. Presumably the engine pumped water from the excavations. Stone building, square or rectangular in plan. It is no longer extant but it is possible that archaeological remains survive. These would be of archaeological interest. The setting of any buried remains would be intrinsically linked to the New Cut.	Post Medieval	-
	760M	The Ropewalk, Wapping	Ropewalk located on the south side of Wapping Wharf against the cliff. The building is no longer extant but it is possible that archaeological remains survive. These would be of archaeological interest if present. The setting of any buried remains would be formed by the still industrial environment of Wapping Wharf and the Floating Harbour, which the ropeworks would have supplied when it was in use.	Post Medieval	-
	763M	Hill's Bridge	Hill's Bridge, spanning the New Cut at the northern end of Bath Road. The bridge was a single span iron bridge supported on stone piers of nineteenth-century date. It had iron railings and there were lamp standards at each corner and at the centre of each side. The bridge was demolished in 1855. It is unlikely that any archaeological remains survive.	Post Medieval	-
	764M	Forges on site of later New Gaol	Forges used for the repair of tools and implements during the construction of the Floating Harbour. The forges were located behind the Ropewalk at Wapping, on the site of the later New Gaol (Bristol HER: 63M). A drawing of 1806 shows a timber shed with hipped roof with several chimneys or vents and a kiln. These were presumably temporary structures which were dismantled after work on the New Cut was complete. Later development on the site will likely have removed earlier remains.	Post Medieval	-
	765M	Entrance Lock to Bathurst Basin from Harbour	Entrance lock between Bathurst Basin and the Floating Harbour. Two opposing pairs of gates towards the northern end. There were a further pair towards the south, opening against the harbour. The lock gates now disused and derelict.  The asset has historic and archaeological interest as part of the development of the Victorian port facilities in Bristol.  The setting of the asset is directly adjacent to Bathurst Basin and the Floating Harbour.	Post Medieval	-
	766M	Ferry house of Trin Mills Ferry	Ferry house associated with the adjacent Grove or Trin Mills Ferry. The ferry house was constructed in the 18 <sup>th</sup> or 19 <sup>th</sup> century. It no longer survives but it is possible that archaeological remains survive. These would be of archaeological interest. The setting of any surviving remains is the Floating Harbour which is essential to how the ferry site is understood.	Post Medieval	-
	767M	Totterdown Lock	Totterdown Lock – canal lock linking the junction of the Floating Harbour and the Feeder Canal with the River Avon. Infilled during the Second World War but likely to survive archaeologically. Any surviving remains would be of archaeological interest. The setting of surviving archaeological remains would include the Feeder, Floating Harbour and River Avon which formed its historic functional context.	Post Medieval	-
	768M	Totterdown Lock Bridge	Crossing Totterdown Lock, connecting the roads now known as Feeder Road and Cattle Market Road. Replaced by a wider example at a more convenient angle. The piers may survive. Any surviving fragments would be of architectural interest. The setting of any traces of the early bridge is Totterdown Basin and the Feeder Canal, which the bridge was built to cross.	Post Medieval	-
	769M	Entrance Lock to Bathurst Basin from New Cut	Entrance lock to Bathurst Basin from the New Cut, c1809 by William Jessop. The lock was infilled during the Second World War to prevent harm from enemy bombing. The lock walls are listed as part of the 'Walls, quays and bollards to Bathurst Basin' (NHLE: 1204010). The walls of the lock are of architectural and historic interest as part of Jessop's New Cut engineering works. The setting of the lock is the Bathurst Basin and the New Cut, which are essential to how it is understood.	Post Medieval	-
	770M	Bridge over New Cut entrance lock	Bridge over the entrance lock to Bathurst Basin from the New Cut. Original built in the early 19 <sup>th</sup> century but has been replaced by a larger swing bridge. It is not clear if there are any surviving features of the older bridge, but if they survive they would be significant for their architectural and historic interest found in their association with the creation of the New Cut and the Floating Harbour. The setting of the bridge is the Bathurst Basin and the New Cut, which are essential to how it is understood.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	773M	Eastern Wapping Dock (Dry dock)	Eastern Wapping Dry Dock. A shipbuilding dock created in the early eighteenth century which lay on the south side of the Avon, east of Wapping Road. It was aligned north-south with its gates opposite the Old Mud Dock. The dock was infilled in the second part of the 19 <sup>th</sup> century but it is likely that archaeological remains survive. These would be of archaeological interest. Their setting is formed by the River Avon and the residential area it is now within. While the residential development makes no contribution, the dock's historic functional association with the Floating Harbour is essential to how it is understood.	Post Medieval	-
	774M	Eastern Wapping Dock (Wet dock)	Eastern Wapping Dock (Wet Dock). A shipbuilding dock created in the early eighteenth century which was sometimes used as a wet dock. The dock lay on the south side of the Avon, to the east of the dry dock (Bristol HER: 773M). The dock was infilled in the second part of the 19 <sup>th</sup> century but it is likely that archaeological remains survive. These would be of archaeological interest. Their setting is formed by the River Avon and the residential area it is now within. While the residential development makes no contribution, the dock's historic functional association with the Floating Harbour is essential to how it is understood.	Post Medieval	-
	775M	Slipways at Eastern Wapping Dock	A pair of slipways on the south bank of the Avon, part of the shipyard east of Wapping Road which faced the area between the Old and New Mud Docks on The Grove. The docks were infilled in the latter part of the 19 <sup>th</sup> century and it has been redeveloped first for other industries and, later, for residential properties. Given the level of redevelopment it is likely that remains of the slipways will not survive.	Post Medieval	-
	776M	Hilhouse's Shipyard	Hilhouse's Shipyard, located on the south side of the harbour, opposite Mardyke. The shipyard was established by Alderman George Hilhouse covered an area between the Floating Harbour and Cumberland Road. It was recorded in paintings and maps in the early 19 <sup>th</sup> century. It was later known as the Albion Dockyard, shown on the 1 <sup>st</sup> edition Ordnance Survey map. There is still a company called Albion Dock located on the site, which is also home to the Bristol Rowing Club. The adjacent dock survives and is Grade II listed (NHLE: 1025026). It is likely that archaeological remains survive of the shipyard, which would have archaeological and historic interest. Surviving remains would be part of a group with the extant Albion Dock. Their setting includes the dock and the Floating Harbour which are essential to how they are understood.	Post Medieval	-
	77M	107, Redcliff Street	No.107 Redcliff Street. The building was a four-storey, single-bay gabled, jettied house of seventeenth-century date. It was destroyed by bombing during the Second World War. Due to the extent of the redevelopment on this site it is unlikely that archaeological remains survive.	Post Medieval	-
	780M	Grove Ferry	The Grove Ferry, or Trim Mills Ferry. Slipway at the southern terminus. At the northern end of Lower Guinea Street/ western end of Midland Wharf (ex-Alfred Wharf). Ferry house adjacent to the east (Bristol HER: 766M). The slipway is reported to survive, although this has not been confirmed as part of this study. The slipway, if still extant, would be of archaeological and associative historic interest. The setting of the slipway is the Floating Harbour which is essential to how the ferry site is understood.	Post Medieval	-
	781M	Cumberland Basin	The Cumberland Basin is the main entrance to the Floating Harbour from the River Avon. It was built for William Jessop c.1809. Parts of this asset is the Grade II listed basin walls and associated features including the Junction Lock swing bridge (NHLE: 1202185). The basin itself should also be considered as a non-designated heritage asset, however, as there may be remains of architectural or historic interest within the silt.	Post Medieval	-
	783M	The Stocks, Redcliffe	Stocks located on Redcliff Hill, at the end of Colston Parade. The stocks were recorded in an early 19 <sup>th</sup> century drawing and at that date they stood inside a circular enclosure of railings. The stocks are no longer extant.	Post Medieval	-
	785M	The Donkey Ramp	The Donkey Ramp, an inclined plane which connected Alfred (later Midland) Wharf with Redcliffe Parade. The ramp was built against the sandstone cliff and was approximately 50 metres long and between 3 and 3.5 metres wide. A long ramp survives at this location, which is likely at least part of the original donkey ramp. It is of architectural and historic interest. Its setting is formed by the steep natural topography it was built to connect and the Floating Harbour to the north. These aspects are essential to how it is understood historically.	Post Medieval	-
	919M	Old Rownham Ferry	Old Rownham Ferry. The Rownham Ferry is said to have been established by St. Augustine's Abbey in Bristol for the purposes of communication with their estate at Abbots Leigh. Before the Clifton Suspension Bridge was constructed, the Rownham ferry was the main crossing between Clifton and Hotwells. The crossing needed to be relocated due to the construction of the North Entrance Lock in 1886 so it is unlikely that archaeological remains survive.	Medieval	-
	920M	New Rownham Ferry	New Rownham Ferry was constructed as a replacement for the medieval ferry (Bristol HER: 919M), which was further downstream but was displaced by construction of the realigned and enlarged entrance lock to Cumberland Basin, c.1873. In use until 1932. Remains of the ferry survive and are visible at low tide. These are of archaeological interest for their physical remains and historic interest as an illustration of the ferries which formerly carried travellers across the river. The setting of the ferry is the River Avon and the Entrance Locks to Cumberland, which form its historical context, and they contribute to the character of the conservation area.	Post Medieval	-
	924M	Gaol Ferry	Ferry slipway. The Gaol Ferry. On the north, or right, bank of the New Cut. Two long inclines ran down to a short slipway proper. Replaced by Gaol Ferry Bridge in the mid-1930s. The inclines survive, beneath layers of mud, but the slipway was destroyed. There may be remains of archaeological interest associated with the spillways. The site of the ferry has historic interest. The setting of any surviving remains is the New Cut, with which it has a historic functional association.	Post Medieval	-
	983M	Redcliff Poor House, Redcliff Hill	Redcliff Poor House, or William Canynges Almshouse, located on the west side of Redcliff Hill. Jean Rocque's 1742 plan of Bristol indicates that the almshouse stood parallel to, but was set back a little from, the highway on Redcliff Hill. The building was demolished in c1804 as part of the development of the New Cut, with a replacement building (Bristol HER: 1581M) constructed to the west. Due to the redevelopment of the site, it is unlikely that archaeological remains survive.	Medieval	-
	984M	Trin Mills mill pond	Mill pond serving Trin Mills (Bristol HER: 669M). The mill was constructed by St. Augustine's Abbey at the confluence of the river Avon and the Malago in the late-twelfth century. The pond lay to the south of the mill and was irregular in shape. It partially survives in its enlarged form as part of the Bathurst Basin. It is possible that archaeological remains associated with the mill survive, although this is unlikely. The significance of the mill pond is, therefore, predominantly historic as it illustrates the former use and landscape of the site, although much changed by the creation of the Floating Harbour and New Cut.	Early Medieval	-
	5040	Pill Station	Site of railway station on the Portishead Railway, opened in 1867 and closed in 1964. Although the platforms and other associated features no longer survive, the station building remains as a residential house. The site has some historic interest as part of the railway infrastructure established in the 19 <sup>th</sup> century, although this is largely limited to the documentary evidence. The	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
			setting of the surviving building is formed by the railway line and the surrounding settlement of Pill, which contribute to its significance as an essential functional component of its historic use.		
	5282	Stone ferry slipway at Pill	Slipway of the Lamplighter's Ferry (North Somerset HER: 5482). The ferry possibly originated in the Roman period. The slipway is still extant, although the ferry went out of use in 1974. It is a part of a group of assets with the slipway, the ticket office on the far side and the public houses at both ends which served travellers. The setting of the slipway is the River Avon. This setting is essential to how it is understood.	Post Medieval	-
	740	Lamplighters" ferry Pill	Route of Pill ferry. Possibly originating in the Roman period, the ferry route continued in use between Lamplighters and Pill until 1974 as a result of the opening of the M5 bridge. which closed down November 1974 after the nearby M5 bridge had opened. There are several associated features, including stone slipways on both sides of the river, a green painted ticket office on the north side, and public houses which served travellers. The setting of the ferry route is the River Avon, the settlement of Pill and the road at Lamplighters. This setting is essential to how it is understood.	Uncertain	-
	5808	Ruins of 19th century Cotton mill, Burwalls	Walling and earthworks with evidence of recent, substantial structure on the west side of the railway track at the bottom of Burwalls slopes. These structures are just outside the Leigh Woods Estate and are probably related to the mill. The remains have archaeological interest. Their setting is unlikely to be sensitive to change from the project.	Post Medieval	-
	40010	Christ church, Pill	The original Christ Church was built in 1860. Destroyed by German bombing 16th January 1941. The present church was constructed on the exact foundations of the bombed church. Other than the placing of ashes there has been no burial at the site. As a result of its redevelopment on its original footprint, it is unlikely that there would be archaeological remains of interest. The building does have some architectural interest, however. It was rebuilt on its original footprint and reused original stone. It has a clean, modern design, however, which is of interest as part of 20 <sup>th</sup> century church architecture. Its setting is the surrounding townscape of Pill, which contributes to its interest as its historic context.	Post Medieval	-
	40011	Site of 19th century Union church, Pill	Union Chapel or Congregational Chapel demolished in 1950s. There may be associated archaeological remains, including burials. The setting of these remains would, if present, comprise the surrounding streetscape and the church site.	Post Medieval	-
	40012	Site of medieval mill, Baltic Place, Pill	Medieval mill depicted on the 1841 dock plan. Historic mapping shows the stream as braided, which may have been the result of modification for the mill, with both the natural river channel and a leat. There are likely to be buried remains which would be of archaeological interest. Although no remains survive above ground, the buried remains of the mill have a setting which includes the course of the stream. This is a functional association which is essential to understanding its history.	Post Medieval	-
	40013	Duke of Cornwall pub, Pump Square, Pill	This public house is one of three identified at the top of Lamplighters Ferry slipway. It is the only one of the original three that has survived. The building has historic and architectural interest as one of the few surviving of Pill's famous many inns. Its setting within the settlement makes a positive contribution to its interest.	Post Medieval	-
	40014	Star Inn, Bank Place, Pill	The Star Inn is situated in the shadow of the railway viaduct. The frontage of the building has been completely altered, however an original section of the building does survive on the north side of the present pub, closest to the viaduct. The three-storey building does pre-date the 19th century, however a more detailed survey is required. The site is depicted on the 1884 OS map. The building has historic and architectural interest as one of the few surviving of Pill's famous many inns. Its setting within the settlement makes a positive contribution to its interest.	Post Medieval	-
	40015	Kings Arms, Water Lane, Pill	19 <sup>th</sup> century public house, still in use as a pub. The building has historic and architectural interest as one of the few surviving of Pill's famous many inns. Its setting within the settlement makes a positive contribution to its interest.	Post Medieval	-
	40016	Site of Red Lion Inn, Pump Square	Site of pub which was one of three situated at the top of Lamplighters Ferry slipway. The building no longer survives but the site has not been redeveloped so there is a possibility that some buried remains of archaeological interest survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40017	Former school, Church Place	Mid-19th century former school. Although not listed, the building survives and is still legible as a former school, with the classic Victorian arrangement of separate girls and boys wings and a stone walled playground. It has some architectural and historic interest as a part of the historic townscape. Its setting within the settlement of Pill is its historic context and contributes to its interest.	Post Medieval	Victorian
	40020	Site of The Rising Sun, Marine Parade	Site of pub demolished in 1961. The building no longer survives, and subsequent redevelopment means that archaeological remains are unlikely. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40158	Ship building area at Morgans Pill	Morgan's Pill is a narrow tidal inlet with mooring posts on the southern bank of the River Avon. Cartographic evidence shows the position of the inlet has altered since the early 19th century, moving slightly to the west. Its present location is marked from 1884 onwards. Shipbuilding is noted here from at least the 18th century. Aerial photographs of 1947 show that the infilled pill was much larger and also show two rectangular features which are likely to be dry docks. The former ship building area is of archaeological interest due to the high potential for buried remains. The setting of any remains would include the riverside inlet, with which they would have had a functional association.	Post Medieval	-
	40203	Portishead And Bedminster Branch Railway	A Victorian and 20th century railway branch railway line, visible as an extant linear and curvilinear track. The railway was opened in April 1867, running a broad gauge service between Bristol. It has historic interest as part of the 19 <sup>th</sup> century infrastructure which was created around Bristol and Avonmouth in the 19 <sup>th</sup> century. It is unlikely to have a setting which would be sensitive to change from the project.	Post Medieval	Victorian
	40285	Sea defence bank at Pill	The eastern portion of an extensive sea defence running between Portishead Pill to just north of Pill (i.e. Crockerne Pill). It is a flat-topped bank c.1 metre in height with an associated drainage ditch on the inward side. It is depicted as the 'Old Sea Bank' on the first edition Ordnance Survey map of 1838 and is likely to date from at least the late 18th century. The bank delineates the coastal/riverine tidal saltings or wharves, including the Portbury and St George's Wharves, from the low-lying reclaimed meadow land. It has interest as part of the historic landscape. It is unlikely to have a setting sensitive to change from the project.	Post Medieval	-

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	40288	L-shaped bank earthwork NW of Pill	An undated, right-angled earthwork. This may be part of a system of sea defences or part of the defences constructed during the Second World War. The earthwork may have some archaeological or historic interest, depending on its nature. It is not clear what its setting of the riverside marshes would contribute to its significance, but it is unlikely that this would be impacted due to the nature of the project.	Uncertain	-
	40325	Railway viaduct, Pill	Late 19th century viaduct, built to carry the Bedminster and Portishead Railway across the harbour at Pill. The viaduct has a large brick structure which dominates its surroundings and severs the southern part of Pill from the harbour to the north. It has historic interest through its association with the railway line. Its setting is unlikely to be sensitive to change from the project, as it is a structure which cuts across the landscape rather than integrates within it, meaning that their key relationships which contribute to its historic interest are with the railway line and station rather than the harbour and riverside.	Post Medieval	Victorian
	40326	Site of Rowles boatyard, Pill	Rowle's boatyard was located on the south side of the pill. Archaeological remains may survive which would be of interest. The setting of the boatyard is formed by its close proximity to the harbour with which it had a functional historic association which is essential to how it is understood.	Post Medieval	-
	40327	Site of 19th century dry dock, Pill	Dry dock which ran until between 1884 and 1915. It is possible that the railway viaduct was designed to miss Cooper's Dry Dock. It had, however, ceased to function in the late 19th century or early 20th century. It was part of Cooper's boatyard (North Somerset HER: 40356). The area has been infilled, therefore waterlogged preservation of archaeological features is probable. These would have archaeological interest. The setting of the boat-breakers is formed by its close proximity to the harbour with which it had a functional historic association which is essential to how it is understood.	Post Medieval	-
	40348	Methodist chapel, Pond Head	Site 19th century chapel, now demolished with a newer building (1969) on its site. There may be associated archaeological remains, including burials. The setting of these remains would, if present, comprise the surrounding streetscape and the church site.	20th Century	Late 20th Century
	40353	Site of Union Row, Pill	Site of a row of 19 small dwellings which were formerly located along the western side of the creek on the right-hand side of Underbanks Road. The lane between the houses was only 1.5m wide in places and the backs of the buildings fell sheer into the creek. There are likely to be archaeological remains, which would be of archaeological interest. The setting of the buried remains is the harbour and surrounding streetscape, which have a historic association but is not one which is likely to be impacted by the project.	Post Medieval	-
	40354	Victoria Park, Pill	19th century park created after the construction of the viaduct to its north. Prior to that it had been part of the tidal creek on the Markham Brook. There is a high potential for archaeological remains within the deep alluvial deposits. These would have archaeological interest. The park has some historic interest as part of the 19th century townscape in Pill. Its setting is formed by the river, the viaduct and the surrounding streets, which are part of its importance as a reflection of its historic context.	Post Medieval	-
	40356	Site of 19th century boat-breakers yard, Pill	Originally owned by Mr. Cooper and firstly used to build boats. However, following that industries decline, it became a ship breakers yard and then a timber yard. The timber yard then supplied timber for all ship building in the area. No evidence for the boatyard has survived, however a 1930s photograph of the site does. The boatyard is depicted on the 1884 Ordnance Survey Map. The area has been infilled, therefore waterlogged preservation of archaeological features is probable. These would have archaeological interest. The setting of the boat-breakers is formed by its close proximity to the harbour with which it had a functional historic association which is essential to how it is understood.	Post Medieval	-
	40357	Site of coal yard, Pill	Site of former coal yard on the south side of the railway viaduct. It is unknown if any feature survive, but it has remained undeveloped so it is possible that above or below ground remains are present. These would have archaeological interest. The setting of the coal yard is the railway line and station, with which it had a functional historic association.	Post Medieval	-
	40502	Harbour (Crockerne Pill), Pill	Natural harbour on the southern banks of the River Avon. Formed by a tidal creek at the end of the Markham Brook. Much mortified with the construction of the Bristol & Portishead Pier and Railway Company viaduct in the mid-19th century, which closed off the inlet. The harbour has been used for anchorage for many centuries and the settlement of Pill has grown up around this use. The harbour, although natural in origin, is likely to have archaeological interest due to the potential for buried remains of all periods within its tidal flat deposit. The setting of the harbour is integral to how it is understood historically and includes the Avon river and the settlement of Pill.	Post Medieval	-
	40669	Station Hotel, Monmouth Road, Pill	Site of former hotel, now demolished. The building no longer survives and redevelopment at its location means that it is unlikely that archaeological remains survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40670	Site of The Waterloo, Marine Parade, Pill	Site of public house. One of three pubs at the top of Lamplighters Ferry slipway. No longer extant and the site has been redeveloped. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40671	Site of Independent Chapel, Chapel Row, Pill	Site of chapel, now demolished. The building no longer survives but it is possible that some buried remains of archaeological interest survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40672	Site of smithy, Bank Place, Pill	Site of smithy, now demolished. The building no longer survives and redevelopment at its location means that it is unlikely that archaeological remains survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40673	Boundary stone 260m E of Pill Methodist church	Boundary stone shown on 2nd edition OS map on a field boundary. It has not been confirmed whether this asset survives. If still extant it would have some historic interest as part of the historic landscape of the Avon riverside east of Pill.	Post Medieval	-
	40674	Boundary stone 270m ENE of Pill Methodist church	Boundary stone shown on 2nd edition OS map on a field boundary. It has not been confirmed whether this asset survives. If still extant it would have some historic interest as part of the historic landscape of the Avon riverside east of Pill.	Post Medieval	-
	40675	Boundary stone 300m ENE of Pill Methodist church	Boundary stone shown on 2nd edition OS map on a field boundary. It has not been confirmed whether this asset survives. If still extant it would have some historic interest as part of the historic landscape of the Avon riverside east of Pill.	Post Medieval	-



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	40953	No 1, Bull Lane, Easton-in-Gordano	Historic house, shown on the 1 <sup>st</sup> edition OS map, now demolished. The building no longer survives but it is possible that some buried remains of archaeological interest survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	40954	Terrace of 6 houses and PO, Upper Myrtle Hill	Terrace of houses, now demolished. A building is shown at this location on the 1 <sup>st</sup> edition OS map. The building no longer survives but the site has not been redeveloped so there is a possibility that some buried remains of archaeological interest survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	41075	Old quarry at Rownham Hill, Leigh Woods	Disused quarry. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	41843	Clifton Bridge rail tunnel, used in WW II as air raid shelter	Tunnel, used during the Second World War as an air raid shelter. The tunnel carries the Portishead and Bedminster Branch Railway (North Somerset HER: 40203) under the approach to the Clifton Bridge. The tunnel has historic interest through its association with the bridge and the railway line as well as further interest relating to its use as an air-raid shelter. Its setting includes the line of the railway and the Clifton Bridge, both of which contribute to how it is understood historically.	Post Medieval	-
	41853	WW2 sidings at Pill station, for AA guns at SMR 524, 5214, etc.	Sidings created to the north-west of Pill Station during the Second World War. The sidings no longer survive, although the area has remained undeveloped so it is possible that archaeological remains survive. These would be of some interest due to the historical association of the expansion of the station's sidings as part of the defence of Britain from aerial attack. The site of the sidings has a functional association in its setting between it and the railway line and station at Pill and with the anti-aircraft battery sites.	20 <sup>th</sup> Century	Second World War
	42473	Site of the Scarlet Well, Burwalls	Site of Scarlett Well, which is described as a stream that rises in a cavern near the summit of Burwalls cliff. The waters of the spring were diverted to drive a grist mill in the late 17 <sup>th</sup> century. This is a natural feature which people have engaged with historically, which gives it some historic interest. Its setting does not contribute to its significance.	Post Medieval	-
	42474	Undated stone field banks, Burwalls Road	Short sections of low broad stone banks up to 3 metres wide and 300mm high located on the upper, crest slopes of Burwalls. These are reported in the HER to look like field banks but are difficult to trace through the tangled undergrowth. The boundary stones have some archaeological interest. They are unlikely to have a setting sensitive to change from the project.	Uncertain	-
	42475	19th century landscaping features and garden, Burwalls house	19th century landscaping features and garden. A series of paths revetted with stone forms a rustic garden feature. The interest of the paths is primarily artistic/architectural as part of the design of the garden. Their setting is linked, intrinsically, to their location within the garden.	Post Medieval	-
	42476	19th century landscaping features and garden, Burwalls house	Natural sandstone cave of considerable size, with low passages leading out. The HER notes that the potential for Pleistocene deposits and evidence of Palaeolithic occupation is very high. Such remains would be of considerable, potentially international, archaeological interest and significance due to their rarity.  The route to the cave follows a rustic path, which was part of the Burwalls house garden (see North Somerset HER: 42475).  The setting of the cave contributes aesthetically to its experience within the context of the 19 <sup>th</sup> century garden. The significance of its setting in prehistory is less clear, as palaeolithic survival in cave sites may be more an accident of preservation rather than deliberate distinction in land use.	Uncertain	-
	42477	Construction pillar base S of Suspension bridge	Probable base for wrought iron bar that was slung across the Gorge and used as a temporary means of transport and was set up just before the 27 <sup>th</sup> August 1836 when the stone laying ceremony took place.  The likely pillar base is associated with the construction of the Grade I listed Clifton Suspension Bridge (1205734). For this reason it has historic and architectural interest through association with the bridge. Its setting is formed by its high position over the Avon Gorge and its proximity to the listed bridge. This is integral to how its historic and architectural interest is understood.	Post Medieval	-
	43498	Burgh Walls (Fort), Abbots Leigh	Polygon feature included in North Somerset HER. Likely the location of now destroyed traces of the Iron Age encampment (North Somerset HER: 860).	Uncertain	-
	43592	Pill (south), Easton in Gordano	This is a core settlement identified in the North Somerset HER. Core settlements are identifiable on late 18th or early 19th century maps. They may still preserve medieval or even earlier outlines, and building fabric may originate from 17th and 18th centuries. Archaeological remains, as well as extant traces of historic streetplans and building plots are of archaeological and historical interest.  The setting of Pill is its location at the confluence of the Markham Brook and the River Avon, where a tidal creek formed a natural harbour. The harbour became the focus of settlement, becoming a centre for boat building and repair and as the home of sailors who piloted vessels along the Avon into the Bristol docks. The setting of the settlement is integral to how the history of the settlement is understood.	Uncertain	-
	860	Burwells Camps, south Nightingale Valley	Site of Iron Age encampment, which may have been fortified with a calcined rampart. The site was mostly destroyed by 19 <sup>th</sup> century construction but there are fragmentary remains in two locations. The surviving remains are of archaeological interest.  The location of the camp is high on the precipice overlooking the Avon Gorge, which would have provided both natural defences and a prestigious setting. Archaeological investigations suggest that there was never any intensive occupation so may have just been a temporary refuge. It is a short distance from Stokeleigh Camp – a scheduled Iron Age fort (NHLE: 1008113), although the scheduled monument is beyond the study area. In both cases, the setting is very important part of their archaeological interest.	Iron Age	-
	740	Lamplighters" ferry Pill	Route of Pill ferry. Possibly originating in the Roman period, the ferry route continued in use between Lamplighters and Pill until 1974 as a result of the opening of the M5 bridge. which closed down November 1974 after the nearby M5 bridge had opened. There are several associated features, including stone slipways on both sides of the river, a green painted ticket office on the north side, and public houses which served travellers. The setting of the ferry route is the River Avon, the settlement of Pill and the road at Lamplighters. This setting is essential to how it is understood.	Post Medieval	-
	45388	South-facing lynchet W of police training centre	A linear feature delineating the southern end of an area of well-preserved early medieval terraced strip fields, which continued in use until the 18 <sup>th</sup> century. The earthwork feature has archaeological interest as a part of the historic landscape with considerable time depth. The setting of the earthworks is unlikely to contribute to their significance in a way which would be impacted by the project.	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
	45985	Former Shepherds Arms, Pill Street	Former public house. It is not clear from historic mapping whether the current building, which is rendered white with modern windows, is the original public house building or whether a new building has been constructed on the same footprint. In either case, the modifications to the building and/or its demolition mean that there is very little historic interest in the surviving building. The record of its presence has historic interest. The public house's setting is formed by the settlement of Pill, which was noted for its large number of inns in the 19 <sup>th</sup> century. Its setting, as a result, forms part of the historic interest of its recorded location, if it is presumed that part of the original building survives.	Post Medieval	-
	45986	Site of Heywood Hall, Pill	Identified in the HER as the site of a post-medieval manor house. A building is shown at this location on the 1840s tithe map and the same building is labelled as the Vicarage on the 1 <sup>st</sup> edition OS map. The building no longer survives although it is possible that some buried remains of archaeological interest survive. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	45987	Site of the 'Friendly Home', Pill	Site of public house. The building no longer survives, and subsequent redevelopment means that archaeological remains are unlikely. The record of its presence has historic interest. As it is no longer extant, it does not have a setting.	Post Medieval	-
	46000	Site of two buildings at Morgans Pill	Two rectangular features identified from the 1839 Tithe Map, located within the un -enclosed area named as the Salts on the Tithe. It is unknown what these buildings may have been used for or when they were constructed but it is possible they were connected with boat storage and repair work at Morgan's Pill. The structures do not appear on the later OS mapping but it is possible that there are archaeological remains present below-ground. These remains, if present, would be of archaeological interest. Depending on the nature of any remains, they may have a setting which contributes to their interest, such as an associative link with Morgan's Pill. However, it is unlikely that this would be sensitive to change from the project.	Post Medieval	-
	47399	Bridge over southern end of tidal stream, Morgan's Pill	A bridge is depicted at the southern end of the tidal stream feeding into Morgan's Pill on the 1839 Tithe Map of the area. It is not marked on the first edition Ordnance Survey map of 1884, but this may be because the course of the pill has altered and widened at this point. No structural remains of this bridge were visible during a field survey in 1999. If archaeological remains survive, they would be of archaeological interest. The setting of any remains would have an inherent functional association with the Avon riverside and the tidal stream, which would be essential to understanding the context and purpose of the remains.	Post Medieval	-
	47400	Possible ridge and furrow near Morgan's Pill	An area of possible narrow ridge and furrow underlying a later drainage system has been identified on aerial photographs. This has since been removed by the recent excavation of a large pond area and, as a result, no longer holds archaeological interest except in the record of its former presence. The ridge and furrow is no longer extant and, therefore, does not have a setting.	Medieval	-
	MNS8992	Ridge and furrow	Ridge and furrow detected on geophysical survey. Ridge and furrow has archaeological and historic interest as a medieval element of the historic environment. However, where it no longer survives as an earthwork, as in this case, this interest is limited to the evidence its recorded presence survives. Non-extant remains no longer have a setting.	Medieval	-
	MNS9248	Site of Ham Green Hospital	Former centre for infectious diseases and sanatorium. This asset reflects the extent of the buildings associated with the hospital in the 1960s. The original building on the site was an early-mid 19 <sup>th</sup> century country house, altered and extended to convert it into a hospital. This original building survives and is listed Grade II (although it is outside of the study area – NHLE: 1137663). The surrounding gardens are locally listed (North Somerset HER: 195; 4363). The early and later hospital buildings form a group, which contributes historic interest to the newer buildings. The setting of the buildings within the group contributes to their interest as a result.	Post Medieval	Victorian
<b>South Gloucestershire</b>	2288	Conham Copper Works Conham Hill Hanham Kingswood	Built about 1696. About 1750 works came under control of Bristol Brass Company, which rebuilt and modernised the furnaces and continued smelting until the 1780s. Slag blocks and cinder are most obvious remains, part of the site now buried under a council rubbish tip. "Conham cupola" shown as three buildings in 1792. Cinder heaps to the east. Cinder heaps and "Old Works" (no building marked) lie to the north in the bend of the river. A copper smelter was established at Conham by 1696, largely supplying copper for brass-making. There is evidence for a very early use of a reverberatory furnace. This is within a coal-mining and quarrying landscape. There are some building and structural remains, slag blocks and tips. There is likely to be good stratigraphic preservation, and evidence for early reverberatory smelting. On Conham Road is a mid-18th century house which once housed a beam-engine. Remains of the copper works would be of archaeological interest.  The site of the copper works forms a group with the remains of the farm/chapel associated with it (South Gloucestershire HER: 12891, 3472). However, it is unlikely that archaeological remains of the copper works would have a setting sensitive to change from the project.	Post Medieval	-
	3472	Chapel Conham River Park Kingswood	Conham Farm (South Gloucestershire HER: 12891) may incorporate parts of a chapel associated with Conham copperworks (South Gloucestershire HER: 2288). The owner of the copperworks, Sir Abraham Elton, left a bequest in his will when he died in 1728 to allow for the foundation of a chapel for the workmen. The remains of the building have archaeological interest, particularly related to any surviving evidence of its evolution -possibly from industrial chapel to farmhouse. As an industrial chapel it is unlikely that there would have been burial at the site, although this cannot be ruled out. The setting of the building includes the associated remains of the Conham Copper Works (South Gloucestershire HER: 2288), with which it forms a group. This group context contributes to its interest.	Post Medieval	-
	3476	Brick Kiln Riverside Cottage Avon Towpath Hanham Green	Described as "Old Brick Kiln" in 1843, believed to have been used as a powder house for the pennant stone quarries at Hencliffe. Probably a scotch kiln. Rare survival Remains of the kiln would be of archaeological interest. It is not likely to have a setting sensitive to change from the project.	Post Medieval	-
	7104	Quarry (15) Bickley Wood Avon Valley Hanham	A series of deep (up to 15m) surface quarries for Pennant sandstone, with some surviving inclined planes, now largely used as footpaths. Original quarrying of unknown date, although the lease of an 80 foot square plot to Thomas Wilkinson, mason in 1726 may be significant. In 1843, the central area was described as 'wood and quarry' although adjacent parcels were simply 'wood'. The 1st edition OS map shows quarries in more or less the forms in which they remain today. The former quarries have some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	7105	Avon Towpath Hanham Mills Hanham	The towing path along the north bank of the River Avon survives as a public footpath. Alongside it are a set of small, earthfast stones (South Gloucestershire HER: 5862, 15863, 15864, 15865) and a cast iron bollard (South Gloucestershire HER 15866). Some of the stones may be marking the old Bristol County boundaries which ran along the north side of this path. The Avon towpath is a part of the historic landscape of the Avon Valley and it has historic interest as an illustration of the former industrial uses of the river. The setting of the towpath is the River Avon, which is associated functionally and is integral to its understanding.	Post Medieval	-
	12891	Conham Farm Conham Hill Hanham Kingswood	Ruinous buildings. Believed to be a chapel, latterly used for various industrial purposes, incorporated into a farmhouse in the 19 <sup>th</sup> century. Partly built of copper slag blocks. The chapel is recorded as South Gloucestershire HER: 3472. The remains of the building have archaeological interest, particularly related to any surviving evidence of its evolution -possibly from industrial	Post Medieval	-

HER office	HER No.	Name	Description and heritage interest(s)	Period	Sub-period
			chapel to farmhouse. The setting of the farm includes the associated remains of the Conham Copper Works (South Gloucestershire HER: 2288), with which it forms a group. This group context contributes to its interest.		
	12892	Conham Hall Conham Hill Hanham Kingswood	Paintings in the Bristol Art Gallery of the early 19th show what is probably a late 18th century house at this site. It stood within an extensive park. It was demolished sometime between 1949 and 1973 the remains lie under Conham River Park. Any surviving below ground remains would have archaeological interest. The setting of these remains would include the area of the former parkland, which has remained undeveloped.	Post Medieval	-
	14492	Settlement The Batch Hanham	Approximate area of post medieval settlement as based on the area depicted as core settlement on the Avon Historic Landscape Survey. The site may have medieval origins. Extant buildings are likely post-medieval but there may be archaeological remains associated with earlier settlement. Such remains would have archaeological interest. It is unlikely that the setting of any surviving archaeological remains would contribute to their significance in a way which could be impacted by the project.	Post Medieval	-
	14493	Settlement Riverside Cottages Hanham	Approximate area of post medieval settlement as based on the area depicted as core settlement on the Avon Historic Landscape Survey. The site may have medieval origins. Extant buildings are likely post-medieval (South Gloucestershire HER: 14754) but there may be archaeological remains associated with earlier settlement. Such remains would have archaeological interest. It is unlikely that the setting of any surviving archaeological remains would contribute to their significance in a way which could be impacted by the project.	Post Medieval	-
	14754	No 18 19 20 21 Riverside Cottages Avon Towpath Hanham Mills (Rejected LLB)	Building considered for Local List Status but rejected. The buildings are present on mapping from the mid-19th century so have some historic interest but this is limited. The setting of the buildings is the River Avon and the surrounding small hamlet (South Gloucestershire HER: 14493). This is its historic context and, as a result, contributes to its interest.	Post Medieval	-
	14795	Landing Steps Ferry Conham Kingswood to St Annes Bristol	A ferry crossing the River Avon is noted at this point on the 1st edition OS map it was still in use in 2002. Conham Ferry is recorded in the Bristol HER (2451M) and is described as a tidal ferry which was operated at low tide with two boats moored sideways to each other with planks to form a floating bridge. At high tide a boat would take travellers across. The ferry was in use from at least the late 18th century. The ferry is of historic interest and associated features, including the steps, also hold historic interest through their group value.  The setting of the steps is formed by the river and the former ferry location. This has a functional historic association and, as a result, contributes to their historic interest.	Post Medieval	-
	15866	Boundary Marker (6) Avon Towpath Hanham Mills Hanham	A bollard presumable intended as a boundary marker was noted at this location on the 1st edition OS map. It has not been confirmed whether this asset survives. If still extant it would have some historic interest as part of the historic landscape of the Avon Valley. Its setting, if extant, is not likely to be sensitive to impact by the project.	Post Medieval	-
	15891	Quarry (11) Castle Inn Farm Avon Valley Hanham	A quarry was noted at this location on the 1st edition OS map. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	15893	Quarry (13) Castle Inn Farm Avon Valley Hanham	A quarry was noted at this location on the 1st edition OS map. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	18585	Tunnel Conham River Park Conham Hill Kingswood	A tunnel or relieving arch has been reported from this location. It may be connected with moving good or material from various parts of the copper works or more likely connected with access to the later farm. Converted into a bat roost. The tunnel has the potential to have archaeological interest by revealing evidence of its purpose through any surviving features. It is likely to have a functional association with the farm, which would contribute to its interest as part of its setting, but this is unlikely to be impacted by the project.	Post Medieval	-
	18618	Quarry (5) Avon Valley Park Hanham Kingswood	One of a series of quarries in this area noted on the 1st edition OS map, they eventually joined to form a single unit. The former quarry has some limited archaeological and historic interest due as evidence of post-medieval extraction processes. Its setting is not likely to contribute to its significance in a way which would be impacted by the project.	Post Medieval	-
	19301	Boundary stone Conham Hill Hanham	Boundary stone, likely of 18th century date, although not in its original location. The stone is of historic interest as evidence of past land management and ownership patterns. However, as it is not in its original location its setting does not contribute to its interest.	Roman; Post Medieval	-

## Locally listed buildings and parks and gardens

Table 21 presents the locally listed buildings and locally listed park and gardens located throughout the study area. They are arranged by HER in the following order: Bath & North East Somerset (South West Heritage Trust), Bristol City Council, North Somerset, and South Gloucestershire. Each table is arranged by ascending order of HER number or Locally List ID where provided.

**Table 21: Gazetteer of local listings**

HER Office	HER No.	Local List ID.	Building or Park & Gardens	Name	Description and heritage interest(s)	Period	Sub-period
Bristol City Council		41	Building	Sea Mills Signal Station	Mid-20 <sup>th</sup> century signal station, built to replace the 'Old Signal Station' a short distance to the north (LL_ID 45). It is included as a landmark building in the conservation area (Bristol City Council, 2011). The building is of architectural and historic interest as a distinctive river navigation-related structure on the Avon. Its setting is the Avon riverside at Sea Mills, which is an essential part of its historic function and., therefore, makes a positive contribution to its interest.	20 <sup>th</sup> Century	Mid 20 <sup>th</sup> Century
	2018M	42	Building	Sea Mills Railway Station	In 1865 the Bristol Port & Pier Railway was opened between Hotwells and Avonmouth, carried over the River Trym by a bridge within the Sea Mills Character Area. The station was built on the west (land) side of the railway line and opened the same year, with a stationmaster's house added in 1894 (LL_ID 44). The station was built in a domestic style, which is relatively unusual, although similar aesthetic choices are found in railway stations within certain country estates, which may have been an influence on this line as well (Parissien, 2014). The building is included as an unlisted building of merit in the Sea Mills Conservation Area Character Appraisal (Bristol City Council, 2011). It has architectural interest as a characterful building within the conservation area. Its setting is formed by the railway line and the village of Sea Mills beyond.	Post Medieval	Victorian
	-	43	Building	No.1 Harbour Wall, Sea Mills	There is a building shown at this location on a mid-18 <sup>th</sup> century map, indicating that this is potentially one of the older buildings within Sea Mills. It is an attractive rendered stone house, built facing the former docks. The railway was built south of it in the 19 <sup>th</sup> century, adding the station and stationmaster's cottage between No.1 Harbour Wall and the former docks beyond. The building is of architectural interest, recognised by its inclusion as an unlisted building of merit in the Sea Mills Conservation Area Character Appraisal (Bristol City Council, 2011). Its setting is formed by the surrounding buildings at Sea Mills, but these make limited contribution to its value as the buildings are later.	Post Medieval	Georgian
	-	44	Building	Station Master's House, Sea Mills	In 1865 the Bristol Port & Pier Railway was opened between Hotwells and Avonmouth, carried over the River Trym by a bridge within the Sea Mills Character Area. The stationmaster's house was built in 1894. It is a red-brick building with a close association to the railway and the station. The building is included as an unlisted building of merit in the Sea Mills Conservation Area Character Appraisal (Bristol City Council, 2011). It has architectural interest as a characterful building within the conservation area. Its setting is formed by the railway line and the village of Sea Mills beyond.	Post Medieval	Victorian
	2279M	45	Building	Old Signal Station, Sea Mills	The Old Signal Station is a nineteenth-century signal station was replaced by another building a short distance upstream sometime after 1950. It is included as a landmark building in the conservation area (Bristol City Council, 2011). The building is of architectural and historic interest as a distinctive river navigation-related structure on the Avon. Its setting is the Avon riverside at Sea Mills, which is an essential part of its historic function and., therefore, makes a positive contribution to its interest.	Post Medieval	Victorian
	3064M	46	Building	No.79 Sea Mills Lane	No.79 Sea Mills Lane was in existence by the early 1770s and was recorded by a plan of the Southwell estate of 1772. It was recorded in a painting by Joseph Walter of 1844 as a three-storey, two-bay house with a pitched roof and double-flue chimney stack. It is also known as Riverside House. It is an impressive 18 <sup>th</sup> century merchants house which stands out for its age and architectural quality. Formerly one of a pair but now attached to a set of visually insensitive flats. It is included as an Unlisted Building of Merit in Sea Mills Conservation Area (Bristol City Council, 2011).  The building has architectural and historical interest. Its setting is formed by Sea Mills Lane and the River Trym, which it faces. Prior to the redevelopment of the Sea Mills Docks area it would have faced directly onto the docks which its merchant owner was engaged in. Its setting, as a result, is important to its historical interest.	Post Medieval	Georgian
		47	Building	The Coach House, 75c Sea Mills Lane	The Coach House is included in the Sea Mills Conservation Area Character Appraisal (Bristol City Council, 2011) as an unlisted building of merit. It is unclear how old the building is but a coach house has been shown associated with the 18 <sup>th</sup> century No. 79 Sea Mills Lane (LL_ID: 46) on mapping since the late 18 <sup>th</sup> century so it is possible that the building is contemporary. The building has architectural interest and has group value with No. 79 Sea Mills Lane. Its setting is limited to the plot of land it shares with No. 79.	Post Medieval	Georgian
	-	48	Building	Vicarage, Avonleaze, Sea Mills	The Vicarage is an early 20 <sup>th</sup> century building associated with St Edyth's Church, Sea Mills (LL_ID 49). It is built in a style shared by many of the contemporary buildings within the Sea Mills Garden Suburb. It has architectural interest as part of the garden suburb development and is noted as an unlisted building of merit (Bristol City Council, 2011). Its setting is formed by Avonleaze road, which it faces, and St Edyth's Church to the north with which it has a functional association.	20 <sup>th</sup> Century	Early 20 <sup>th</sup> Century
	-	49	Building	St Edyth's Church, Avonleaze, Sea Mills	20 <sup>th</sup> century church, consecrated in 1928. It was designed by Sir George Oatley, who also built the Methodist Church in Sea Mills. It is a landmark building within the Conservation Area and is described in the Conservation Area Character Appraisal (Bristol City Council, 2011) as one of the most distinctive buildings in Sea Mills. It is built in red pennant stone. It is of architectural and historic interest as part of the Sea Mills Garden Suburb, which also forms its setting.	20 <sup>th</sup> Century	Early 20 <sup>th</sup> Century
	-	51	Building	Sea Mills Primary School, Riverleaze, Sea Mills	Designed by Alfred Oaten and opened in 1928, contemporary with the development of the Sea Mills Garden Suburb. The Conservation Area Character Appraisal (Bristol City Council, 2011) includes it as an unlisted building of merit and notes that its architecture complements that of Sea Mills as well as using the same red pennant stone as that used for St Edyth's Church. Its setting is formed by the surrounding settlement.	20 <sup>th</sup> Century	Early 20 <sup>th</sup> Century
	2218M	104	Building	Clift House Tannery Building (Former Galvanized Iron Works), Coronation Road	Ashton Gate Galvanized Iron Works were in existence by the early 1880s. It is identified as an unlisted building of merit in the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011). It is of historic and architectural interest as a Victorian industrial building. Its setting is an industrial area on the south side of the New Cut, which makes a positive contribution to its interest through group association.	Post Medieval	Victorian



HER Office	HER No.	Local List ID.	Building or Park & Gardens	Name	Description and heritage interest(s)	Period	Sub-period
	2217M	105	Building	Clift House Tannery, Clift House Road	Former tannery building, located on the northern side of Clift House Road. The tannery was in existence by the early 1880s. It is identified as an unlisted building of merit in the City Docks Conservation Area (Bristol City Council, 2011). It is of historic and architectural interest as a Victorian industrial building. Its setting is an industrial area on the south side of the New Cut, which makes a positive contribution to its interest through group association.	Post Medieval	Victorian
	-	106	Building	The Cottage Public House, Baltic Wharf	The building is shown on Baltic Wharf from the early part of the 19 <sup>th</sup> century on historic mapping, originally an isolated building on the western end of Spike Island. This area was used as a timber works and the building which is now the public house was once an office for one of the timber firms (Bristol City Council, 2011). It is identified as a key historic building within the Floating Harbour part of the City Dock Conservation Area and is noted as an unlisted building of merit in the Conservation Area Character Appraisal (Bristol City Council, 2011). The building is of architectural interest as a historic industrial building within the conservation area. Its setting is formed by Spike Island and the Floating Harbour, which it faces onto. This setting is an important part of its historic context.	Post Medieval	-
	-	107	Building	Former warehouse, Hanover Place	The warehouse is included in the City Docks Conservation Area Character Appraisal as an unlisted building of merit, noting that it is an old industrial building – a key part of the area’s former character (Bristol City Council, 2011). It has a long, blind, façade onto Hanover Place built with stone rubble, making it an imposing structure. It is of historic interest. Its setting within the conservation area contributes to its significance through its association with other historic industrial buildings.	Post Medieval	-
	1226M	108	Building	McArthur's Warehouse, Gasferry Road	This building appears to have been demolished.	Post Medieval	-
	1578M	109	Building	L Shed, Prince's Wharf	At the end of the Second World War the Port of Bristol Authority decided to develop a general cargo handling facility at Prince’s Wharf. This included the L-shed and M-shed (LL_ID: 110). The building was in use for general cargo until the 1970s when the dock use ended. It is noted as an unlisted building of merit within the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011). It is part of a group with the M Shed and the listed cranes and rails on Prince’s Wharf (NHLE: 1482011). Its setting alongside the dock and the Floating Harbour, within this group, makes a positive contribution to its interest.	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	1579M	110	Building	M Shed, Prince's Wharf	At the end of the Second World War the Port of Bristol Authority decided to develop a general cargo handling facility at Prince’s Wharf. This included the L-shed (LL_ID: 109) and M-shed. The building was in use for general cargo until the 1970s when the dock use ended. It is noted as a landmark building and an unlisted building of merit within the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011). It is part of a group with the L Shed and the listed cranes and rails on Prince’s Wharf (NHLE: 1482011). Its setting alongside the dock and the Floating Harbour, within this group, makes a positive contribution to its interest	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	1532M	111	Building	Former Gaol stables/workshop, Cumberland Road	Stables of the New Gaol, Cumberland Road. Constructed between c1855-1869. Constructed in Pennant sandstone rubble with brick quoins and a pitched pantile roof. Part of a group with the listed remains of the gaol (NHLE: 1207885 and 1202190). It is of architectural and historical interest. Its setting is formed by its position facing the River Avon on Cumberland Road and to the east of the other surviving gaol buildings. However, modern redevelopment of the gaol site means that this association is not particularly legible in its current setting and, as such, its setting makes limited contribution to its historical and architectural interest.  Included as an unlisted building of merit in the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011).	Post Medieval	Victorian
	-	112	Building	Aardman Building, Gasferry Road	The Aardman Building is a landmark modern building included in the City Docks Conservation Area Character Appraisal as a landmark building and an unlisted building of merit (Bristol City Council, 2011). It is of architectural interest and artistic interest through its association with the creative organisation it houses.	21 <sup>st</sup> Century	-
	-	116	Building	Nos.1-5 Wapping Railway Wharf	This building, known as Landmark Court, as well as the adjacent 1-9 Merchants Row, are distinctive modern buildings of architectural interest. Included as an unlisted building of merit and as grouped buildings of merit in the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011).	20 <sup>th</sup> Century	Late 20 <sup>th</sup> Century
	-	117	Building	Bristol Bridge Club (former Sunday School), Oldfield Road, Hotwells	Former warehouse, included as an unlisted building of merit in the City Docks Conservation Area Character Appraisal (Bristol City Council, 2011). The building was surrounded by residential development after it was first built, but its setting still contributes to its interest through its association with other historic industrial buildings and its views of the Cumberland Basin.	Post Medieval	Victorian
	-	156	Building	No.40 Southville Place, Bedminster	Surviving half of a pair of matched Georgian buildings on Southville Place, Bedminster. The building faces south onto the road. It is of architectural interest and is included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013).	Post Medieval	Victorian
	-	157	Building	The South Bank, Former Mission Hall, Dean Lane, Bedminster	Former Mission Hall, with date stone of 1881 on front façade. It is of architectural interest and is included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013).	Post Medieval	Victorian
	-	158	Building	The Coronation Public House, Dean Lane	The public house is first shown on the 2 <sup>nd</sup> edition Ordnance Survey map, indicating it was built around the turn of the 20 <sup>th</sup> century. It is of architectural interest and is included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013).	Post Medieval	Victorian
	-	159	Building	Southville Lodge, Acraman's Road, Bedminster	Victorian house in the Bedminster Conservation Area, included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013), which also describes it as a ‘fine Victorian building which add(s) to the character of the area’. It is of architectural interest and its setting within the surrounding townscape, the Acraman Road character area within the conservation area, makes a positive contribution to its value.	Post Medieval	Victorian
	-	160	Building	The Chapels of Rest, Former Vicarage, Southville Road, Bedminster	Victorian house in the Bedminster Conservation Area, included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013), which also describes it as a ‘fine Victorian building which add(s) to the character of the area’. It was formerly the vicarage to St Paul’s Church	Post Medieval	Victorian

HER Office	HER No.	Local List ID.	Building or Park & Gardens	Name	Description and heritage interest(s)	Period	Sub-period
					(LL_ID 163). It is of architectural interest and its setting within the surrounding townscape, the Acraman Road character area within the conservation area, particularly its relationship to St Paul's Church opposite, makes a positive contribution to its value.		
	-	161-162	Building	Nos.1-3 Dean Lane, Bedminster	Pair of mid-Victorian villas. The original pair of buildings are shown on the Ashmead 1855 plan, with the southern of the two labelled as Zion Villa. The northern building was extended prior to the survey of 1874 Ashmead plan, with the northern building labelled as Wiltshire Villa. They are located in the Acraman Road character area within the Bedminster conservation area. This is an area defined by fine Georgian and early Victorian terraces and paired villas. They are of architectural interest and are included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013).	Post Medieval	Victorian
	2110M	163	Building	St Pauls Church (Tower, listed Grade II), Coronation Road, Bedminster	The church was built between 1829 and 1831 to a design by C. Dyer. It was destroyed by bombing in 1940 and rebuilt in 1958. The building suffered a partial collapse in 1990. The tower is listed (NHLE: 1207552) and the remainder of the building included on the local list. It is of architectural interest.  The setting of the asset is formed by the surrounding Bedminster townscape and the New Cut to the north. The building is noted as a positive landmark in the conservation area (Smyth & Porter, 2013).	Post Medieval	Victorian
	-	167	Building	Avon Packet Public House, Coronation Road, Bedminster	Early Victorian public house located within the Coronation Road character area of Bedminster Conservation Area. This is an area which saw sporadic development and is a mix of buildings dating from the Georgian period onwards. Surviving traditional pub and shopfronts are noted as positive features within the conservation area. The building is of architectural interest and is included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013). Its setting is formed by Coronation Road and the New Cut, which is directly north. It faces Vauxhall Bridge, which places the public house at an important crossing place which would have been important for attracting customers. Its setting is important to how it is understood.	Post Medieval	Victorian
	-	169	Building	No.141 Coronation Road, Bedminster	Late Victorian house, now part of a terrace but originally a standalone villa, located in the Coronation Road character area of Bedminster Conservation Area. This is an area which saw sporadic development and is a mix of buildings dating from the Georgian period onwards. It is of architectural interest and is included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013). Its setting is formed by Coronation Road and the New Cut, which are integral to how it is understood as it was built as a grand villa looking out over the river.	Post Medieval	Victorian
	-	170	Building	No.2 West End, Bedminster	One half of a pair of early Victorian buildings located in the Coronation Road character area of Bedminster Conservation Area. The building is included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal and its twin to the north is included as a character building (Smyth & Porter, 2013). It is of architectural interest. Its setting is formed by the surrounding residential terraces and Victorian paired villas which makes a positive contribution to its value as part of its historic context.	Post Medieval	-
	1355M	118	Building	Grenville Chapel, Oldfield Place, Hotwells	Grenville Chapel, Oldfield Road. The chapel was in existence by the time of the Ordnance Survey 1st edition map of 1883 which records it as a Wesleyan Methodist chapel with one hundred seats. The building is extant, although the crypt has been converted into a car park and an entrance inserted off Little Caroline Place. It is of architectural interest and is included in the conservation area appraisal as a key building and building of merit.  It is located within the City Docks Conservation Area and faces directly towards the Cumberland Basin (Bristol City Council, 2011). Views towards the church from the basin are an important part of its historic setting.	Post Medieval	Victorian
	-	136	Building	No.54 Bedminster Parade	Early Victorian building facing Bedminster Parade. Included as an unlisted building of merit in the Bedminster Conservation Area Character Appraisal (Smyth & Porter, 2013). It is of architectural interest and its setting within the Bedminster Parade townscape contributes to its value.	Post Medieval	Victorian
	-	138	Building	Former Infants' School, William Street, Bedminster	Red-brick Victorian infant school, now residential, included as an unlisted building of merit in the Bedminster Conservation Area (Smyth & Porter, 2013). It is of architectural interest. Its setting makes a limited contribution to its significance as much of the surrounding area was cleared following the Second World War and the surrounding buildings are modern.	Post Medieval	Victorian
	-	141	Building	Nos.82-84 York Road, Bedminster	Brick-built 20 <sup>th</sup> century infill building in a Georgian terrace facing the New Cut. The building is included as an unlisted building of merit in the Bedminster Conservation Area (Smyth & Porter, 2013). It is of architectural interest. Its setting contributes through the way it illustrates its history – the plot was a works yard in a gap in the terrace and its clear architectural break allows this history to be read legibly in the streetscape.	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	2292M	240	Building	Barton Hill Mixed School, Queen Ann Road, Barton Hill	The school was built on the site of Tilly's Court (Bristol HER: 2293M) in 1893-1894. It is a two-storey brick structure with limestone ashlar detailing and a slate roof. Parts of the original Tudor ceiling of Tilly Court were salvaged and preserved within the school. The school building was designed by Bristol architect Frederick Bligh Bond who also built public buildings in other parts of the city. It is a building of historic and architectural interest. Its setting is formed by a loop of the GWR to the immediate west, with densely packed residential terraces to the east and south. The building's setting contributes to its significance as part of its historic context.	Post Medieval	Victorian
	2145M	244	Building	Rhubarb Tavern, Queen Ann Road, Barton Hill	A freestanding 19th-century public house with Victorian detail. From the street it appears a typical Victorian pub. However, there is a much older property behind the façade, probably dating from 1672. A fireplace dated to 1672 has initials suggesting the building's owner was Sir Thomas Day, who was major of Bristol. The asset has architectural interest reflecting its stages of use and redevelopment and has associative historic interest, related to its connection with Sir Thomas Day.  The asset is set back from the River Avon in an urban context adjacent to a railway. Much of the surrounding residential construction is modern. The building's setting does not make a particular contribution to its significance.	Post Medieval	Victorian

HER Office	HER No.	Local List ID.	Building or Park & Gardens	Name	Description and heritage interest(s)	Period	Sub-period
	-	215	Building	Former warehouse building, Barossa Place	Red-brick former warehouse located in the Redcliffe Conservation Area, where it is identified as an unlisted building of merit (Bristol City Council, 2008). It faced onto a narrow street which, although occupied by 21 <sup>st</sup> century flats, retains original character in massing and materials and, as a result, does not detract from its value.	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	-	216	Building	No.22a Islington Road	19 <sup>th</sup> century corner plot property located within the Bedminster Conservation Area where it is identified as an unlisted building of merit (Smyth & Porter, 2013). It is smaller than the surrounding residential building and appears quite modest from the front, which is stuccoed. The rear, however, is painted brick and reveals more of its original style. It is likely some sort of warehouse, as indicated by the large upper-level openings on the gable end. It is of architectural interest. Its setting is of densely packed residential properties, which likely post-date it slightly and are of a different character to the building.	Post Medieval	Victorian
	-	33	Building	Velindra Public House, Commercial Road	19 <sup>th</sup> century public house on Commercial Road facing the New Cut. It is identified as an unlisted building of merit within the Redcliffe Conservation Area Character Appraisal (Bristol City Council, 2008). It is of architectural and historic interest as a Victorian public house, still in use as a pub today. Its setting includes Commercial Road and the New Cut, which contribute to its interest as part of its historic context, although heavy bomb damage during the Second World War means that there are few other buildings of its period surviving.	Post Medieval	Victorian
	-	281	Building	Tuffleigh House, Prince's Lane	Victorian villa built in the Hotwells area in the late 19 <sup>th</sup> century. It is included as an unlisted building of merit in the Clifton & Hotwells Conservation Area Character Appraisal (Bristol City Council, 2010). It is of architectural interest. It has a dramatic location on the cliffs above the Avon under the Clifton Suspension Bridge. It was built to take advantage of its location and its setting, as a result, is a key part of its architectural interest.	Post Medieval	Victorian
	2020M	282	Building	Clifton Rocks Railway	The railway was built between 1891 and 1893. A tunnel was excavated behind the cliff face from Clifton down to Hotwells. There were 4 tracks at a gradient of 1 : 2.5 using four cars a hydraulic counter-balancing system. The railway was taken over by the Bristol Tramways & Carriage Co. in 1912 and was closed in 1934. Both the top and bottom entrances survive. The site was reused during the Second World War as an emergency radio studio for the BBC (Bristol HER: 10569).  The asset has architectural, historic, artistic and archaeological interest. The setting of the asset is formed by its topographic location – the steep cliff being both an aesthetic and functional element relating to the railway’s purpose.	Post Medieval	Victorian
	-	283	Building	Avon Gorge Hotel	The Avon Gorge Hotel is an ornate neo-classical Victorian building included as an unlisted building of merit in the Clifton & Hotwells Conservation Area Character Appraisal (Bristol City Council, 2010). It is located at the top of the Clifton Rocks Railway (LL_ID: 282) and within a small resort area at the top of the Avon Gorge close to the Clifton Suspension Bridge. It is of architectural and historic interest as a Victorian resort building and its setting contributes to this.	Post Medieval	Victorian
	-	284	Building	Hotwells Primary School	Late Victorian primary school included as an unlisted building of merit in the Clifton & Hotwells Conservation Area Character Appraisal (Bristol City Council, 2010). The school building is red-brick and in a distinctive Victorian school style. It is of architectural and historic interest as a late Victorian school building. Its setting is formed by the closely packed Victorian terraced houses which surround it and which would, historically, have been home to students at the school.	Post Medieval	Victorian
	-	285	Building	Hope Chapel House	Former Sunday school building, dating to the mid-19 <sup>th</sup> century and included in the Clifton & Hotwells Conservation Area Character Appraisal (Bristol City Council, 2010). It is associated with the adjacent Hope Chapel, an 18 <sup>th</sup> century congregational chapel which is Grade II listed (NHLE: 1293087). The school building is of architectural and historic interest and its setting, within the former churchyard of Hope Chapel, contributes to this interest.	Post Medieval	Victorian
	-	392	Building	Sewer vent, Temple Gate	Sewer vent located on the pedestrian island in the road opposite Temple Meads station. It is styled as a lamp standard. It was locally listed for the asset’s historic interest and architectural qualities.	Post Medieval	Victorian
	-	0	Building	Redcliff Tunnel & cutting	The Redcliff Tunnel and cutting was built for the Harbour Branch of the GWR. The branch was created to connect the Floating Harbour to Temple Meads. The line closed in 1964 although the western end of it continued to operate as a heritage railway. Added to the local list for its historic and evidential values. It is described in the nomination document as an important legacy of Bristol’s industrial past with association with an important local engineer, Charles Richardson (City Design Group, 2020).	Post Medieval	Victorian
	3321M	491	Building	The Redcliff Estate	The Redcliff Estate was added to the Bristol Local List in 2019. The buildings included are a group of post-war social housing blocks which were built following the severe destruction of the area during the Second World War. Waring House, the u-shaped complex of buildings at the western end of the group, was designed by Albert H Clarke, the Bristol City Architect. The estate was built for ‘key workers’ and was centred on an area on the edge of the city centre. They are built in a stark modernist style. The evolution of the ways in which this style of architecture has been valued is seen in the grading of Waring House, which is within the Redcliffe Conservation Area, as a neutral building within the conservation area character appraisal of 2008 (Bristol City Council, 2008).  The buildings are of architectural and historic interest and form a group on the northern side of the New Cut.	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	-	502	Building	Avon Gorge Gallery, Portway	Rock protection shelter on the A4 Portway built in 1979 and located directly beneath the Clifton Suspension Bridge. It was constructed as a carefully engineered solution to the risk of rock falls. It was added to the local list in recognition of its architectural interest. Its setting at the base of the Avon Gorge is intrinsic to its function.	20 <sup>th</sup> Century	Late-20 <sup>th</sup> Century
	-	494	Building	Redcliffe Methodist Chapel	Post-war chapel designed by Alec French Architects in 1962. It has a glazed wall which allows the interior of the chapel to frame a distinctive view towards St Mary Redcliffe (City Design Group, 2019). It was added to the local list in recognition of its architectural interest.	20 <sup>th</sup> Century	Late-20 <sup>th</sup> Century

HER Office	HER No.	Local List ID.	Building or Park & Gardens	Name	Description and heritage interest(s)	Period	Sub-period
	-	0	Building	Albert Road Corporation Garage	Mid-20 <sup>th</sup> century garage, designed in 1939 by the City Engineer. Described by City Design Group as being an impressive feat of engineering due to the span of its roof, although it is of little aesthetic value (City Design Group, 2020). It was added to the local list for its pioneering engineering, structure, pre-war date and early use of portal frame technology.	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	-	0	Building	Kingsland House	Former worker's club built in 1911 for the adjacent Lysaght's steel and galvanising factory. The architect was Sir George Oatley, who was responsible for many important buildings in Bristol (City Design Group, 2020). It is locally listed for its historic, architectural, and evidential values.	20 <sup>th</sup> Century	Early-20 <sup>th</sup> Century
	2146M	0	Building	Sparke Evans park bridge	Suspension footbridge over the river Avon, carrying the footpath into Sparke Evans Park. The bridge was constructed by John Lysaght Ltd. of Bristol in 1933 and is a lattice pylon and girder suspension bridge. Iron railings protect the ends of the suspension cables at either end of the bridge.  The asset has architectural, historic, evidential and communal interest.  The setting of the asset is the River Avon itself as well as Sparke Evans Park (locally listed park & garden), which the footbridge connects to Bristol HER: 1967M).	20 <sup>th</sup> Century	Mid-20 <sup>th</sup> Century
	2119M	0	Building	Jubilee Room Workmen's Hall	Originally built as a Salvation Army Chapel, present on historic mapping from the 1880s onwards. It later became a Methodist Chapel, probably becoming known as the Jubilee Room at this point. It is extant but is now a warehouse.  Included in local list for its historic, architectural and communal values.  The setting of the asset is formed by the 19 <sup>th</sup> and 20 <sup>th</sup> century development of St Phillip's Marsh.	Post Medieval	Victorian
	-	0	Building	Bristol Gas light Works Retort House & Coal Store	Early 19 <sup>th</sup> century retort house at the Bristol Gas Light Works (Bristol HER: 2301M). The building was constructed in 1821 and parts of the building survive from this date (City Design Group, 2020). It is locally listed due to its historic, archaeological and evidential values.	Post Medieval	-
	2148M	0	Building	Albert Road Relief Line Viaduct	Railway bridge across the river Avon shown on historic mapping from the end of the 19 <sup>th</sup> century.  The asset has historic interest for which it was added to the local list.  The setting of the asset is the River Avon itself and its connecting railway infrastructure, which are integral to its function.	Post Medieval	Victorian
	-	-	Park & Gardens	Windsor Terrace	Communal garden to c1790 terrace. The garden structures are Grade II listed (NHLE: 1202706). Windsor Terrace is a Georgian terrace, listed Grade II (NHLE: 1282030) and the garden has group value with the structures and the terrace. It is of historic and architectural interest as part of the Georgian townscape.	Post Medieval	Georgian
	-	-	Park & Gardens	The Paragon West	Semi-circular communal garden laid out in front of Georgian crescent. The crescent was laid out in the early 19 <sup>th</sup> century by John Drew and the buildings are listed Grade II* (NHLE: 1210010). The garden has group value with the Paragon. It is of historic and architectural interest as part of the Georgian townscape.	Post Medieval	Georgian
	1048M	-	Park & Gardens	Somerset Square	Former communal garden 1756 to surrounding Georgian houses (now gone). Located off the southern side of Prewett Street. Four-sided but not rectangular. Laid out in the 18 <sup>th</sup> century. At its centre is a fountain (BUAD 849M). The buildings surrounding the square were badly damaged during the Second World War. The square is of architectural interest as an example of Georgian town planning in Bristol. The setting of the asset is shaped by mostly twentieth century buildings in an urban setting with most traces of the former Georgian street plan lost through 20 <sup>th</sup> century redevelopment. As such, its setting does not contribute to its significance.	Post Medieval	Georgian
	-	-	Park & Gardens	Hope Square	Early communal gardens to square of Georgian houses, c1765. Numbers 8-15 Hope Square are Grade II listed (NHLE: 1202301). The garden has group value with the surrounding Georgian houses and street plan. It is of historic and architectural interest as part of the Georgian townscape.	Post Medieval	Georgian
	-	-	Park & Gardens	Brislington House	This asset is also partially designated a grade II* registered park and gardens (NHLE 1001529). Because it is located beyond the 100m study area for impact(s) to designated heritage assets, it is not entered into the gazetteer of designated heritage assets and is included here for the provision of context. The area of locally listed park and garden is larger and includes an avenue of trees leading towards the Avon and woodland along the riverside. The landscape is thought to date to the early 19 <sup>th</sup> century and was the grounds of a private asylum.	Post Medieval	Georgian
	-	-	Park & Gardens	The Colonnade	Communal garden associated with the mid-Georgian and Grade II* listed The Colonnade (NHLE: 1208848). The garden has group value with The Colonnade. It is of historic and architectural interest as part of the Georgian townscape.	Post Medieval	-
	-	-	Park & Gardens	The Paragon East	Rear gardens to Georgian crescent. The crescent was laid out in the early 19 <sup>th</sup> century by John Drew and the buildings are listed Grade II* (NHLE: 1210010). The garden has group value with the Paragon. It is of historic and architectural interest as part of the Georgian townscape.	Post Medieval	Georgian
	-	-	Park & Gardens	Clifton Down and Durdham Down	Municipal open space created in the late 19 <sup>th</sup> century on the site of extensive industrial activity, including lead working and quarrying. It is of archaeological and historical interest. Its setting is the Avon Gorge, which had become a destination for early tourists. As a result, its setting is important to its historic interest.	Post Medieval	Victorian
	-	-	Park & Gardens	Greville Smyth Park	Park created on land donated by Greville and Lady Smyth and opened as a Municipal Park in 1883. Landscape features include a prospect mound, mature trees, shrubberies, rose beds, bowling green, tennis courts and a play area. Typical 19 <sup>th</sup> century park. It is of historic interest.	Post Medieval	Victorian



HER Office	HER No.	Local List ID.	Building or Park & Gardens	Name	Description and heritage interest(s)	Period	Sub-period
	1967M	-	Park & Gardens	Sparke Evans Park	City public park opened at the turn of the century. Features include 20th century boundary railings and gates, a decorative shelter, mature plants, rose garden and Avon footbridge. It has historic interest as part of the municipal creation of parks in Bristol during the 20th century. Its setting includes the River Avon to the south and the extensive former industrial area to the north. These are part of its historic context and contribute to its interest.	20 <sup>th</sup> Century	Early 20 <sup>th</sup> Century
	-	-	Park & Gardens	Dowry Square	Communal gardens laid out as part of a Georgian square developed in 1720 by George Tully. The garden railings are listed Grade II (NHLE: 1282300) and the surrounding houses are also listed. The gardens have group value with the buildings and structures of Dowry Square, which forms its setting. It has architectural and historic interest as part of the Georgian townscape.	Post Medieval	Georgian
	-	-	Park & Gardens	Bishop's Knoll	Remains of 19 <sup>th</sup> century gardens associated with the 19 <sup>th</sup> century Bishop's Knoll House. It is a steep site with terraced and landscaped gardens. The gardens are of archaeological and historic interest.	Post Medieval	Victorian
North Somerset	4278; 4223; 43498	No.165	Park & Gardens	Burwells, Leigh Woods	Late 19 <sup>th</sup> century terraced garden, including Iron Age earthworks. It is a well-preserved late 19th century garden. It has artistic and architectural interest due to its preserved design. The surrounding vegetation screens it largely from the surrounding landscape, which includes the dramatic Avon Gorge and the Clifton Suspension Bridge. The gardens surround the Grade II listed Burwalls, a fine arts and crafts house built in the Jacobethan period for Joseph Leech who was, not coincidentally, the vice-chairman of the Suspension Bridge Company as well as the owner of the Bristol Times. The gardens form the setting of the house and have a close group association with it. The setting of the garden is adjacent to the River Avon and the Clifton Suspension Bridge (House and Heritage, 2017). Although many potential views are screened by mature vegetation it is likely that these open up in places, although this has not been confirmed at this stage in the development of the project. The setting of the gardens is very likely to contribute to their significance, but further investigation will be needed at FBC to confirm if there is the potential for them to be impacted.	Post Medieval	Victorian
	4363	No.195	Park & Gardens	Ham Green Hospital	Late 18 <sup>th</sup> century pleasure grounds and park. The grounds were laid out around a country house, which was later converted into a centre for infectious diseases and sanatorium. It was further redeveloped as a hospital in the 1960s, eroding much of the former gardens. Areas of woodland along the River Avon and lawns in front of the historic house still survive and are of architectural interest. They form a group with Ham Green House.	Post Medieval	Georgian
South Gloucestershire	13474	-	Building	Stone Cottage No 37 Castle Farm Road Hanham	18 <sup>th</sup> or early 19 <sup>th</sup> century stone cottage. May have originally been two cottages originally. It is of local architectural and historic interest. Its setting is a winding rural lane, set back from the road, in the small hamlet of the Batch (South Gloucestershire HER: 14492). This is its historic context and, as a result, contributes to its interest.	Post Medieval	Georgian

# Appendix C

## River Avon Heritage Assessment

# The River Avon







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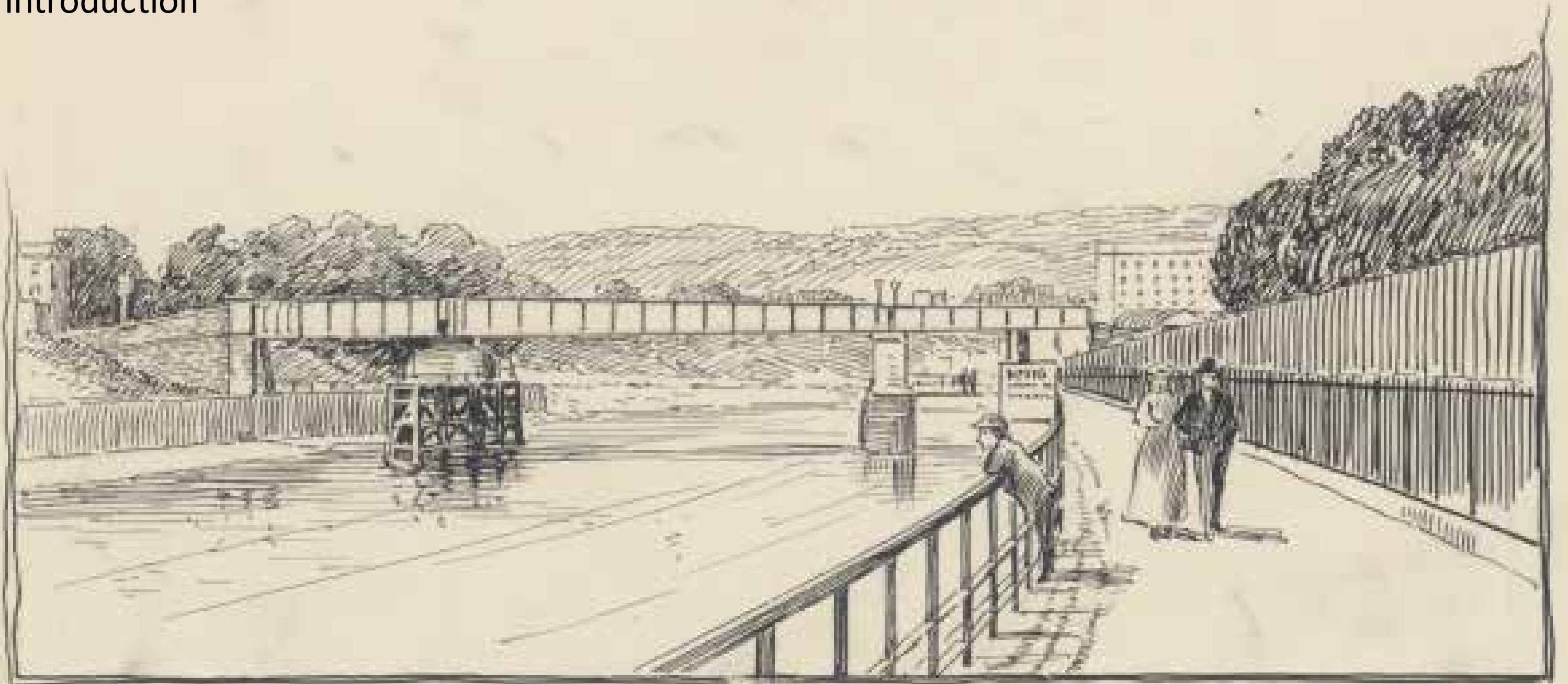
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Cover image Spike Island, 1930s, Bristol Archives, Albert Clarke  
Collection, 44819/3/67



# 1

## Introduction



# Introduction

## 1.1 The New Cut

Like all the great cities, Bristol was founded on a significant watercourse that enabled access to overseas and inland trade. The unique factor for Bristol is the extreme tidal range of the River Avon.

The 15m maximum tidal range between high and low water results in navigational difficulties and led to ships being moored in a muddy harbour and low tide often resulting in damage to their hulls.

To solve this problem the engineer William Jessop proposed the creation of the Floating Harbour that enclosed approximately 6km of water between lock gates at Cumberland Basin and Netham. In addition to the Floating Harbour the New Cut was created to take the tidal river. The resulting landscape is one of Bristol's most significant and distinctive heritage assets. It was opened in 1809 and the engineer Isambard Kingdom Brunel designed improvements in the 1840s.

Rising sea level predictions present a 21st century challenge for the city. In order to ensure the resilience of the city for the next 100 years tidal defences are called for that will potentially have a significant landscape impact. The main challenge will be to create tidal defences that positively contribute to the city's landscape creating a 21st century place that respects and enhances the historic landscape.

## 1.2 Purpose and scope of the assessment

The purpose of this document is to set out the key aspects of the historic environment along the modern river corridor that new interventions will need to positively respond to or where appropriate mitigation measures will need to be demonstrated.

One of the main objectives is to identify the opportunities that the historic landscape presents in terms of making a quality resilient place for the future.

The assessment has taken a landscape approach based on the historic significance of the area and the contribution that specific assets make to this significance. Consequently the overall character of the area is taken as the baseline that needs to be preserved or enhanced in accordance with planning policies. Where there is expected to be significant impacts to individual assets these have been covered in more detail.

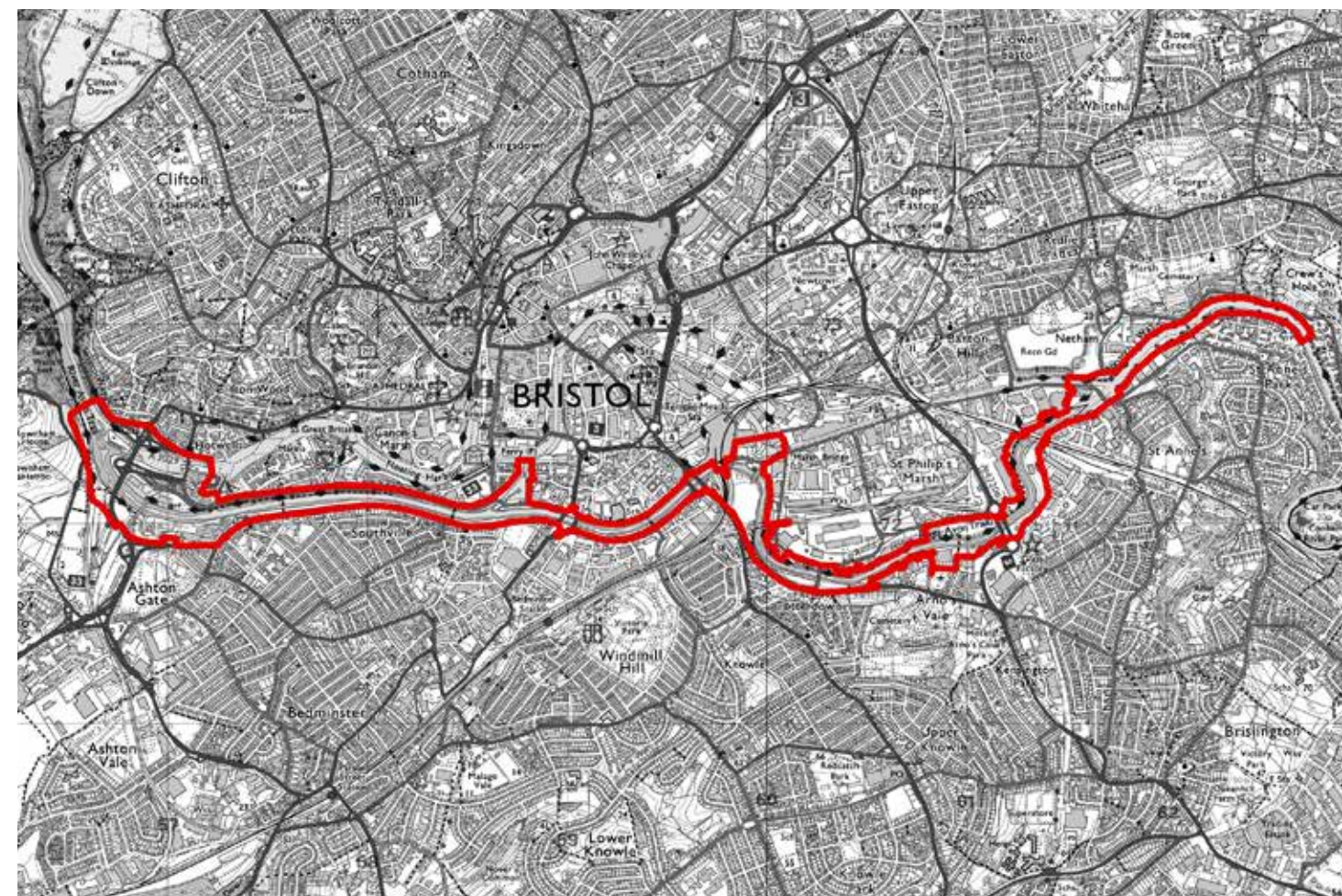


Fig 1  
Study area

N  
Not to scale

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### Study area

The study area is defined as the tidal river from Cumberland Basin to Netham along which the majority of future tidal defence works can be expected.

These works and this assessment focuses on the north bank of the River Avon and includes the Cumberland Basin environment, Bathurst Basin, Totterdown Basin and Netham Lock.

Approximately half of the study area lies within a conservation area; mainly the City Docks Conservation Area, but also parts of Redcliffe Conservation Area and the Avon Valley Conservation Area around Netham.

The study area is also visible in views from other conservation areas contributing to their significance primarily The Downs Conservation Area and the Clifton and Hotwells Conservation Area.

### Policy background

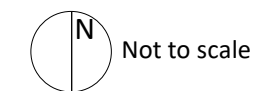
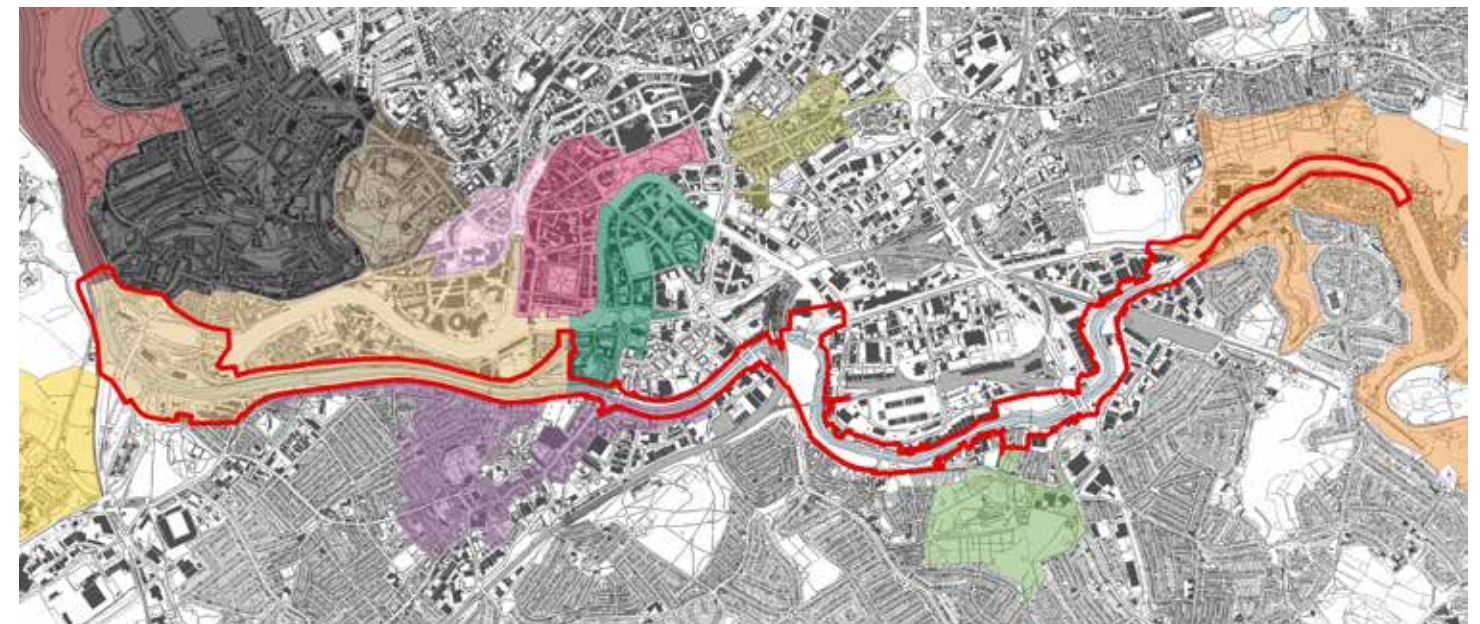
There is duty under Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the preservation or enhancement of the surrounding conservation area.

The National Planning Policy Framework (NPPF) is national policy in the conservation and enhancement of the historic environment which must be taken into account by the Council.

Section 12 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation with any harm or loss requiring clear justification.

Bristol Core Strategy Policy BCS22 (adopted June 2011) states that development proposals should safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including Conservation Areas.

Policy DM31 in the Site Allocations and Development Management Policies (adopted July 2014) express that projects should safeguard and preserve or enhance historic settings.



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## Significance

Significance is a collective term for the sum of all the heritage values attached to a place, be it a building an archaeological site or a larger historic area such as a whole village or landscape.

‘Conservation Principles’ sets out a method for thinking systematically and consistently about the heritage values that can be ascribed to a place. People value historic places in many different ways; ‘Conservation Principles’ shows how they can be grouped into four categories:

**Evidential value:** the potential of a place to yield evidence about past human activity.

**Historical value:** the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative.

**Aesthetic value:** the ways in which people draw sensory and intellectual stimulation from a place.

**Communal value:** the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

*Conservation Principles, Historic England*

### Evidential Value

The landscape as a whole retains considerable evidential value in terms of the development of the city. The remains relating to previous maritime use of the area from quaysides to individual mooring posts contribute to the overall significance of the area in terms of evidential value. This is most evident at the western end of the study area where maritime activities were and remain concentrated. These aspects largely relate to the City Docks Conservation Area designation.

Other historic landscape assets of evidential value include the remains of the former harbour railway in terms of the general dockland infrastructure and the Chocolate Path as an early example of leisure use in the area.

### Historic Value

As a landscape derived from feats of engineering the aspects of the River Avon and the New Cut that are of the highest historic significance relate to assets that can be attributed to known historical engineers:

**William Jessop** - engineer and designer of the Floating Harbour including the New Cut, 1804-9

- Cumberland Basin
- South Junction Lock
- Bathurst Basin
- Totterdown Lock
- Netham Lock

**Isambard Kingdom Brunel** - designed alterations to the Floating Harbour system in the 1840s

- South Entrance Lock and swing bridges over both entrance locks, 1844-49
- The Underfall, 1830s

**Thomas Howard** - Docks Engineer, 1867-73

- North Entrance Lock
- North Junction Lock

### Aesthetic Value

Since the closure of the commercial docks in the early 1970s the landscape as a whole has gone through a process of transformation from an industrial landscape to a leisure landscape. As a result the aesthetic values have increased particularly at the western end of the study area where views of the Avon Gorge, Clifton Suspension Bridge, Clifton terraces, Leigh Woods and the Ashton Court estate can now be appreciated from many vantage points that were largely inaccessible before the 1960s.

At the eastern half of the study area despite an urban transformation that has seen increased light industrial land use since the 1920s the area retains its natural aesthetic values. This is in part helped by the introduction of public parks; Spark Evans and Netham Park within the rivers setting the latter itself on a former industrial site.



**Fig 3**  
View into the Avon Valley Conservation  
Area from Netham Lock

### **Communal Value**

This is probably the least well understood value in terms of the study area possibly as a result of the transformation of the area in living memory from a place of work to a place of leisure.

Memories of working environments along the length of the river contribute to the significance of the River Avon and New Cut.

More recent leisure use now further contributes to the communal value of the landscape.

Works to improve access to the river both physical and intellectual is one of the primary opportunities that the tidal defence works can offer.







# 2

## Historic overview



Watercolour by T.L. Rowbotham showing the Overfall Dam, New Cut and Cumberland Basin in 1827, Bristol City Museum and Art Gallery, M2931

## Historic overview

Approximately two thirds of the study area between Cumberland Basin and Totterdown Lock is a man-made channel, the New Cut, and associated lock basins created in the early 19th century as part of the engineering works for the Floating Harbour. The New Cut was created to carry the River Avon and tidal waters along a new water course south of the original route of the meandering river. Adding lock gates at Cumberland Basin, Bathurst Basin, Totterdown Basin and Netham removed the former water course from the tidal regime so that ships would remain floating rather than grounding on the muddy river banks when the tide went out.

A separate structure, Mylne's Culvert, was created to take the flow of the River Frome from the northern end of the City Centre to drain in to the New Cut close to Bathurst Basin.

Prior to the creation of the Floating Harbour and the New Cut the study area was a flat low-lying agricultural flood plain to the south of the Avon. This former landscape now only survives in the alignment of roads in Southville that largely correspond to the alignment of former field boundaries particularly in the cast of roads to the north of Stackpool Road such as Bealey Road. Greenway Bush Road is likely to be an earlier route leading from the medieval route of North Street to a former ferry crossing.

Draining this agricultural landscape were further tributaries of the Avon particularly the Malago and Colliter's Brook both of which now empty into the New Cut. The area of Bathurst Basin was formerly a series of channels and pools associated with a mill at the mouth of the Malago, Trin Mill.

Beyond Totterdown Basin the water course follows its original route around St Philip's Marsh.

The creation of the New Cut took five years between 1804 and 1809. The bulk of the up cast from the excavation for the channel was added to the south bank resulting in the raised route of Coronation Road.

The creation of the Floating Harbour encouraged new industry particularly increased ship building in the Hotwells area and increased housing developments on both sides of the New Cut.

Despite the engineering achievements of the early 19th century the increasing size of ships led to further alterations to the Floating Harbour in the 1840s by Brunel and again in the 1860-70s by docks engineer Thomas Howard to increase the width of the entrance and junction locks at Cumberland Basin. However, these later works were not sufficient to ensure the long term future of Bristol Harbour that eventually closed to commercial operations in the early 1970s after a long period of decline.

Since the 1970s the engineering legacy has become one of the city's key attractions for cultural and leisure activities.





**Fig 4**  
**Historic overview**

1	2	3
4	5	6

**4** View from Bedminster Bridge, early 20th century, Bristol Archives, 43207/9/13/71

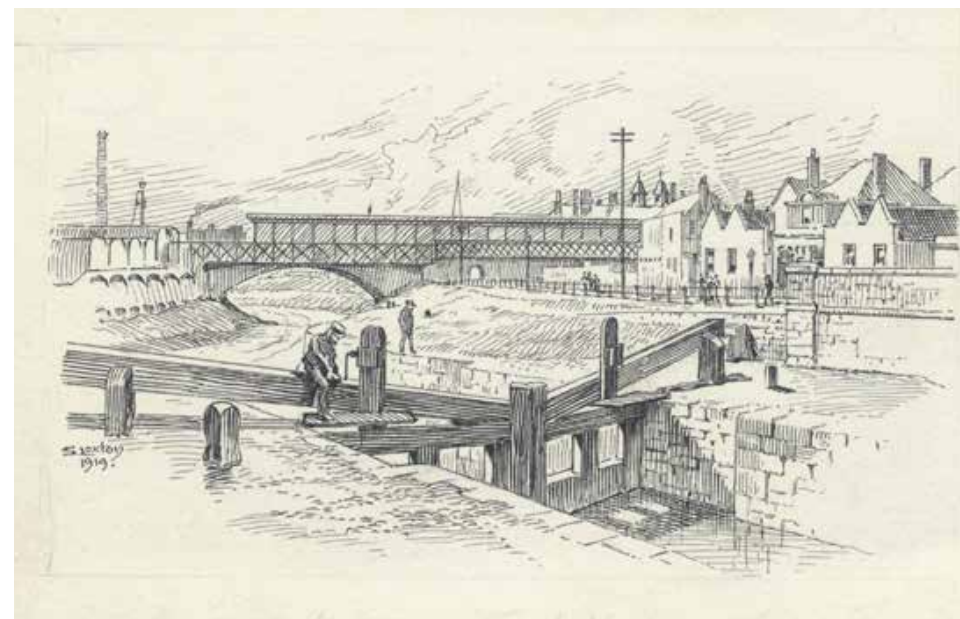
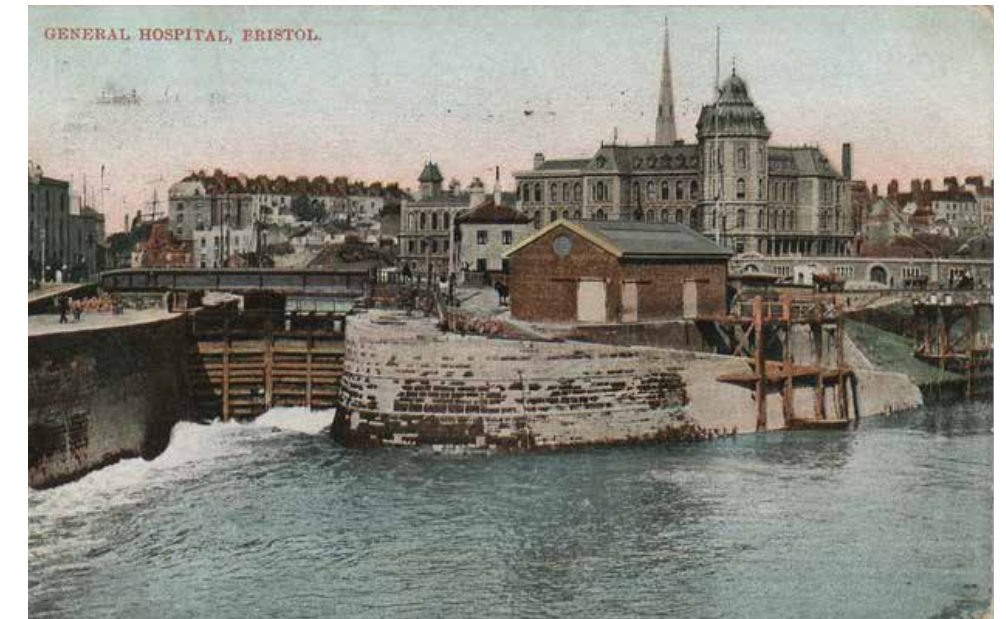
**5** Totterdown Lock, Samuel Loxton drawing, early 20th century, Bristol Libraries, U1146

**6** Netham Lock in the early 1960s, photo courtesy of Know Your Place, HC3062

**1** The Rownham Ferry and Ashton Avenue Swing Bridge in the early 20th century, Bristol Archives, 43207/9/29/71

**2** The Gaol Ferry, 1919, Bristol Archives, 43207/9/13/76

**3** Entrance to Bathurst Basin, 1906, Bristol Archives, 43207/9/37/47







# 3

## River Avon Character Areas





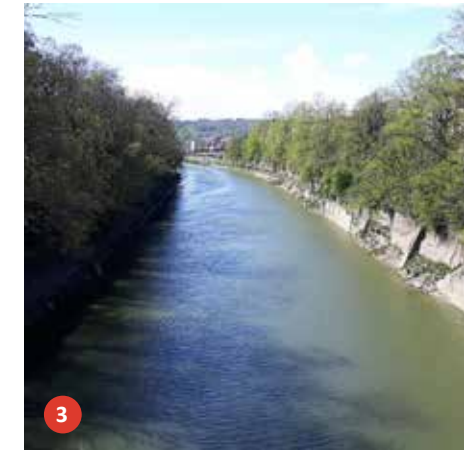
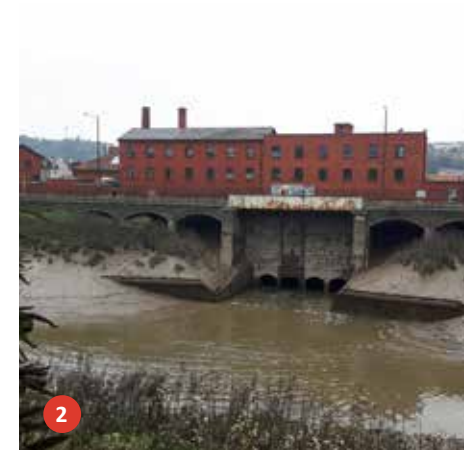
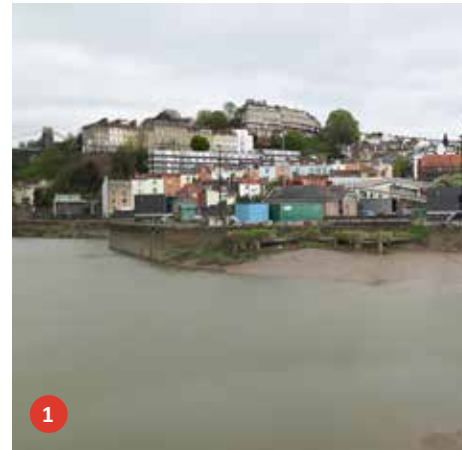
# Character Areas

## Overview

For the purposes of creating a coherent landscape assessment the study area has been divided into eight character areas. Where relevant these have been drawn from previous character appraisals.

Each defines an area of distinctive character identified from the historic landscape development.

- 1 Cumberland Basin
- 2 Underfall Yard
- 3 New Cut West
- 4 Bathurst Basin
- 5 New Cut East
- 6 Totterdown Lock
- 7 Avon Riverside
- 8 Netham Lock (including the Feeder and St Anne's riverside)



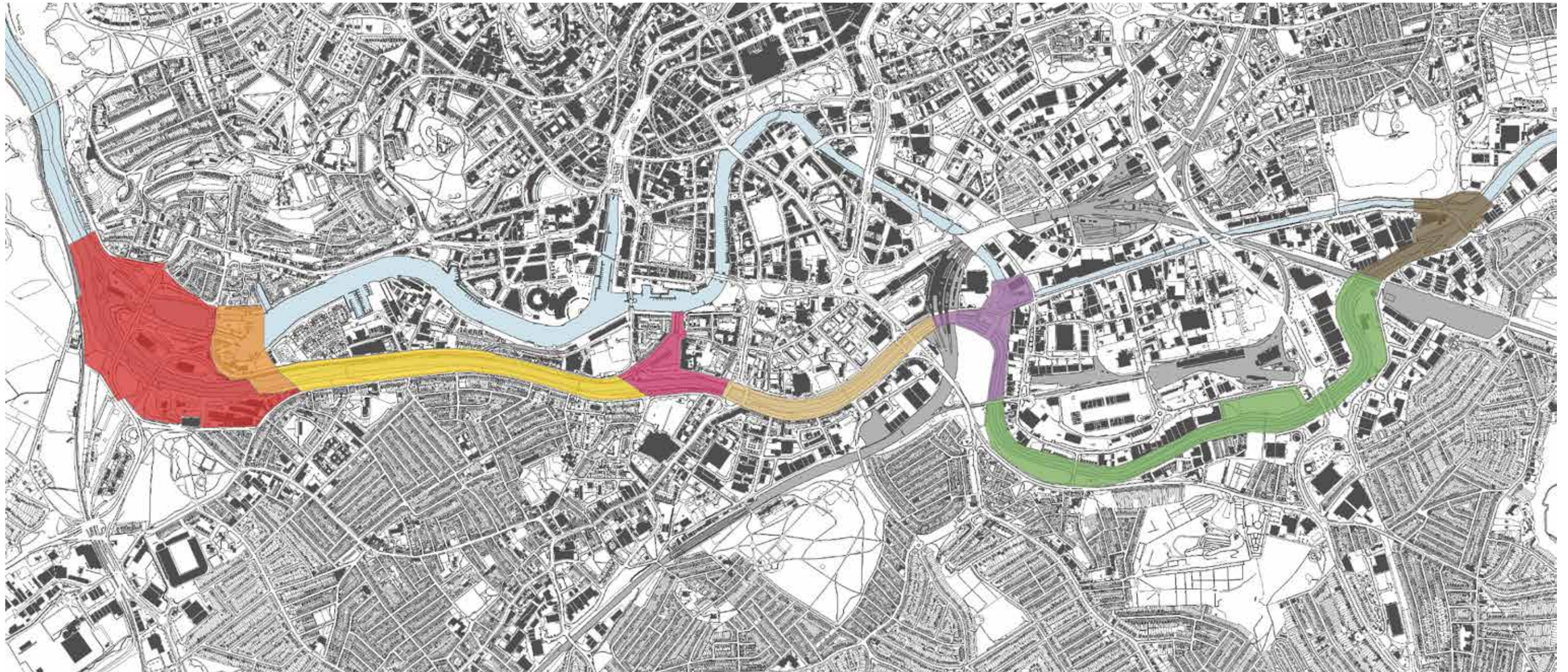
Each character area is described in terms of its:

Historic development	<b>The key phases that have led to the current landscape</b>	Evidential value Historic value
Heritage assets and significance	<b>The designated and undesignated heritage assets within the character area with a specific focus on any individual assets that are likely to require special consideration within future proposals</b>	Historic value Aesthetic value Communal value
Character and setting	<b>A description of the key views that contribute to the character of the area and a SWOT analysis that aims to highlight particular opportunities for future proposals</b>	Aesthetic value Communal value



**Fig 5**  
**Character Areas**

- |   |                  |   |                 |
|---|------------------|---|-----------------|
|  | Cumberland Basin |  | New Cut East    |
|  | Underfall Yard   |  | Totterdown Lock |
|  | New Cut West     |  | Avon Riverside  |
|  | Bathurst Basin   |  | Netham Lock     |









# 4

## Cumberland Basin



# Cumberland Basin Historic development

## Topography

Flood plain of the River Avon transected by the early 19th century Cumberland Basin east to west and 1960s road infrastructure north-south.

The low plain is flanked by the Clifton escarpment lined with residential listed terraces to the north and the Rownham/Burwalls escarpment that provides a green backdrop to views to the west.

## Historic character

The landscape of Cumberland Basin is the product of two grand engineering projects; the creation of the Floating Harbour in 1804-9 and the construction of the highway interchange in 1963-5. Both have radically changed the landscape of this part of the city.

The creation of the Floating Harbour introduced the large Cumberland Basin and associated lock gates into an area of the River Avon flood plain. West of the Underfall, the river still flows along its original/pre Floating Harbour course.

Following the creation of the Floating Harbour the area became dominated by dockside structures and activities. The last significant buildings associated with these maritime activities being the bonded warehouses (A-C) built between 1905 and 1919 and now form a set of distinctive landmarks that contribute to the overall character of the area.

In addition to the warehouses and lock gates, the area retains numerous mooring posts, dockside buildings and associated maritime related features that contribute to the significant character of the area.

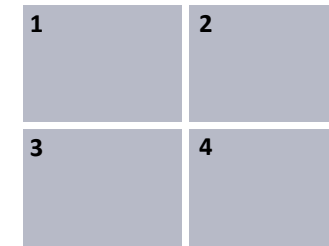
The commercial operations of the harbour ceased in the early 70s, although by the late 60s the role of the docks within the city and dramatically reduced.

In 1963 the construction of the Cumberland Basin road scheme began. This introduced the flyover, bridges and slip roads that largely dominate the area today. Associated with this road scheme was a landscape designed by Dame Sylvia Crowe that aimed to soften the impact of the highways and introduce public - pedestrian activity through the area including play areas and market spaces.

The scheme as a whole removed housing and a school from the area between Hotwell Road and Cumberland Basin Road and introduced a new elevated road way across the 19th century landscape.

Despite this 1960s intervention and closure of the commercial docks the area retains its Victorian maritime heritage character.

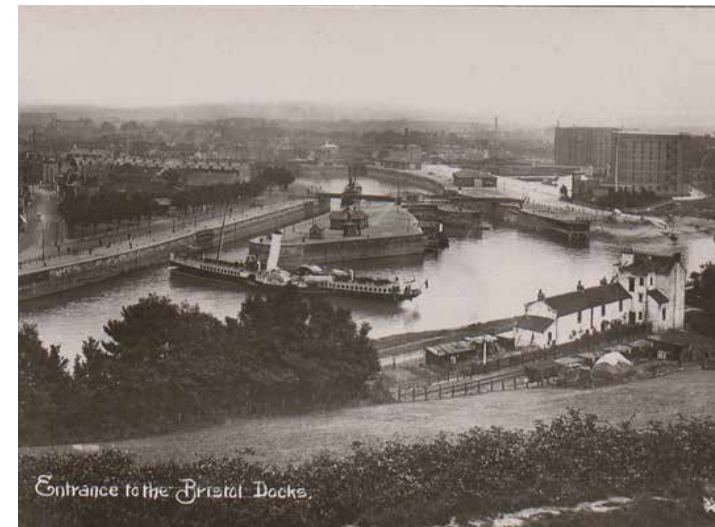
**Fig 6**  
**Historic development**



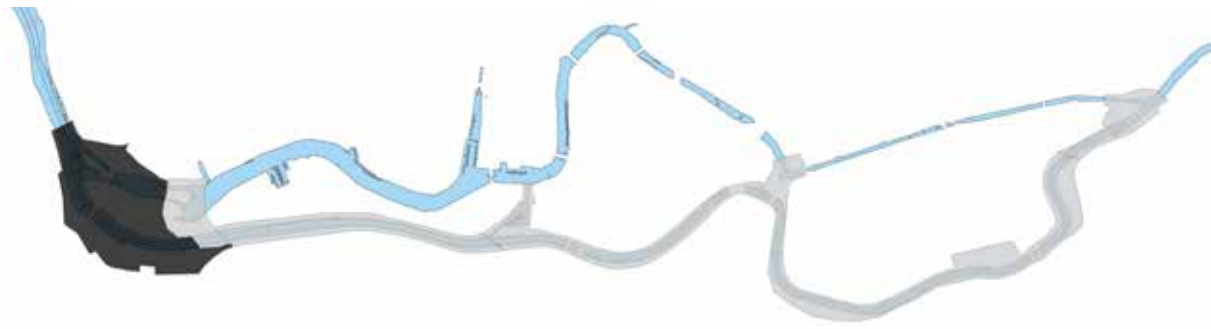
1 Cumberland Basin, c.1920s, Bristol Archives, 43207/9/30/232

2 Rownham Ferry, 1900-10, Bristol Archives, 43207/9/29/77

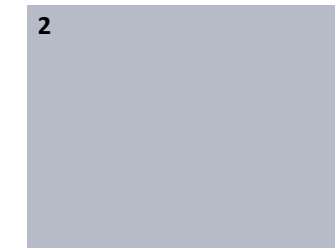
3 and 4 Cumberland Piazza, part of the proposals for the Cumberland Basin Bridges drawn by Wendy Powell for the landscape design by Dame Sylvia Crowe in 1964, Bristol Archives, 37167/353







**Fig 7  
Rownham Ferry**



**1** Slipways for the Rownham Ferry visible at low tide

**2** The original Rownham Ferry, c.1860, Bristol Libraries, LS.364

### Rownham Ferry

Before the completion of the Clifton Suspension Bridge in 1864, the Rownham Ferry was the main crossing for people moving between Clifton and Hotwells to the Somerset side of the river. The original crossing shown in the image right was moved in 1867 when the North Entrance Lock was created. The remains of this later crossing are visible at low tide on both river banks (below).

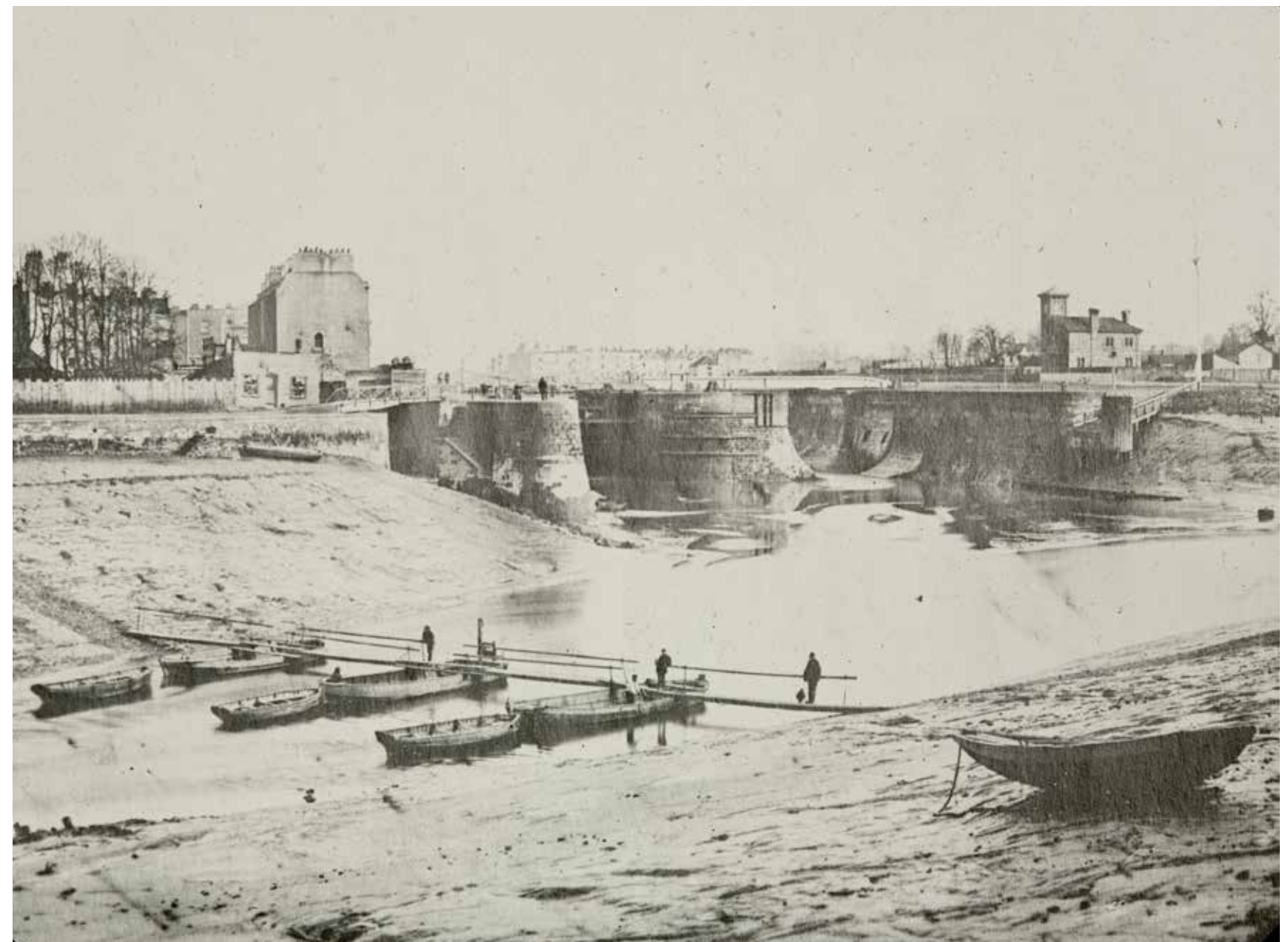




Fig 8  
Cumberland Basin historic development



- 1 George Ashmead, 1828
- 2 Ordnance Survey, 1880
- 3 Ordnance Survey, 1903

## Cumberland Basin Historic development

- Surviving features added at each phase
- Surviving principle assets from previous phases



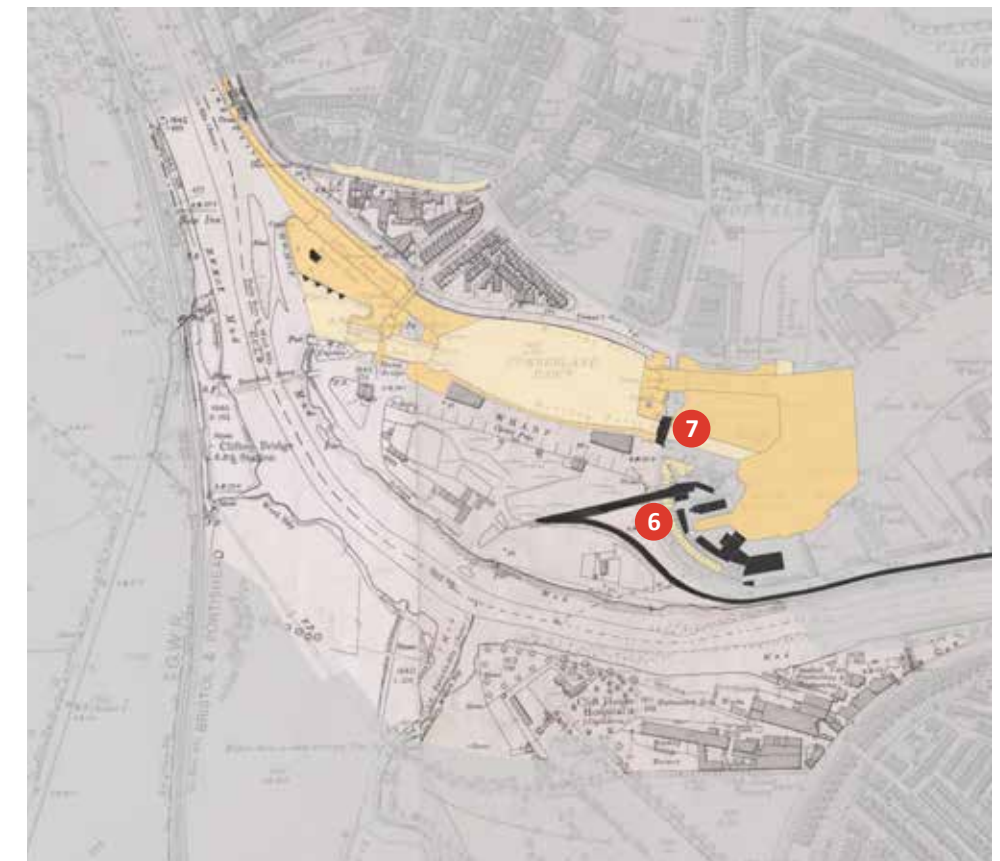
### 1828 main features:

- By 1828 the main landscape feature that had been created and that survives today was the Cumberland Basin itself **1** together with the original Entrance Lock (South Entrance Lock) **2** and Junction Lock (South Junction Lock) **3** now both dammed.
- The entrance lock originally consisted of two lock gates until the engineering amendments in the later 19th century. The northern of these two locks survives as a small dock set within the 'Knuckle'.
- The South Entrance Lock was widened by Brunel in 1849 while the South Junction Lock is the original Jessop 1809 design.



### 1880:

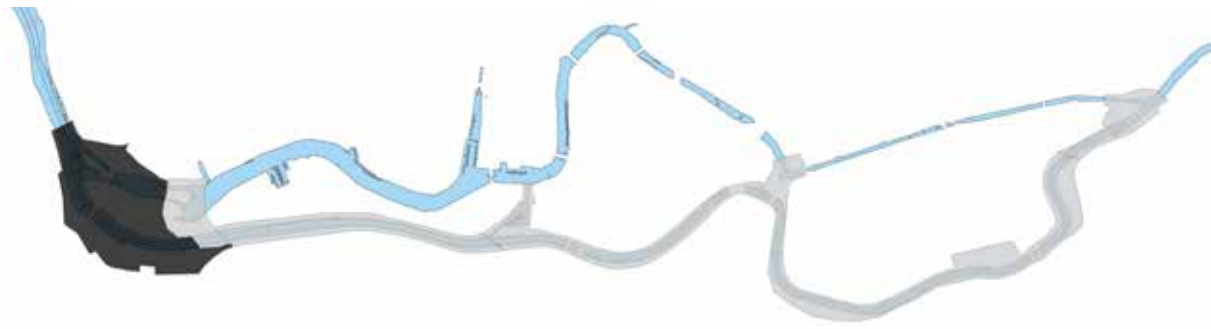
- Brunel's 1849 alterations to the Entrance Lock included the introduction of the swing bridge over what is now the South Entrance Lock. This was later moved to the North Entrance Lock that it now sits alongside. **4** The bridge over the South Entrance Lock was created in 1875 as a replica of Brunel's bridge.
- In 1867-73 the locks were altered again by Docks Engineer Thomas Howard resulting in the creation of the current configuration including the North Junction Lock **5**



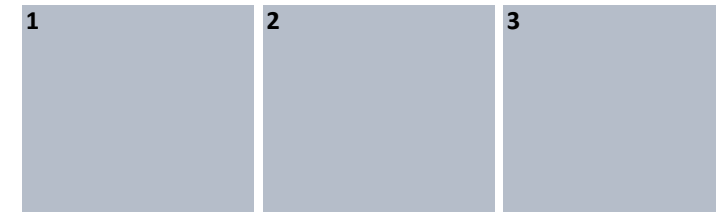
### 1903:

- The introduction of the harbour railway to the area by 1900 including a rail link across the Junction Locks, now removed **6**
- The current road bridge over the South Junction Lock had been created by 1900 **7**
- To the east of the area the key buildings of the present Underfall Yard complex had been created by 1900.



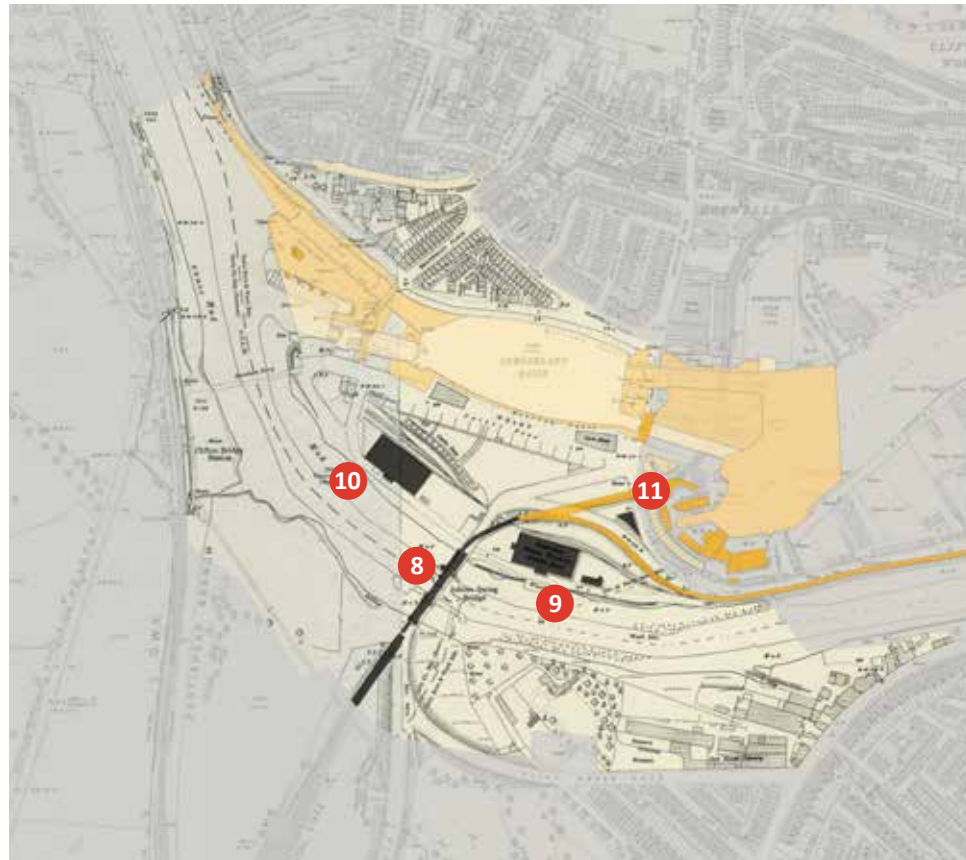


**Fig 9**  
**Cumberland Basin historic development**



- 1 Ordnance Survey, 1913
- 2 RAF aerial photograph, 1946
- 3 Ordnance Survey, 1950s

- Surviving features added at each phase
- Surviving principle assets from previous phases



**1913:**

- In 1906 the harbour railway was extended over the River Avon with the creation of the Ashton Avenue Swing Bridge **8**
- This corresponded with the construction of the bonded warehouses A Bond in 1905 **9** and B Bond in 1908 **10** and the electricity sub-station building also 1908 **11**



**1930s-1946:**

- The swing bridge over the North Junction Lock **12** was completed in 1925 as part of road improvement works in the area.
- Terrace of municipal houses added c.1930 **13**
- There was limited bomb damage within the character area during the war



**1950-1965:**

- Introduction of the current road infrastructure in 1963-5 and associated landscape designed by Sylvia Crowe **14**



## Cumberland Basin 1965 landscape

Construction of this road scheme began in the early 1960s and opened to traffic in 1965. For 9 years before the completion of the M5 and the Avonmouth bridge to the west, Cumberland Basin was the main vehicular route connecting Taunton and Exeter to Gloucester, Birmingham and beyond. As such the flyovers and slip roads were designed as a proto motorway interchange complete with rest area and restaurant/cafe. Although there was no filling station as part of the design it is interesting to note that the filling station on Hotwell Road was created in the mid 60s coinciding with this road scheme.

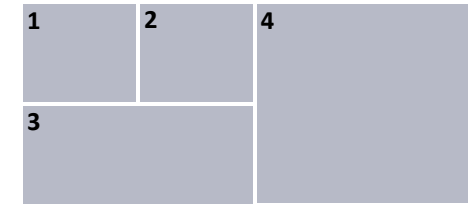


**Fig 10**  
**Extent of 1960s landscape**





**Fig 11  
Cumberland Basin**



- 1** Initial stages of the Cumberland Basin road scheme with houses and other buildings having been cleared, Bristol Archives, 40826/DOC/28
- 2** Avon Bridge over the New Cut under construction in 1964, Bristol Archives, 40826/CUM/18
- 3** Near completed road scheme, 1965, Bristol Archives, 40826/CUM/20
- 4** Construction works mid scheme, c.1964, Bristol Archives, 40826/FLO/14





## Cumberland Basin heritage assets and significance

The whole of the Cumberland Basin character area lies within the City Docks Conservation area.

The character area contains 7 listed assets that positively contribute to the area's character and appearance:

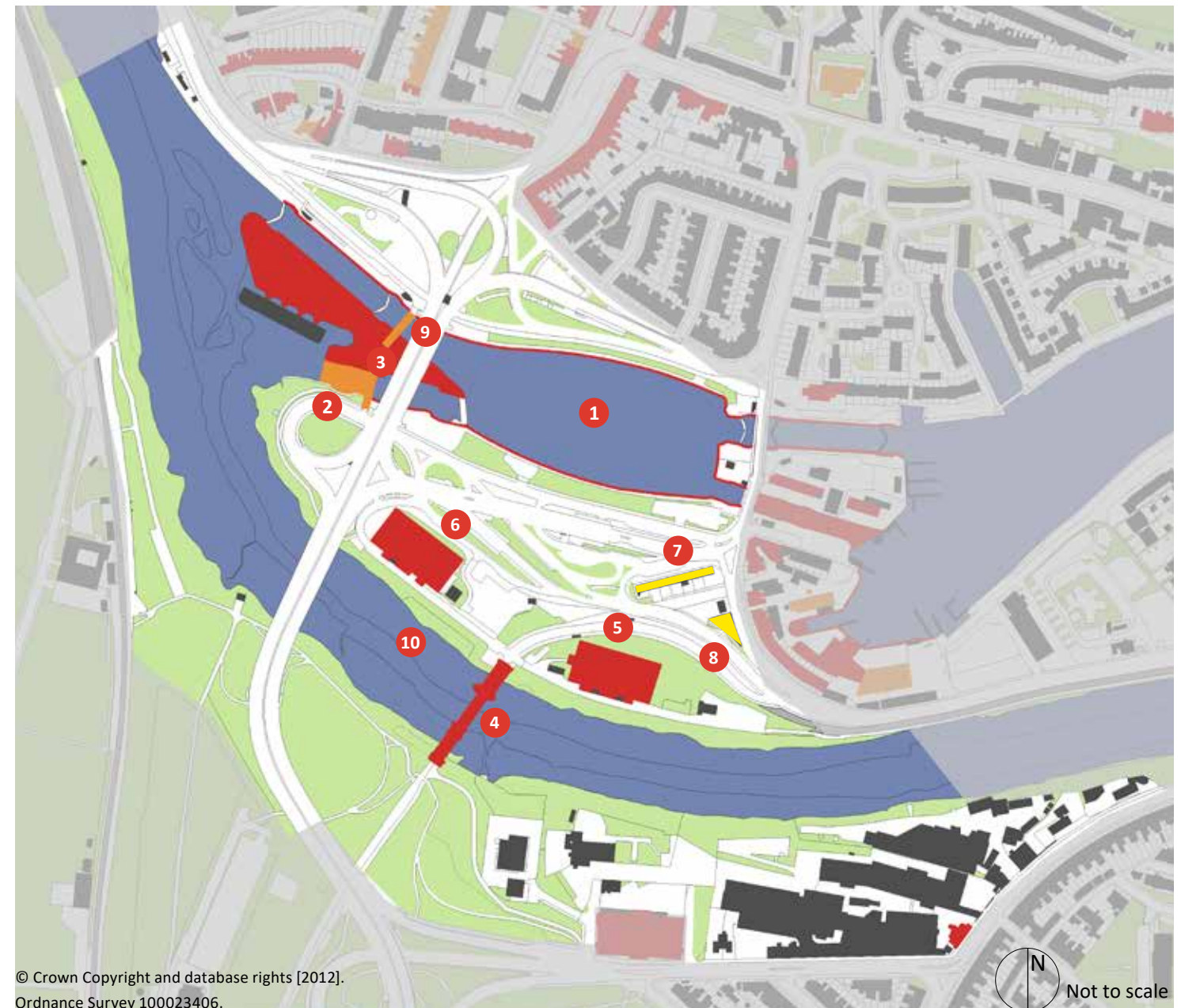
- 1 Cumberland Basin including all quay walls and bollards. This would also include the area of the 'Knuckle' and all associated lock gates and remains of timber pier (Grade II listed)
- 2 The South Entrance Lock as designed by Brunel (Grade II\* listed)
- 3 Brunel swing bridges over the North and South Entrance Locks (both Grade II\* listed). Associated with these bridges is a raised area partially enclosed with iron railings. This linked the two bridges and forms part of the listed curtilage of the structures
- 4 Ashton Avenue swing bridge (Grade II listed)
- 5 A Bond (Grade II listed)
- 6 B Bond (Grade II listed)

In addition to the designated assets other undesignated assets contribute to the character of the conservation area:

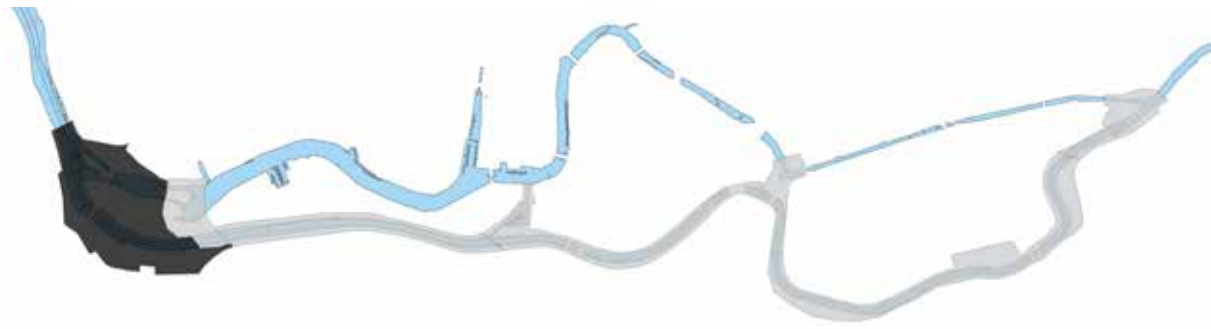
- 7 Nos.1-7 Ashton Avenue, inter-war municipal housing identified as character buildings in the City Docks Conservation Area Character Appraisal
- 8 Former electricity sub-station on Avon Crescent, identified on the Know Your Place community layer
- 9 Plimsoll Bridge swing bridge control tower
- 10 Remains of bonded warehouse wharfs including mooring posts and pier timbers visible at low tide

Fig 12  
Listed assets

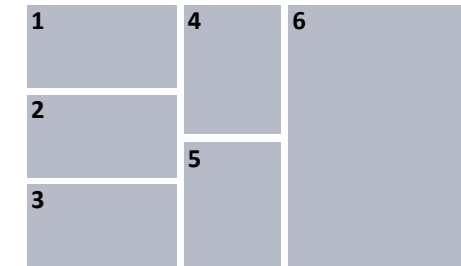
- Grade II\* listed
- Grade II listed







**Fig 13  
Cumberland Basin**



- 1 Brunel's original swing bridge on the quayside by the North Entrance Lock
- 2 Looking across the raised former walkway from the South Entrance Lock Bridge towards the North Entrance Lock
- 3 Original railings
- 4 Original Victorian lamp post
- 5 Swing bridge bollards on north side of entrance lock
- 6 1880s Ordnance Survey First Edition

**Brunel swing bridges**

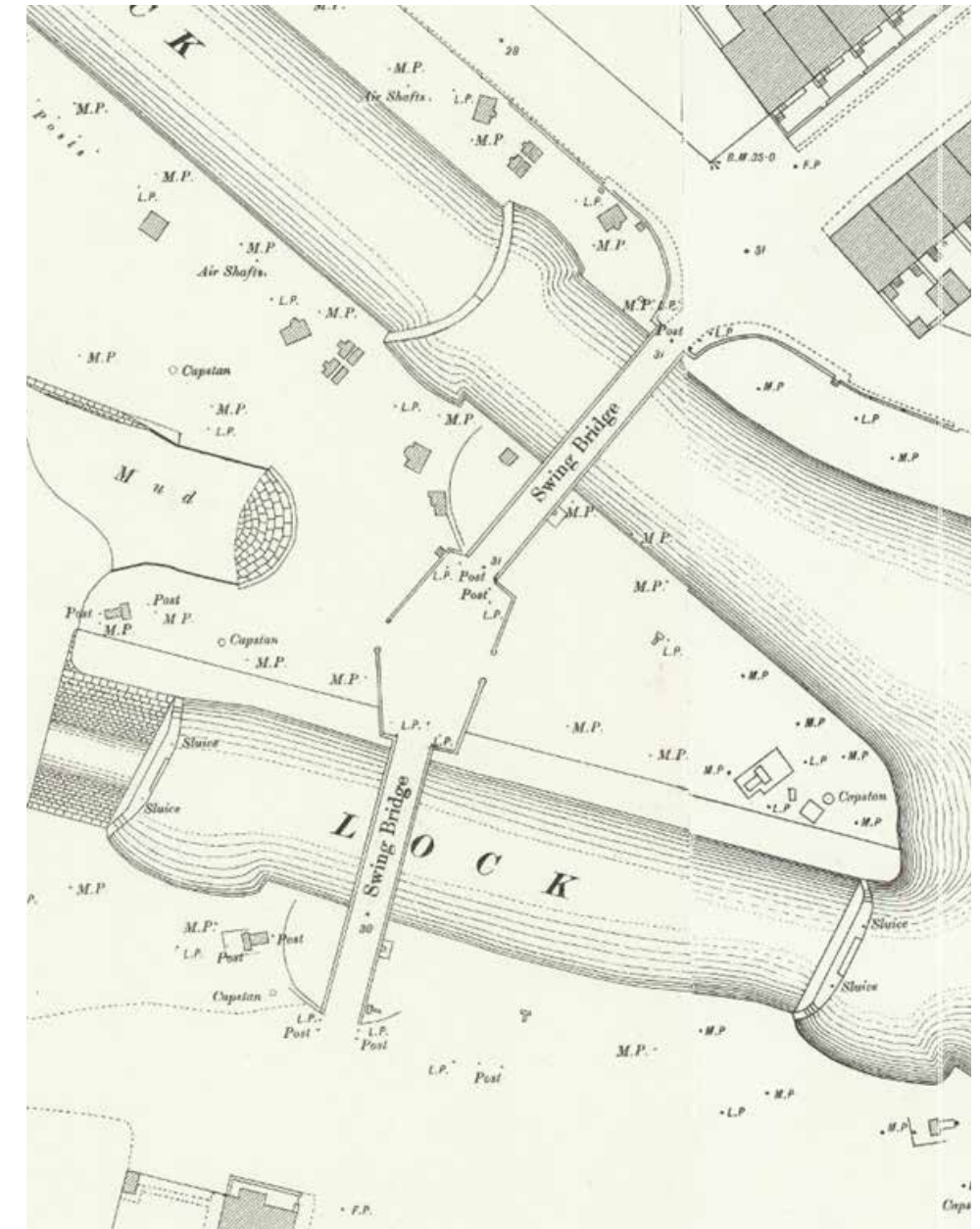
Brunel swing bridges, both listed Grade II\*. The area between them once formed a raised route enclosed by iron railings. This presumably formed a safe pedestrian route for residents of housing that once stood in the area now occupied by the 1960s road infrastructure to the south of the entrance locks.

This railed route survived intact until the 1960s.

Only one section of original railings survive. Other railings appear to be 20th century steel replacements possibly associated with the 1960s landscaping.

The swing bridge landing on the northern side of the lock survives complete with bollards, although 1960s railings now partially block the original route.

There is one surviving cast iron lamp column that was recorded on the First Edition Ordnance Survey 1880s Town Plan.





# Cumberland Basin character and setting

## Key views

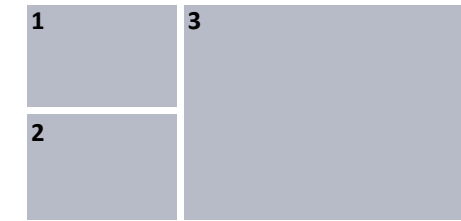
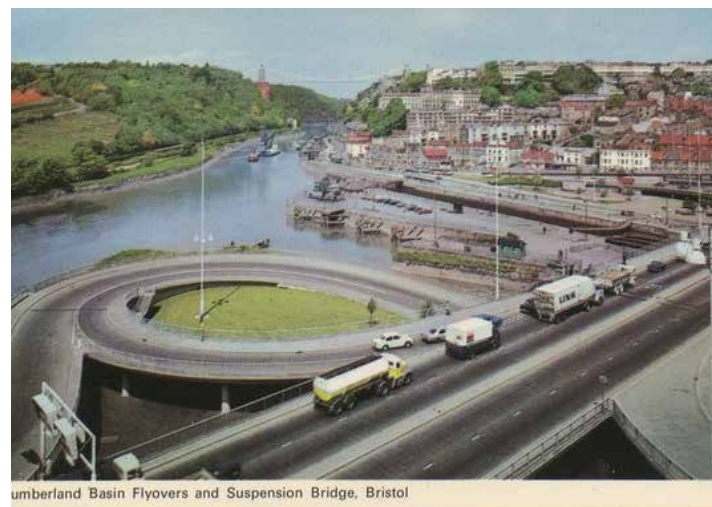
The character of the area is largely defined by the iconic views north west out of the area along the gorge with the woodland rural setting to the west and early urban residential terraces to the east.

The vast number of historic images along the gorge both before and after the construction of the Clifton Suspension Bridge indicate the high significance of these views including:

- 1 The designed viewpoint within the Sylvia Crowe landscape
- 2 Continual views along Brunel Way
- 3 Pedestrian/cyclist views within the Sylvia Crowe landscape south of the river

Within the area the three bonded warehouses (A-C) form important landmarks for views into the character area from:

- Along the New Cut
- Along the southern walkway and viewing parapets of the suspension bridge
- Clifton
- The Floating Harbour as part of the ensemble of structures particularly Underfall Yard

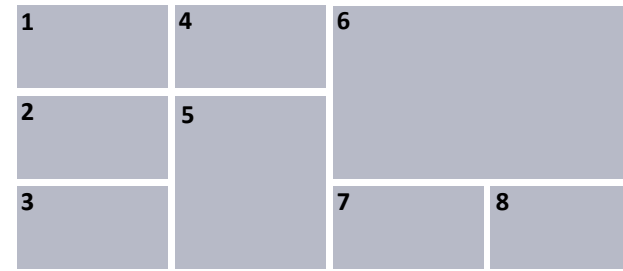
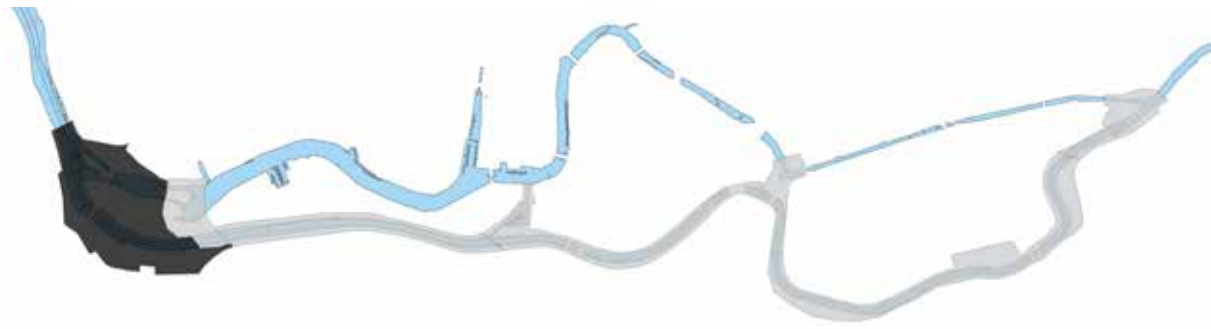


**Fig 14**  
**Character and setting**

- 1 Clifton Suspension Bridge, Bristol Archives, 43207/9/30/263
- 2 Cumberland Basin flyovers, 1970s, Bristol Archives, 43207/9/12/10
- 3 Ashton Meadows, 'View from wooded hill' part of Dame Sylvia Crowe's landscape proposals for the Cumberland Basin road scheme drawn by Wendy Powell in 1964, Bristol Archives, 37167/353







- 5 1960s control tower for the Plimsoll Swing Bridge
- 6 The 1960s memorial view point
- 7 Mooring posts alongside the North Entrance Lock
- 8 The eastern lock gate at the North Entrance Lock

**Fig 15**  
**Character and setting**

- 1 Remains of wharf alongside A Bond
- 2 Mooring post near B Bond
- 3 Mooring posts around 1960s landscaping
- 4 Remains of 1880s timber piers for ship repairs on the south side of the Knuckle





Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Cumberland Basin quay walls, bollards etc Grade II	<p><b>Retains strong dockside open character with important views to Clifton, suspension bridge, Leigh Woods and Ashton Court. This character is particularly evident from the 'Knuckle'</b></p> <p><b>The retained locks, quayside materials and mooring posts with associated structures positively contribute to this character</b></p>	<p>The 1960s elevated roadway creates a visual barrier and diminishes the experience of this historic character</p>	<p>Tidal defence work risks creating new visual barriers and additional modern clutter to this historic landscape</p> <p>Works to the North Entrance Lock gates will certainly be required that is likely to involve significant impacts to the historic fabric</p>	<p>Reuse of existing bollards/mooring posts impacted by any works can add to the maritime character of any new landscape</p>	<p>Any works that impact on the quay walls, lock gates, mooring posts or any associated fabric will require listed building consent.</p> <p>Any application for consent will require robust justification and changes to the area will be expected to preserve or enhance the character and setting of the conservation area.</p>
Brunel swing bridges Grade II*	<p><b>These Form part of a wider Brunel period landscape from the suspension bridge to Temple Meads</b></p> <p><b>The bridge infrastructure remains legible despite impacts from the 1960s road scheme</b></p> <p><b>Restored bridge could form part of a strategic walking and cycling route</b></p> <p><b>Current community project that aims to restore the swing bridge across the North Entrance Lock with initial funding from Historic England</b></p>	<p>Additional funding required to bring north swing bridge back into use</p> <p>The 1960s road infrastructure has a negative impact to the setting of these assets</p> <p>The access to the bridge on the south side of the South Entrance Lock is very narrow and works would be required to improve the access on the north side of the northern swing bridge</p>	<p>Tidal defence work risks causing substantial harm to these bridges and the associated infrastructure</p>	<p>A relandscaped setting for these bridges utilising the existing raised area linking the two structures should form part of the tidal defences.</p> <p>Incorporating the restored swing bridges as part of this new landscape will gain significant community support and create a new part of a strategic walking and cycling route</p>	<p>As above</p>
South Entrance Lock Grade II*	<p><b>Remains a significant part of Bristol's Brunel landscape in association with the swing bridge now fixed over the damned lock</b></p> <p><b>Despite not being in use for approximately 100 years the original character and function remains legible</b></p>	<p>The 1960s road infrastructure has a negative impact on the asset's setting</p>	<p>Tidal defence work risks causing significant harm to this heritage asset and its setting</p>	<p>Utilising the fixed swing bridge as part of the tidal defence landscape could potentially enhance the setting of the lock, minimise harm to the asset and introduce the public benefits of an improved walking and cycling route</p>	<p>As above</p>

Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Ashton Avenue Swing Bridge Grade II	<b>The bridge has been recently as part of the works for Bristol Metro Bus</b>	The bridge is relatively low to the river and can no longer swing so it is impassable at high tide	Work for any tidal defences will have a potential impact to the northern side of the bridge or its setting particularly as the current character is a tree lined bank	Relandscaping the area offers the chance to improve the setting of the asset	As above
Bonded warehouse (A and B) Grade II	<b>Together with C Bond on the south bank these warehouses form significant historic landmarks</b>	Although B Bond is in active use housing the Create Centre and Bristol Archives, A Bond appears inactive although it is used for storage	Tidal defence works will have a potential impact to the setting of these assets	Future works for tidal defences should have no physical impact to these assets and relandscaping should enhance their setting	As above
Former warehouse wharfs Undesignated	<b>Currently tree lined north bank to the river contributing to the setting of the listed warehouses and character of the conservation area</b>	Surviving mooring posts and associated maritime features are often obscured by trees and bushes	Tidal defences would potential have a negative impact to the existing trees and wharf features harming the character and setting of the assets	A relandscaped area should enhance the character of the area and introduce a better managed green environment	Any works to trees will require consent
Mooring posts on river bank alongside footpath Undesignated	<b>Contributes to the historic character of the City Docks Conservation Area and feature on the historic Ordnance Survey plans</b>	No longer used and likely to have been repositioned or introduced in the early 20th century	Works including relandscaping will likely have a significant impact on these features	Reuse of existing bollards/mooring posts impacted by any works can add to the maritime character of any new landscape	No specific consent required, although these features are heritage assets and contribute to the overall character of the conservation area so any planning proposals will need to address relevant national and local policies relating to the historic environment
Remains of Rownham Ferry slipway Undesignated	<b>Significant historic feature contributing to the character of the conservation area</b>	Not visible at high tide and no longer in use at any time	Tidal defence works should aim to avoid any impact to the slipway	The slipway should be beyond any works area, but relandscaping offers the opportunity to better reveal this heritage asset	As above
Concrete memorial view point Undesignated	<b>One of the best viewpoints in the city likely to have been marked with this concrete plinth and bench structure as part of Sylvia Crowe's landscape scheme</b>  <b>Forms part of the character of the conservation area</b>	The 1960s road infrastructure that relates to the creation of this viewpoint point feature actually forms a barrier to it and diminishes its setting	Tidal defence landscaping works will potentially impact this 1960s feature and risk further diminishing the prominence of this viewpoint	Relandscaping works should work with this existing viewpoint and enhance the character of this area	As above





# 5

## The Underfall and Junction Locks





# The Underfall and Junction Locks Historic development

### Topography

Former flood plain of the River Avon. The bulk of the area is formed from an early 19th century manmade dam that separates the Floating Harbour from the tidal New Cut. To the north the flood plain is now built over with the 90s residential Poole's Wharf development with the Clifton Wood escarpment beyond.

### Historic character

The Underfall character area contains some of the harbour's most significant heritage assets and as a consequence retains a great deal of its historic character.

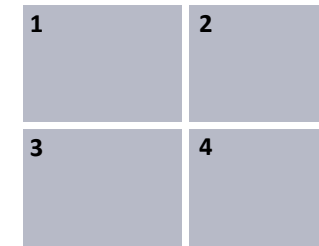
The most significant asset is the Underfall itself. Originally designed by Brunel as a series of sluices that would help to reduce the excessive silting that occurred at the western end of the harbour where it met the Overfall Dam in Jessop's original design. Although the sluices have been renewed on several occasions the original engineered design contributes to the significance of the asset. As a result of this significance the area of the Underfall is a Scheduled

Monument.

The adjoining shipyard sits within the Scheduled area and includes a series of historic buildings built in the early 20th century. The consistency of design and materials of these buildings contributes to a strong historic character.

The site's continued use for ship building is one of the strengths of the area. A recent successful Heritage Lottery Funded project has enhanced this asset particularly in restoration of the historic buildings and the creation of a visitor centre to complement the maritime activities.

**Fig 16**  
**Historic development**



**1** Scott's Yard the predecessor of Underfall Yard, watercolour by T.L. Rowbotham, 1826, Bristol City Museum and Art Gallery, M2931

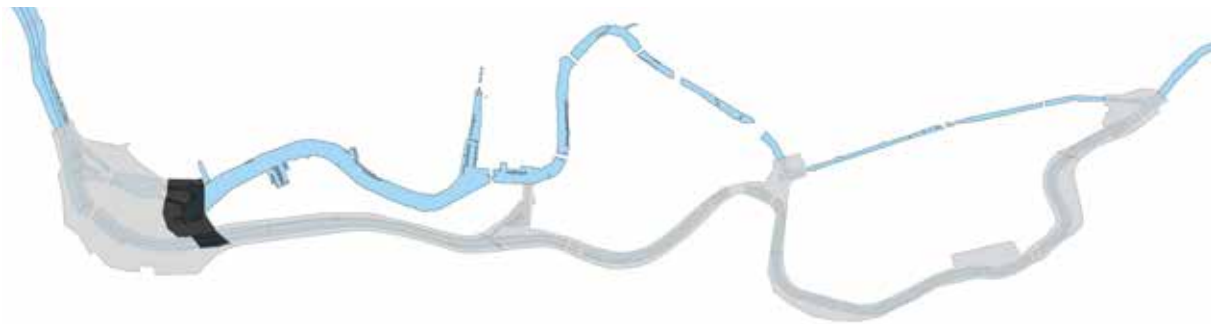
**2** Marquis of Lorne in the South Junction Lock, undated photo postcard, Bristol Archives, 43207/34/1/88

**3** The 'New' swing bridge over the North Junction Lock, c.1930, Bristol Archives, 43207/9/29/10

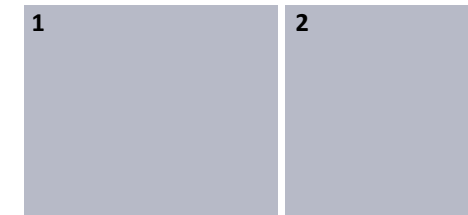
**4** View from Hotwells Dock, c.1930s, M Shed Hartley Collection photograph, 27293







**Fig 17**  
**The Overfall and the Underfall**



- 1** Watercolour by T.L. Rowbotham showing the Overfall Dam, New Cut and Cumberland Basin in 1827, Bristol City Museum and Art Gallery, M2931
- 2** The Underfall viewed from Payne's Shipyard on the south side of the New Cut

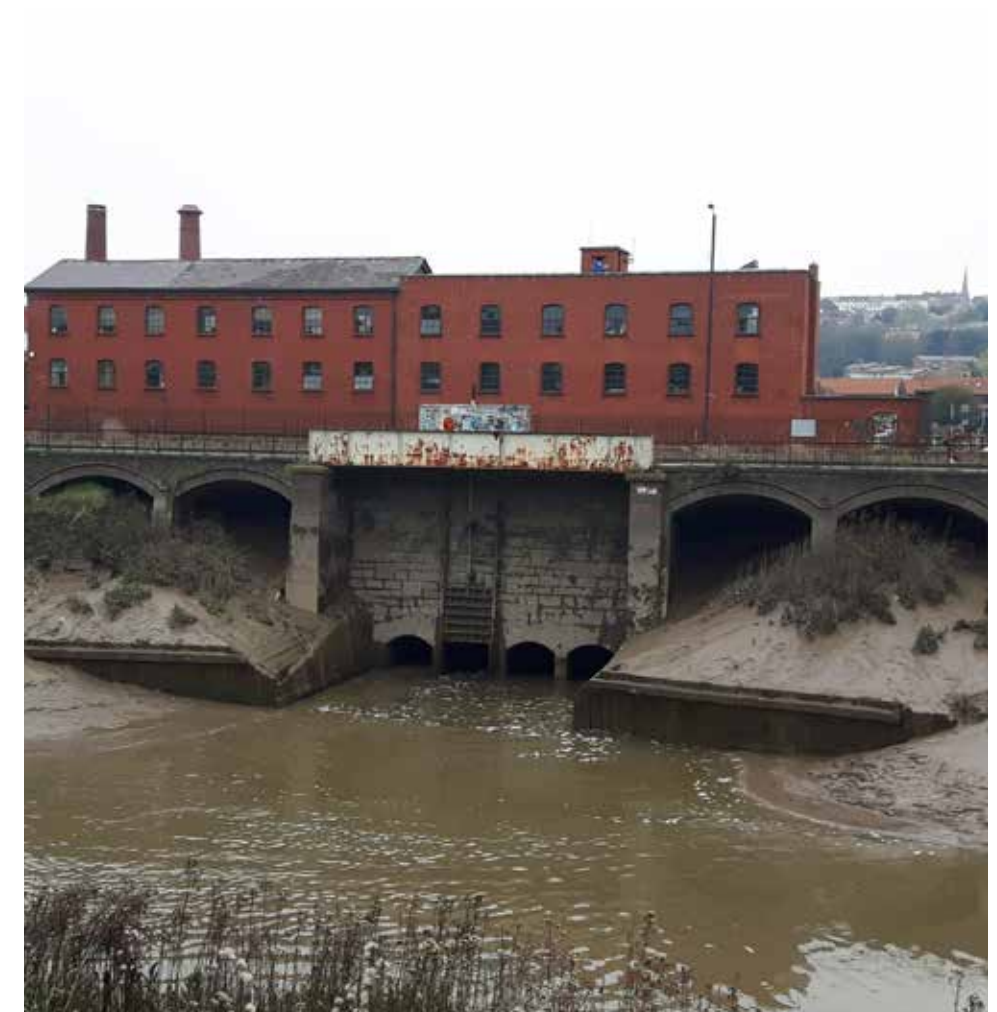
**The Underfall**

William Jessop's original design for the Floating Harbour and New Cut included an Overfall Dam intended to help maintain a constant water level in the Floating Harbour as excessive water over fell the dam into the New Cut at low tide. It was hoped that sufficient silt would also be removed by this process, but by the 1830s excessive silt and sewage was building up in the docks.

Brunel proposed a series of sluices to help remove this material from the Floating Harbour. These consisted of three shallow sluices to help adjust the harbour water level and a deeper scouring sluice. When the deeper sluice was opened at low tide silt and waste would flow out with the tide.

This 'Underfall' replacing the Overfall Dam was opened in 1834, although it was rebuilt in 1880 with longer sluices.

The structure is now bridged by Cumberland Road and the Harbour/Heritage Railway and Chocolate Path. The stone arches and abutments either side of the Underfall were created in 1897-1900 as part of the superstructure for the railway and path.





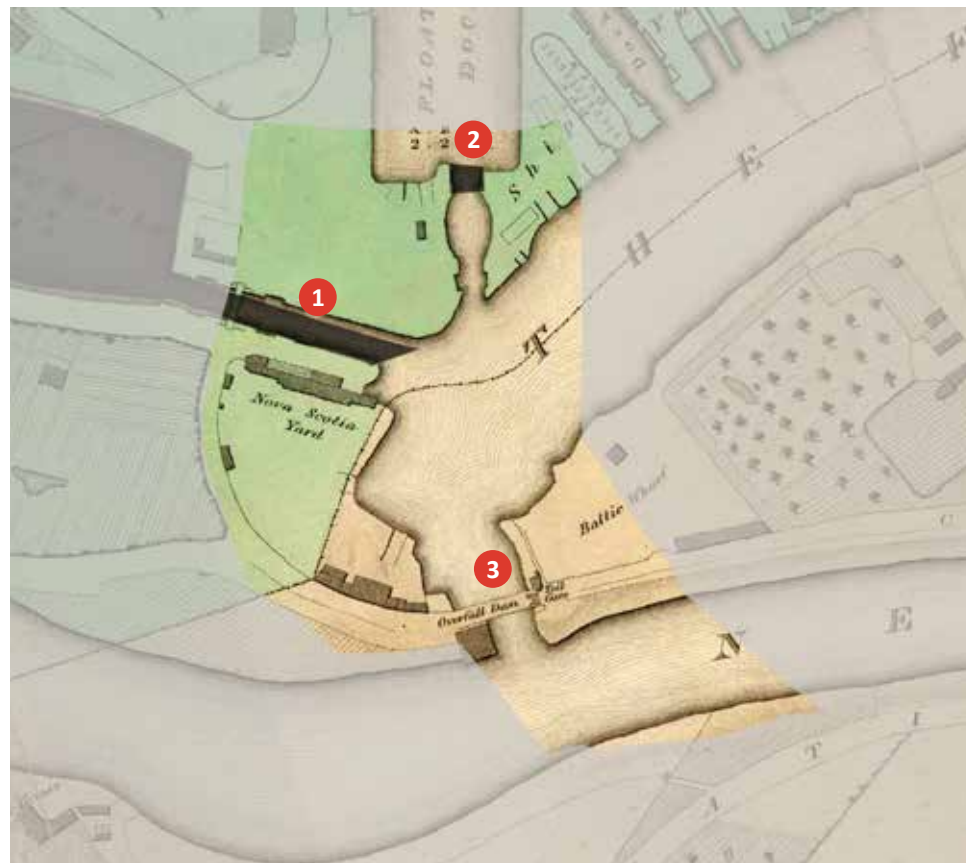
# The Underfall and Junction Locks Historic development

**Fig 18**  
**Underfall historic development**



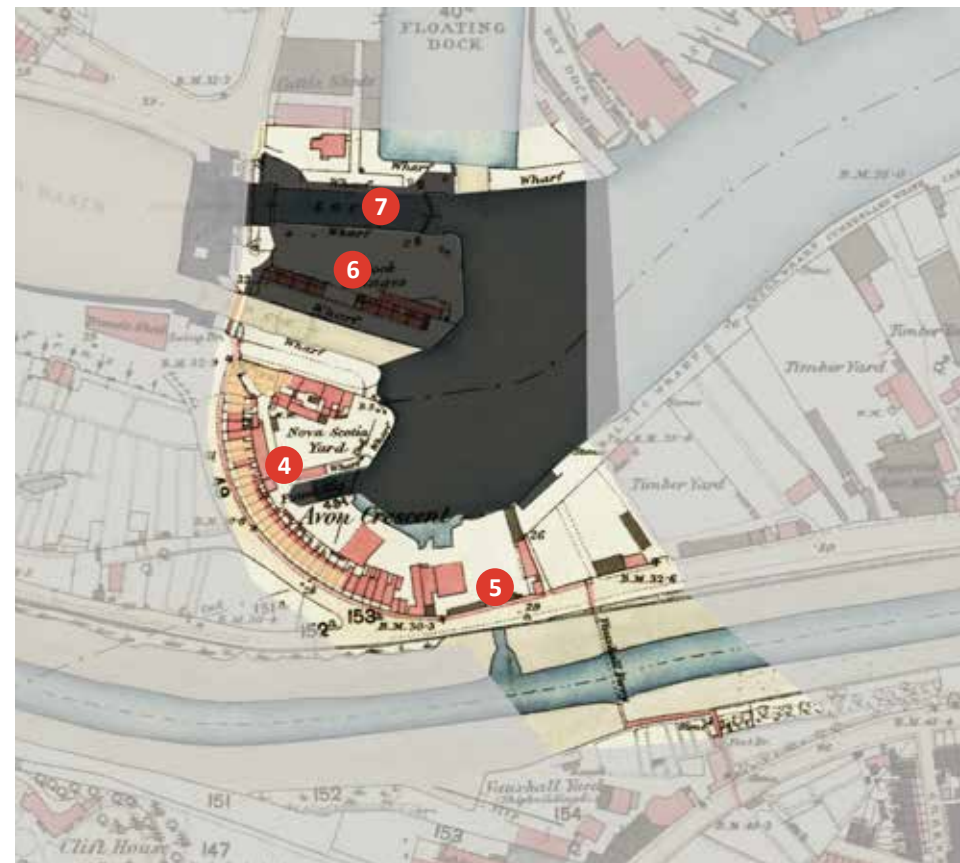
- 1 George Ashmead, 1828
- 2 Ordnance Survey, 1880
- 3 Ordnance Survey, 1903

- Surviving features added at each phase
- Surviving principle assets from previous phases



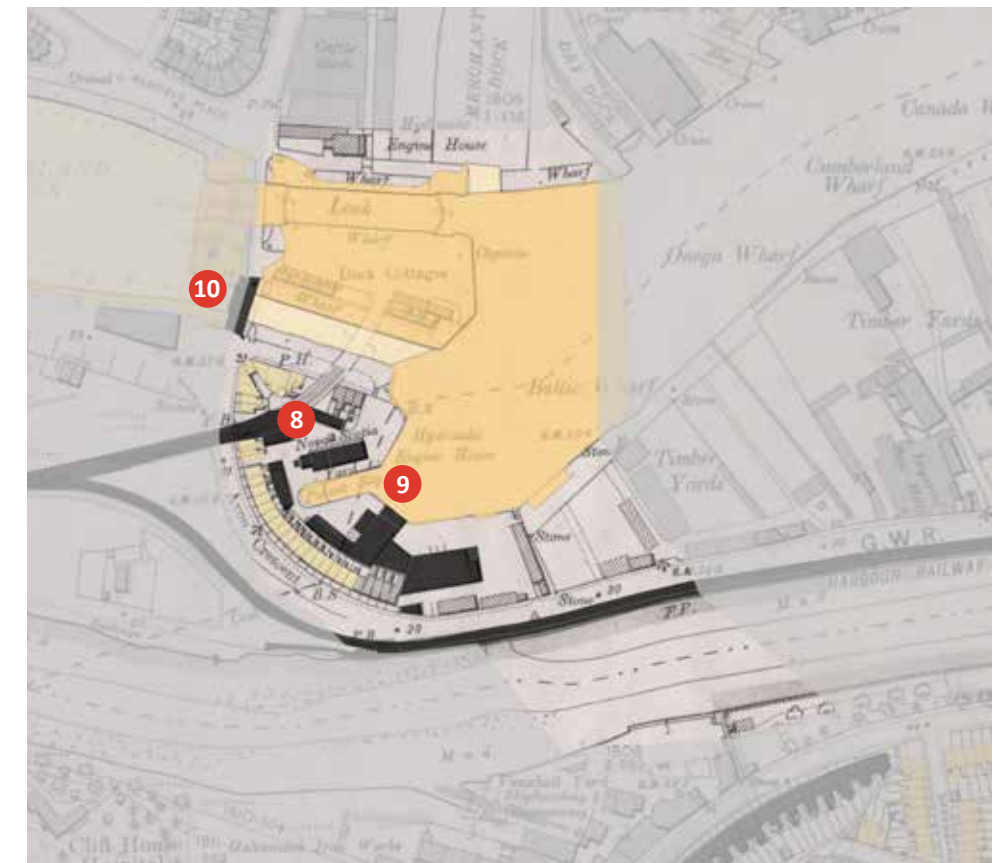
**1828 main features:**

- By 1828 in addition to the Floating Harbour itself the main surviving features in the modern landscape from this early phase of development are the Junction Lock (South) 1 and the entrance to the 'Floating Dock' 2
- At this date the link between the Floating Harbour and the New Cut to maintain a consistent level in the harbour was the Overfall Dam 3



**1880:**

- By 1880, Avon Crescent had been created, built in about 1830. 4
- The building of this terrace of houses coincided with the creation of the Underfall to replace the Overfall Dam 5 and the construction of the dock workers cottages alongside the Junction Lock. 6
- In the late 1860s and early 1870s the last significant phase of engineering for the Floating Harbour had created the North Junction Lock and associated quaysides 7

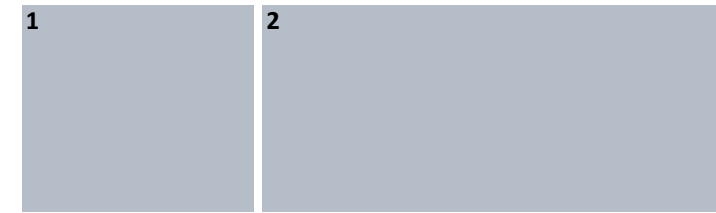


**1903:**

- By 1900 the introduction of the Harbour Railway to the area had resulted in the loss of some properties on Avon Crescent and east of the Nova Scotia. 8
- The 1903 Ordnance Survey map shows that the key buildings of the Underfall Yard complex including the Hydraulic Engine House and chimney 9
- The current bridge structure over the South Junction Lock was created around this time. 10



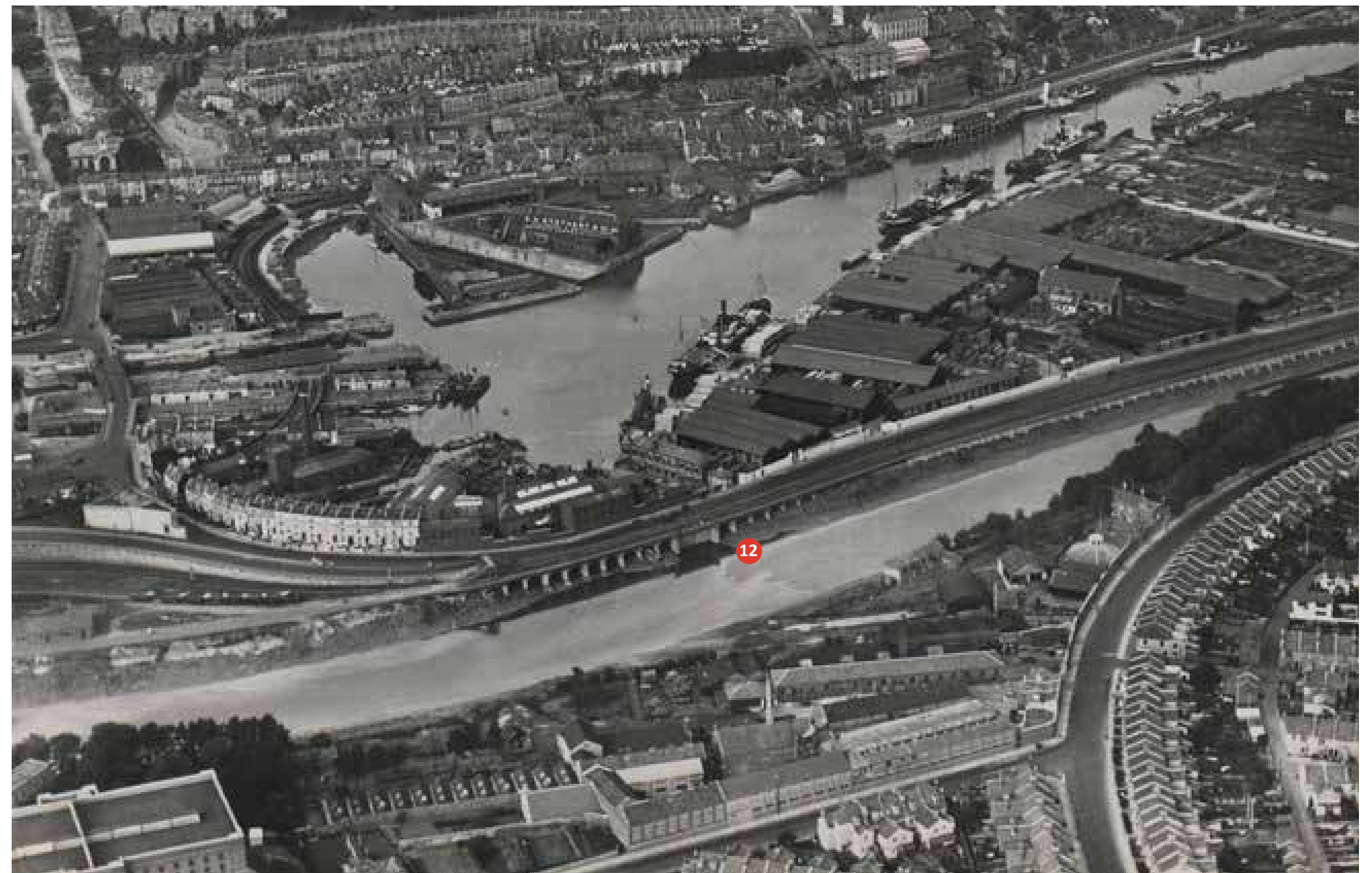
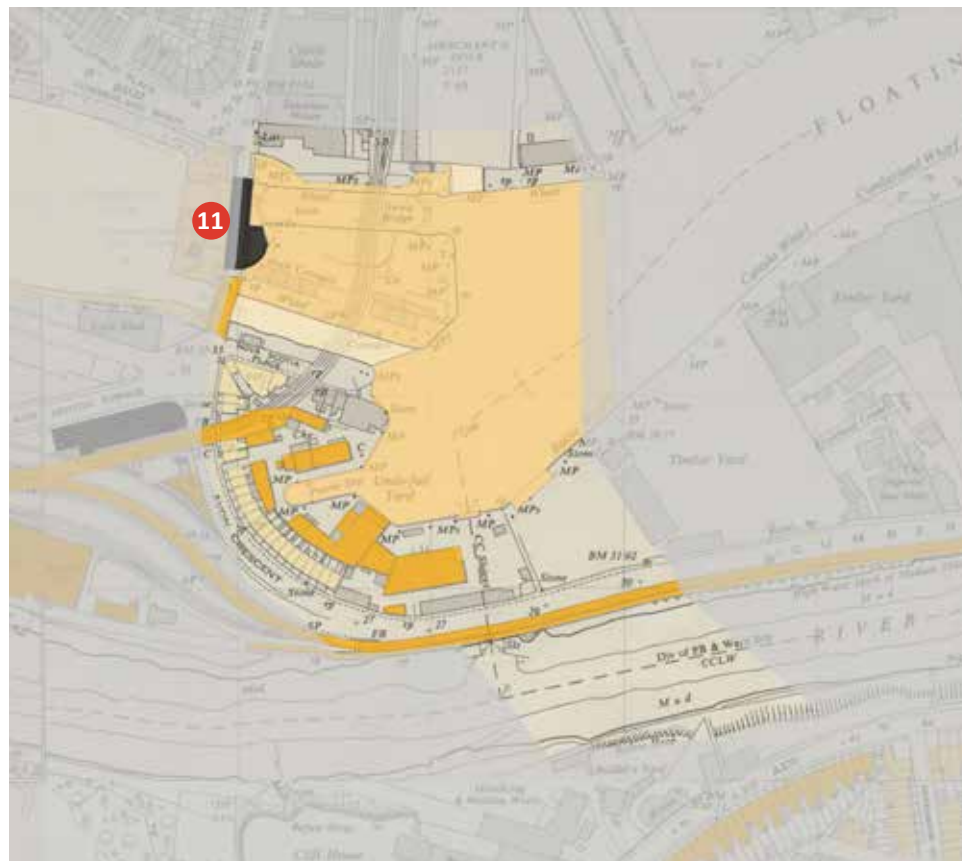
**Fig 19**  
**Underfall Basin historic development**



1 Ordnance Survey, 1950

2 Aerial view, c.1930s

- Surviving features added at each phase
- Surviving principle assets from previous phases



**1930s-50s:**

- In 1925 the current swing bridge was constructed over the North Junction Lock **11**
- The 1930s aerial view (right) shows the revealing arches that carry the railway and Chocolate Path structure up to the Underfall. **12** Similar structures support the area of the Vauxhall Bridge (see New Cut West) and the approach to Bedminster Bridge.



## The Underfall and Junction Locks heritage assets and significance

The Underfall and Junction Locks character area lies within the City Docks Conservation area.

The most significant designated asset within the character area is the Underfall Yard Scheduled Monument. The scheduling relates to the Underfall itself, but also the slipway, quayside and related dockside assets. Any works within this area would likely require Scheduled Monument Consent from Historic England.

In addition to the scheduled area there are several listed assets within the character area that combine to create a unique historic character.

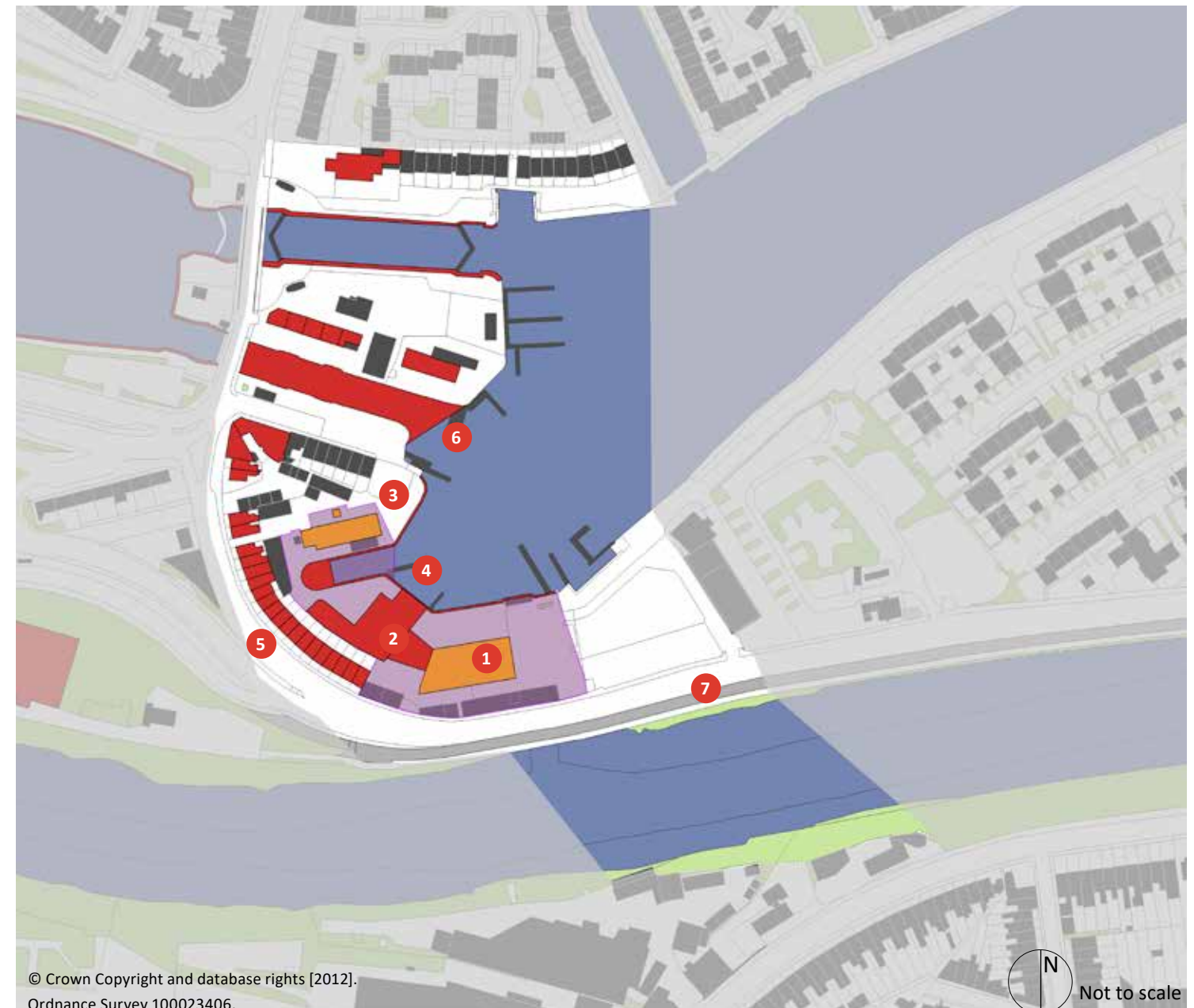
These listed assets include:

- 1 The Machine Shop (Grade II\* listed)
- 2 The Former Shipwright's Shop and Former Pattern Maker's Shop (both Grade II listed)
- 3 Chimney and Hydraulic Engine House (both Grade II\* listed)
- 4 The Patent Slip and quay walls (Grade II). This was originally part of the earlier 19th century Nova Scotia Yard
- 5 Immediately adjacent to Underfall lies Avon Crescent listed terrace of former dock workers houses (Grade II listed)
- 6 South Junction Lock, the only lock at Cumberland Basin in its original 1809 form (Grade II listed)

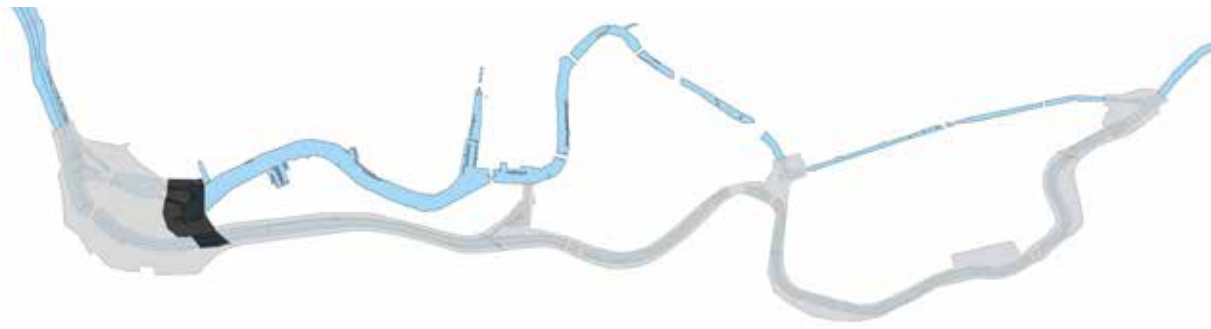
Undesignated assets within the character area are the Heritage Railway and Chocolate Path (7) covered in greater detail in the New Cut West section below.

**Fig 20**  
Listed assets

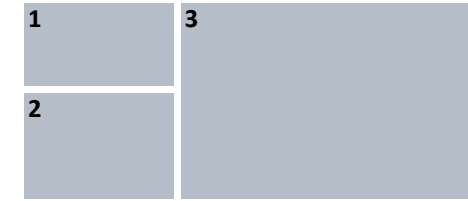
- Scheduled area
- Grade II\* listed
- Grade II listed



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Ordnance Survey 100023406.



**Fig 21**  
**Character and setting**



- 1 Underfall Yard
- 2 Underfall Yard viewed from the Mardyke
- 3 South Junction Lock

**Key views**

Views of the Underfall Yard from either side of the Floating Harbour with Avon Crescent and the Bonded Warehouses beyond are a key feature contributing the special interest of the City Docks Conservation Area.

Of equal importance are views of the Clifton and Hotwells Conservation Area and the Docks from Underfall Yard.

In relation to the flood defence proposals views along and across the New Cut from Bedminster Conservation to the south towards the Underfall and Clifton and Hotwells beyond are significant. Of these views it is often the glimpsed views from Coronation Road that are often the most important.



Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Underfall Yard Scheduled monument Grade II* and II listed assets	<p><b>The existing buildings form a unique and complete collection that contribute to the historic character of the area</b></p> <p><b>The continuing shipyard work combined with public access contributes to the vibrant character of the area</b></p> <p><b>The associated Underfall is an important link back to the Victorian engineering successes.</b></p> <p><b>Recent Heritage Lottery Funding has restored the buildings and created a popular visitor attraction complementing the M Shed and SS Great Britain dockside attractions.</b></p>	Occasionally shipyard activities can require the public route through the site to be closed for safety reasons	<p>Tidal defence work should have no physical impact on the assets</p> <p>Works along the north bank of the New Cut will have a potential harmful impact to views of the assets from the south causing harm to the significance of individual assets and the significance of the City Docks and Bedminster Conservation Areas</p> <p>The Underfall sluices are a vital element of the function of the harbour</p>	<p>Improved pedestrian and cycling access along the New Cut will potentially encourage greater interest in the Underfall Yard</p> <p>Interpretation about the Underfall incorporated with the physical works will help to better reveal this heritage asset</p>	<p>Any works that impact on the Underfall will potentially require Scheduled Monument Consent</p> <p>Any works to the Heritage Railway and/or Chocolate Path will be expected to preserve or enhance the character of the conservation area</p>





**Fig 22**  
Underfall Yard is now a significant part of the Harbourside walkway and a key landmark from many parts of the docks





# 6

## New Cut West





# New Cut West Historic development

## Topography

Artificial tidal watercourse created along the southern fringe of the Avon flood plain in the early 19th century. Coronation Road running along the southern bank of the New Cut lies along the upcast from the excavation of the New Cut and carries the road surface above the flood risk area. This can be clearly seen in the decent from Coronation Road down Dean Lane.

## Historic character

The western area of the New Cut between the Underfall and Bathurst Basin is characterised by the man made channel created in 1804-9 to carry the tidal River Avon.

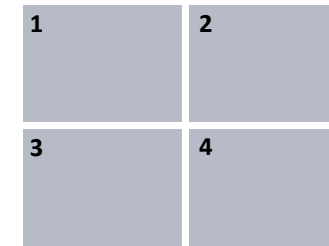
The upcast from the excavations for this channel was predominantly placed on the southern bank enabling the construction of later terraced houses and tree-lined Coronation Road that now define the character of this southern bank. Prior to the creation of the New Cut houses and businesses in Bedminster were situated further south beyond the river flood plain along North Street.

On the northern bank industrial activity predominated throughout the 19th century with the exception of some small groups of houses along Cumberland Road. The result is a harder landscape as opposed to the verdant green of the southern bank. This character was exacerbated with the introduction of the harbour railway and adjoining Chocolate Path by the early 1900s. The Chocolate Path was one of the earliest leisure features introduced to what would have been a largely industrial landscape. The path would have enabled a walking route from the housing near the remains of the Gaol along the New Cut and around the western end of Spike Island possibly crossing the entrance locks via Brunel's swing bridges. The absence of tree planting along the route suggests that views along the cut from the path were thought to be important.

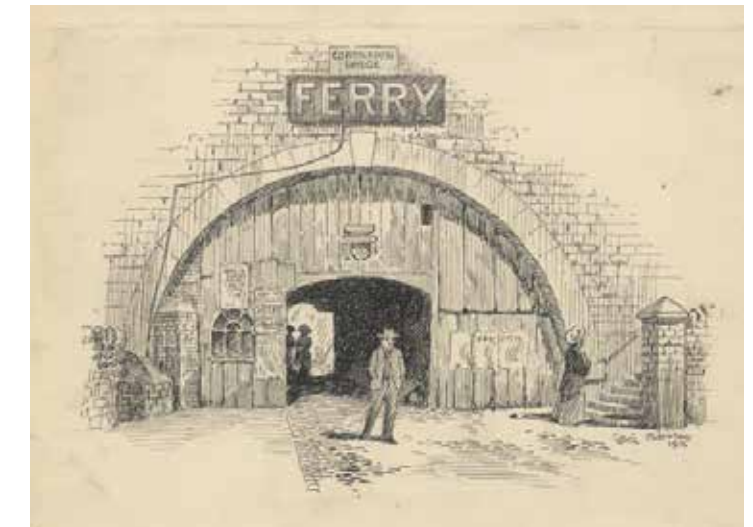
Roughly contemporary with the creation of the railway and path was the erection of the Vauxhall Bridge connecting the residents of the new housing on Coronation Road to Spike Island and Hotwells beyond. The bridge replaced an earlier ferry that crossed the New Cut from the Vauxhall Shipyard opposite the Underfall.

At the eastern end of the character area another ferry crossed the cut near the Gaol. The Gaol Ferry was accessed via slipways from Cumberland Road on the north bank and through a tunnel beneath Coronation Road on the south bank. The ferry was replaced by the Gaol Ferry Bridge in the 1930s.

**Fig 23**  
**Historic development**

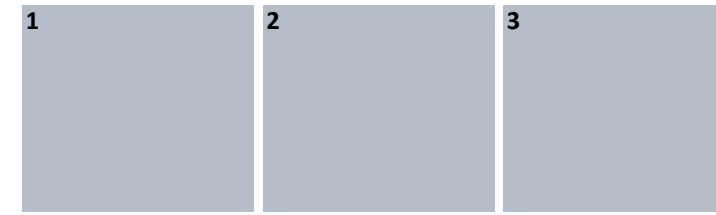


- 1** Early 1820s view of the New Cut and derelict remains of an engine house used during the excavation of the Cut, Bristol City Museum and Art Gallery, M2958
- 2** Early 20th century ink drawing by Samuel Loxton of the Coronation Bridge for the Gaol Ferry, Bristol Libraries, C109
- 3** Early 20th century ink drawing by Samuel Loxton of the Vauxhall Bridge, Bristol Libraries, C139
- 4** North side of the New Cut in 1908, Bristol Archives, 43207/9/29/78





**Fig 24**  
**New Cut West historic development**



- 1 George Ashmead, 1828
- 2 Ordnance Survey, 1880
- 3 Ordnance Survey, 1903

- Surviving features added at each phase
- Surviving principle assets from previous phases



**1828 main features:**

- By 1828 the banks of the New Cut will have appeared relatively bear. The newly constructed New Gaol **1** will have been the significant landmark.
- Bathurst Basin immediately to the east **2** was created at the same time as the New Cut and Floating Harbour.
- The first housing along the south bank had been built by 1828 such as the existing nos.156-170 Coronation Road **3** that would have appeared quite isolated at the time.



**1854:**

- By the middle of the 19th century additional housing had appeared along the south bank and St Pauls Church **4** had been built for this new community.
- At the same time the Gaol Ferry and slipways **5** were introduced.
- The first housing on the north bank had also been built **6**



**1903:**

- By the early 20th century almost all the housing along Coronation Road had been completed.
- The significant elements introduced by this date were the harbour railway, Chocolate Path and Vauxhall Bridge **7**



Fig 25  
Listed assets

- Grade II\* listed
- Grade II listed

## New Cut West heritage assets and significance

The whole of the New Cut West character area lies within the City Docks Conservation area and borders the Bedminster Conservation Area that lies immediately south of Coronation Road.

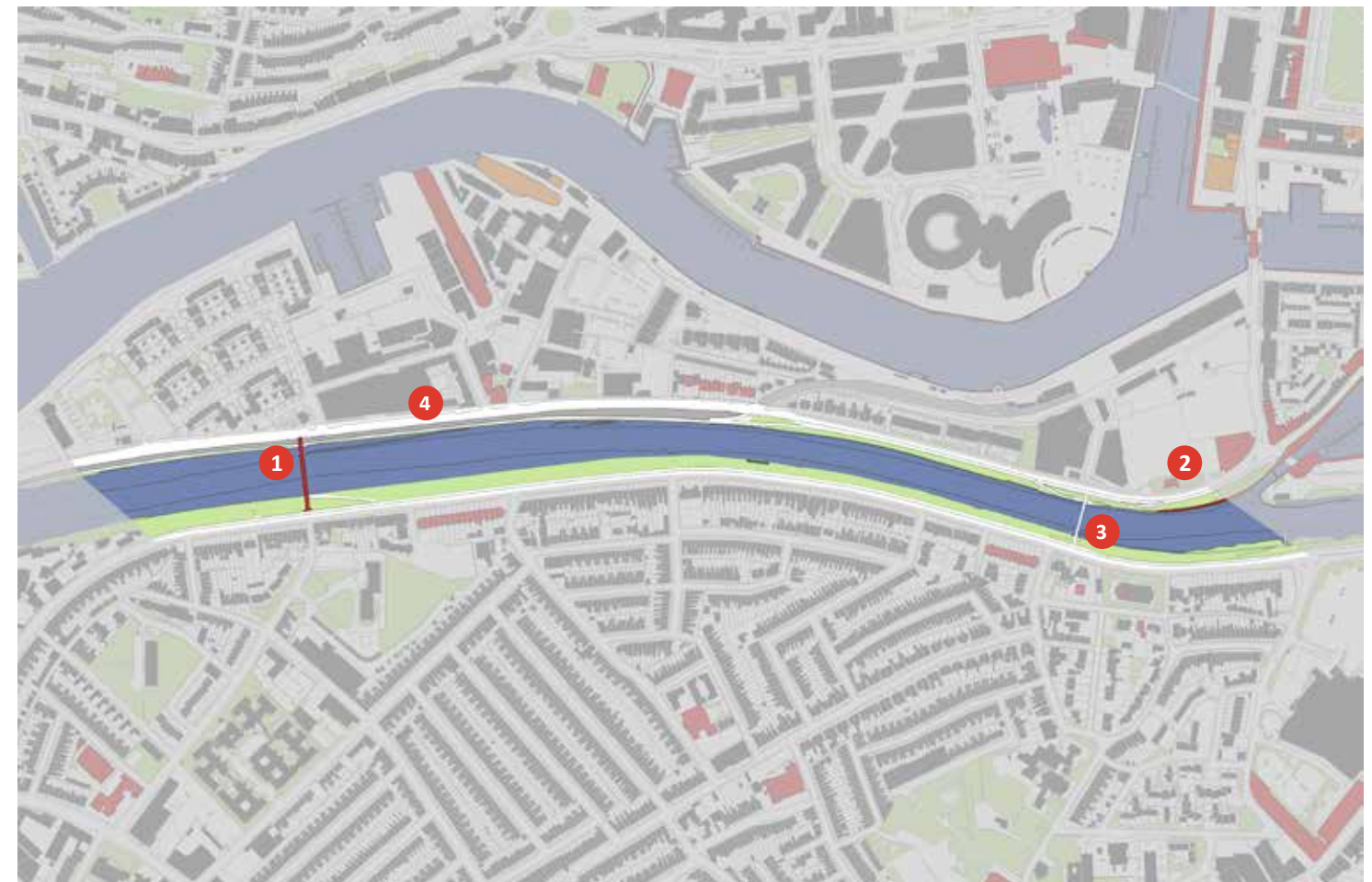
The character area contains 1 grade II listed asset that positively contributes to the area's character and appearance:

- 1 Vauxhall Bridge

Other listed assets lie in the vicinity including the grade II listed Gaol Gate on Cumberland Road (2).

In addition to the designated assets other undesignated assets contribute to the character of the conservation area:

- 3 Gaol Ferry Bridge and the evidence of the earlier river crossing including slipways and tunnel beneath Coronation Road
- 4 The Heritage Railway and Chocolate Path. These lie on a stone retaining structure that is formed of relieving arches either side of the Vauxhall Bridge. The form and materials of these features strongly contribute to the significance of this part of the conservation area.







### The Chocolate Path

The Chocolate Path should be regarded in association with the Heritage Railway and Vauxhall Bridge as they form part of a coherent single phase of historic development.

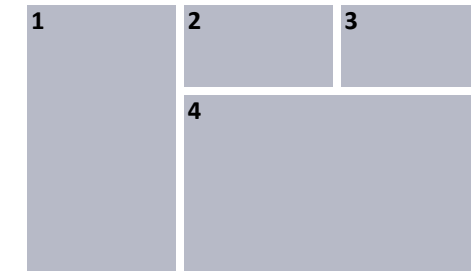
The path and railway structure are currently in poor condition and are closed to use due to areas of subsidence.

The path is fenced either side by iron railings that are also in a poor condition. There are areas of surface repairs to the distinctive 'chocolate bar' blocks that have been less than sympathetic.

The path itself offers good views along the cut particularly west towards the bonded warehouses at Cumberland Basin and the Ashton Court estate beyond.

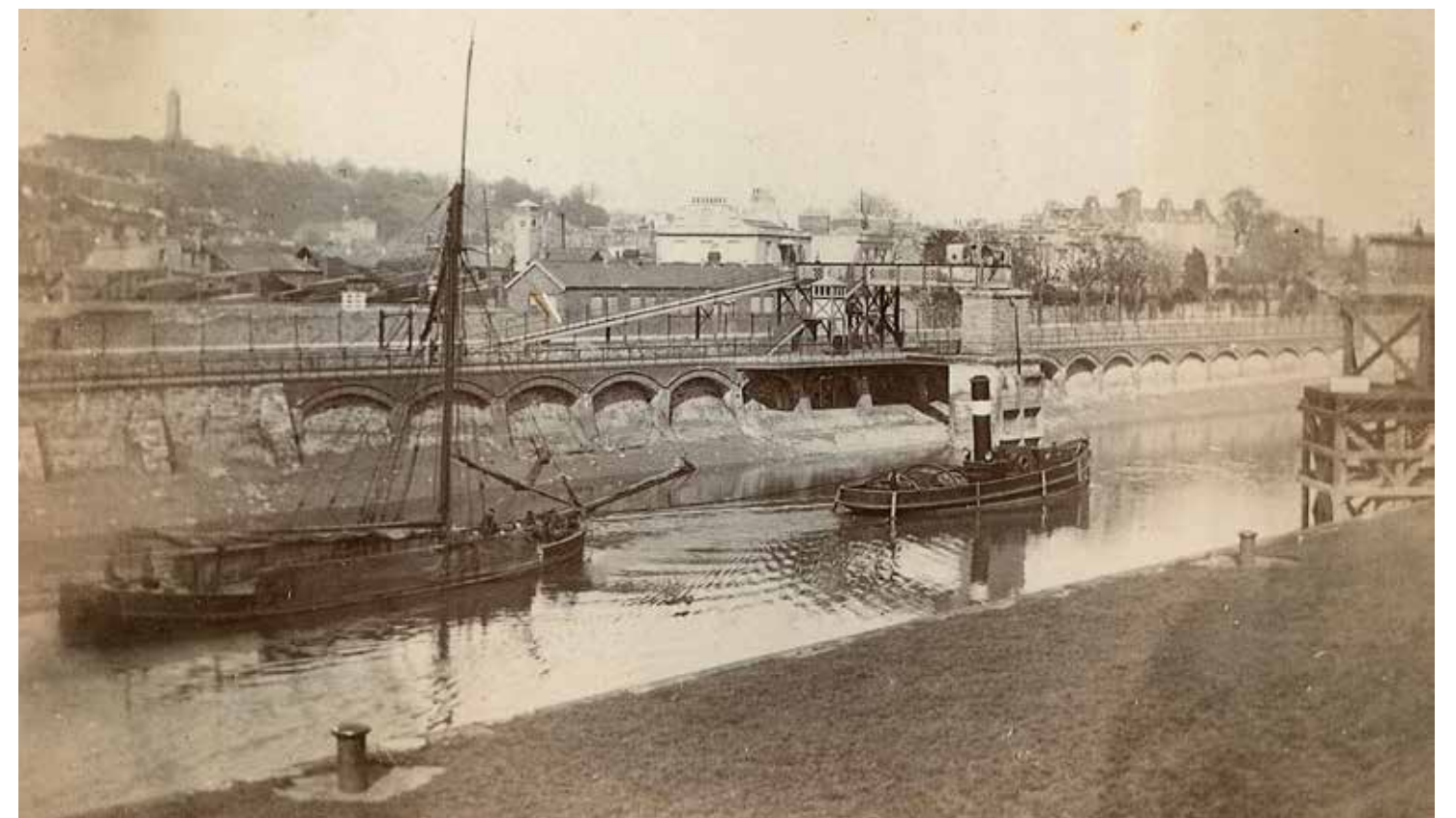
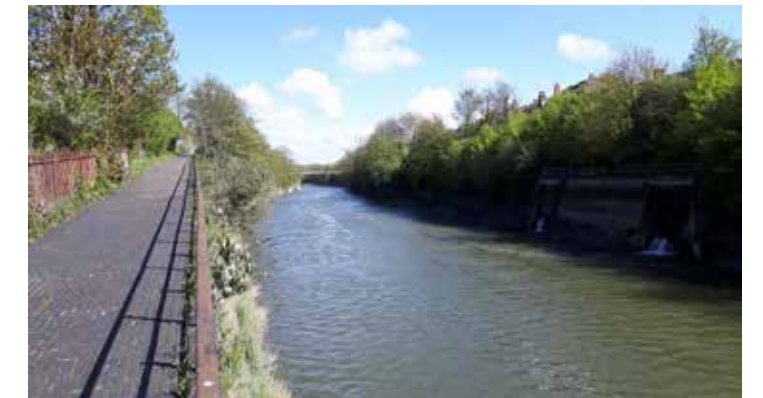
The structure of the path also contributes to the character and setting of the City Docks Conservation Area and Bedminster Conservation Area in views from Coronation Road.

The Chocolate Path generates a lot of local public interest partly as a result of the unique surface and character of this riverside environment, however, cyclists have often seen the path in less favourable light as it is not necessarily a good cycling surface.



**Fig 26**  
**The Chocolate Path**

- 1** The east end of the Chocolate Path
- 2** View west along the path, original railings on the right
- 3** View east from the path towards Gaol Ferry Bridge
- 4** 1914 view of Vauxhall swing bridge open for shipping on the New Cut, notice revealing arches on north bank constructed c.1900 for Chocolate Path and Harbour Railway, Know Your Place, HC3802





## New Cut West character and setting

### Key views

Views east and west along the New Cut are an important aspect of the local character.

The vantage points from the Vauxhall and Gaol Ferry Bridges are particularly important as are the views from the Chocolate Path as referenced above.

Glimpsed views northwards of Clifton Wood and Brandon Hill are also an important aspect of the areas setting.

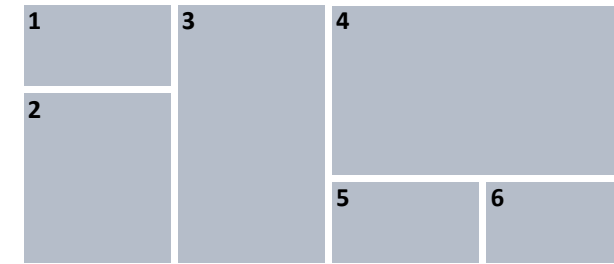
Both bridges are local landmarks within the character area.







**Fig 28**  
**Character and setting**



- 1** Gaol Ferry Bridge where it lands at Cumberland Road
- 2** One of the original Gaol Ferry slipways, Cumberland Road
- 3** The currently closed Chocolate Path, original railings on the right
- 4** View towards the Gaol Gate and St Mary Redcliffe from Gaol Ferry Bridge
- 5** Cycle route, Cumberland Road
- 6** Gaol Ferry slip way





Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Vauxhall Bridge Grade II	<p><b>The earliest bridge over the New Cut it retains the majority of its original fabric and strongly contributes to the character of the area</b></p> <p><b>The bridge offers good views east and west along the cut</b></p>	No longer swings and although there is level access from Coronation Road the access from the north bank is very convoluted via a modern steel structure	Tidal defence work could potentially impact the bridge footway where it meets the Chocolate Path and significantly change this historic relationship	Improving the current landscape of the Chocolate Path should aim to better reveal the heritage of this bridge and its setting	<p>Any works that impact on the bridge or any associated fabric will require listed building consent.</p> <p>Any application for consent will require robust justification and changes to the area will be expected to preserve or enhance the character and setting of the conservation area.</p>
Gaol Ferry Bridge Undesignated	<p><b>Elegant pedestrian suspension bridge that is an increasingly well used crossing point for residents of south Bristol</b></p> <p><b>The bridge offers good views east and west along the cut</b></p>	The bridge is relatively narrow and can become very congested with pedestrian and cyclist use	Any works along this stretch of Cumberland Road will need to consider the interface with the bridge particularly where the cables are connected beneath the existing footway	Landscaping works in this area should consider general improvements to the pedestrian and cycling environment in this congested junction with Cumberland Road	Any works that require planning permission will need to preserve or enhance the character of the conservation area
Remains of the Gaol Ferry crossing Undesignated	<b>This crossing point remains legible in terms of the surviving slipways on both sides of the cut and the tunnel beneath Coronation Road</b>	The tunnel is currently used by a scouts group, while the slipways are unused and poorly maintained. They currently attract rough sleepers	Tidal defence work risks causing significant harm to these assets particularly where they meet the existing footway on Cumberland Road	Opportunities to better reveal and enhance the character of this part of the conservation area should be explored	As above

Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Chocolate Path Undesignated	<b>The path retains its late Victorian/early Edwardian character as a promenade route</b>	The superstructure underpinning the path is gradually failing leading to subsidence of the structure  The textured surface, although contributing to its distinctive character is a poor cycling surface	Tidal defence work will potentially cause substantial harm to this undesignated asset and thereby significantly harm the character of the conservation area	New tidal defences offer the opportunity to repair the path superstructure or replace with an improved walking and cycling environment	As above
The Heritage Railway Undesignated	<b>Very popular attraction as part of the M Shed offer</b>  <b>Clearly defines the historic land use in the area</b>	Currently closed along this section due to the subsidence that is also affecting the Chocolate Path	As above	Tidal defence works should offer the opportunity to enhance the character of the conservation area and strengthen the railway infrastructure	As above





# 7

## Bathurst Basin





# Bathurst Basin Historic development

## Topography

Former course and flood plain of the Malago tributary originally exploited as a mill pool in the medieval period, adapted to create the present Basin in the early 19th century.

To the south the former Malago flood plain extends across an area now largely occupied by the Asda car park. Immediately east of the basin the land rises as part of Redcliffe Hill. The former Bristol General Hospital is the key landmark building within this character area.

## Historic character

This character area is dominated by the lock basin created at the same time as the New Cut. As described above the Basin took advantage of the extensive mill pool of the Trin Mill that stood at the mouth of the Malago (fig.29-1).

Despite being dammed in the Second World War, permanently closing the access to the Basin from the New Cut, the area retains its 19th century character by virtue of the amount of surviving historic fabric, particularly features such as the stone carved water level marks (fig. 32-1).

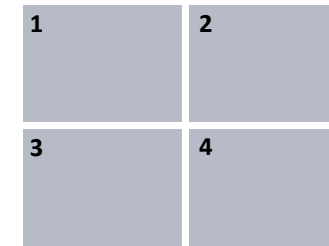
Of particular interest in terms of early history is the surviving ramp access to the area now known as 'God's Garden'. This ramp relates to access to the original lock gates similar to that at Netham.

The creation of the New Cut and Basin resulted in the introduction of industries to the area and even when these were replaced by the creation of the Bristol General Hospital in the mid 19th century much of the ground floor of this imposing building was taken up by warehouse space that was let as an income stream for the hospital.

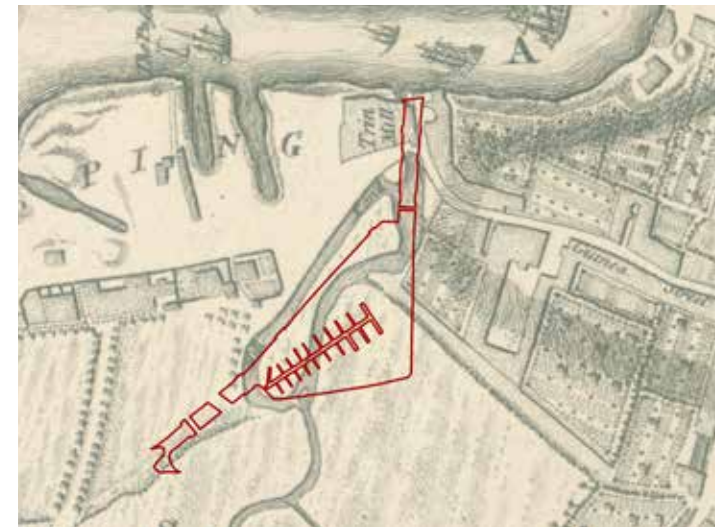
The new watercourse and basin also attracted more direct maritime uses such as the Cardiff and Channel Steamship Company who established a base of operations at the mouth of the basin. Remnants of this use survive including their boatshed and remains of their quay on the north bank of the Cut (fig.33-3).

With the outbreak of the Second World War and the threat of air raids potentially damaging the locks and causing flooding the entrance to the basin was dammed with a concrete wall and the entrance infilled. This permanently closed the New Cut entrance to the Basin, but the surviving dam forms part of the historic significance of the Basin.

**Fig 29**  
**Historic development**



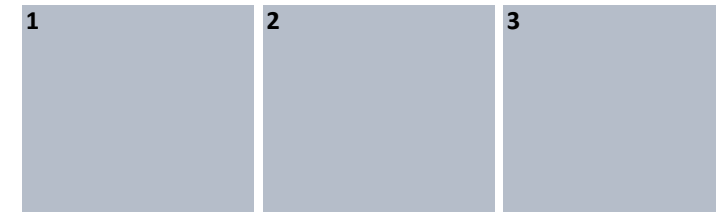
- 1** Extract from Rocque's 1750 map of Bristol with existing Basin area overlain in red
- 2** Bathurst Basin in 1822, watercolour by Hugh O'Neill, Bristol City Museum and Art Gallery, M3384
- 3** View across the New Cut, c.1900, Bristol Libraries, Bristol Pictorial Survey, 292
- 4** Lock gate to Bathurst Basin in foreground of this view of the Bristol General Hospital, c1931, Tarring Collection, 59-P2220122





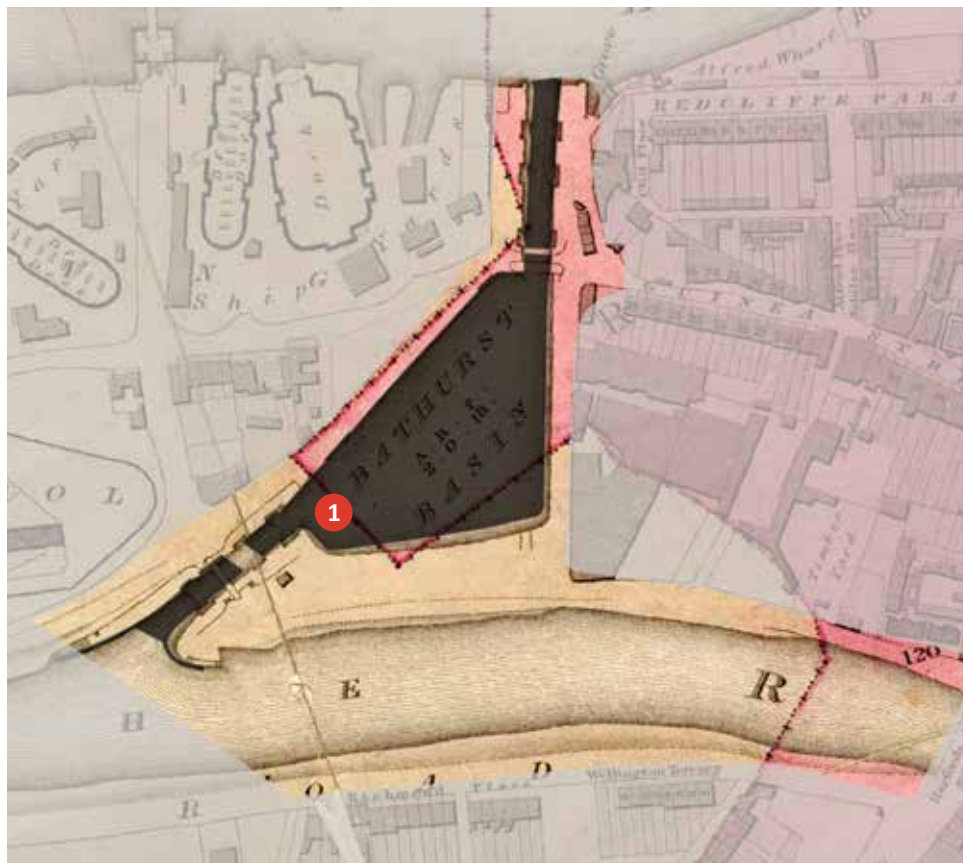


**Fig 30**  
**Bathurst Basin historic development**



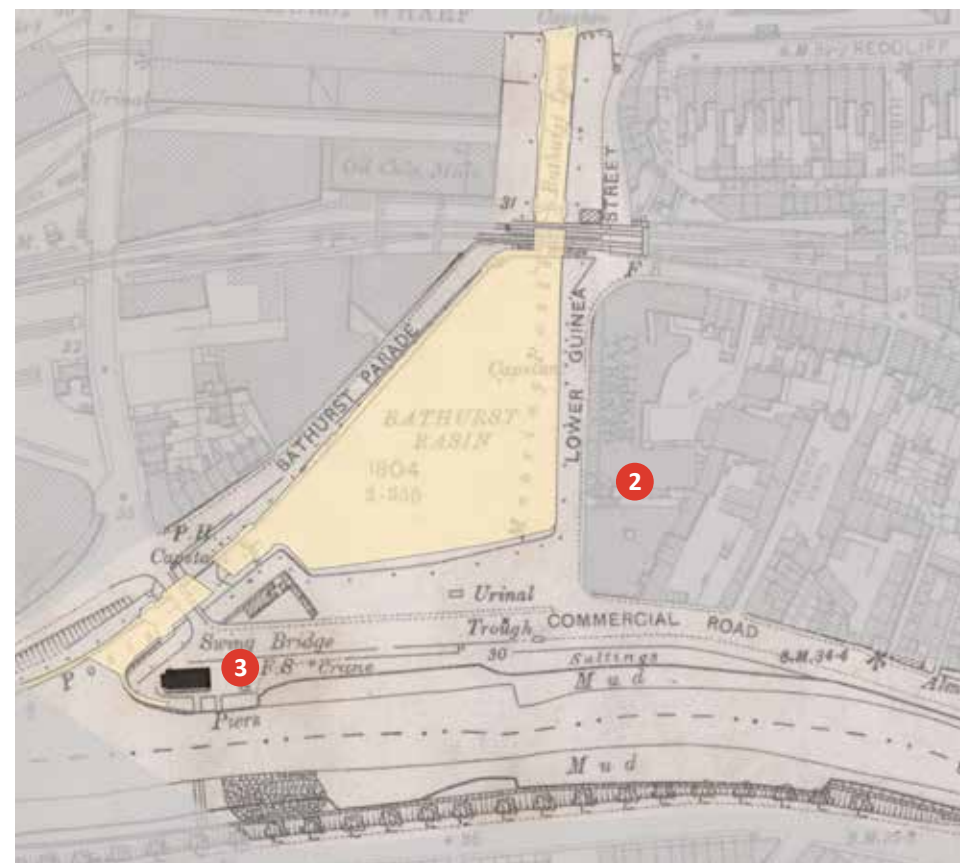
- 1 George Ashmead, 1828
- 2 Ordnance Survey, 1903
- 3 Ordnance Survey, 1913

- Surviving features added at each phase
- Surviving principle assets from previous phases



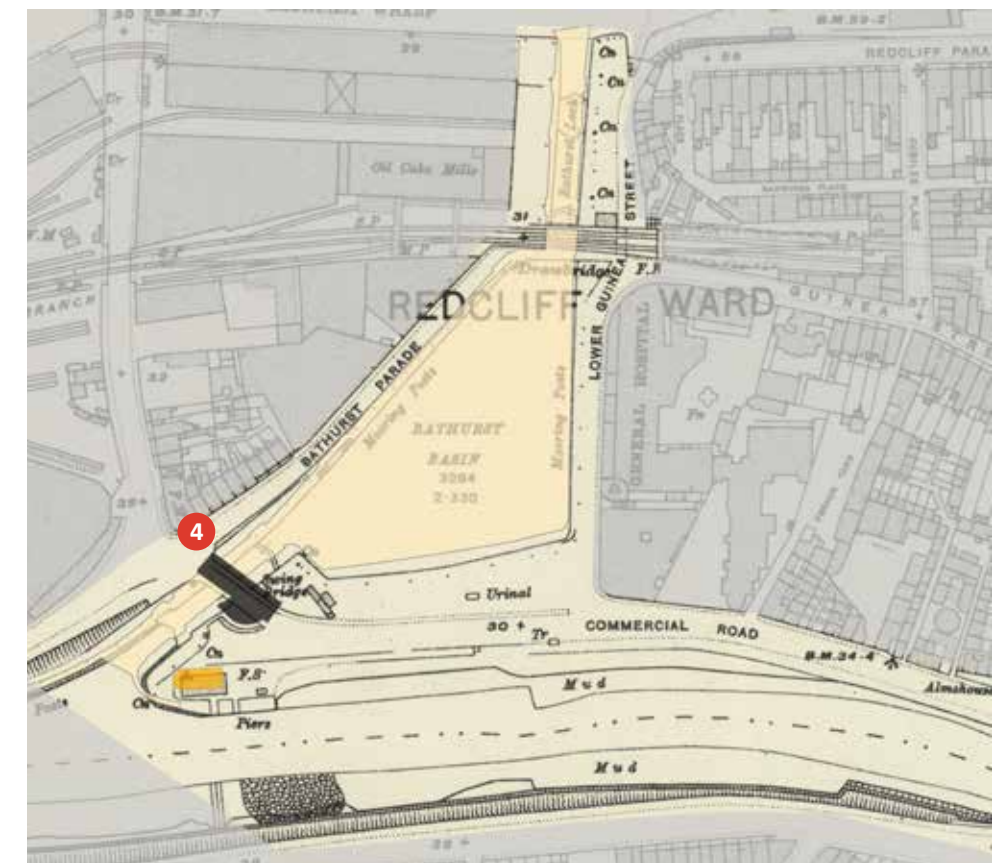
**1828 main features:**

- By 1828 the main landscape feature that had been created and that survives today was the Bathurst Basin (1) together with the original lock that was dammed in 1940 to help reduce the potential impact of any enemy bombing in terms of flooding and water levels within the Floating Harbour.
- The creation of the lock basin led to the introduction of industries including an iron works and sugar refinery to the east of the Basin.



**1903:**

- During the 19th century the basin remained relatively unchanged, although the General Hospital was constructed on the site of a former iron works in the 1850s (2)
- In 1883 the surviving Cardiff and Channel Steamship Co shed was added on the banks of the New Cut (3)



**1913:**

- In 1906 the current swing bridge over the basin entrance lock was created to replace the earlier swing bridge (4)



## Bathurst Basin heritage assets and significance

Bathurst Basin lies within the City Docks Conservation Area and lies adjacent to the Redcliffe Conservation Area immediately to the east and Bedminster Conservation Area to the south.

There are several designated and undesignated assets in and around Bathurst Basin that positively contribute to the area's character and appearance:

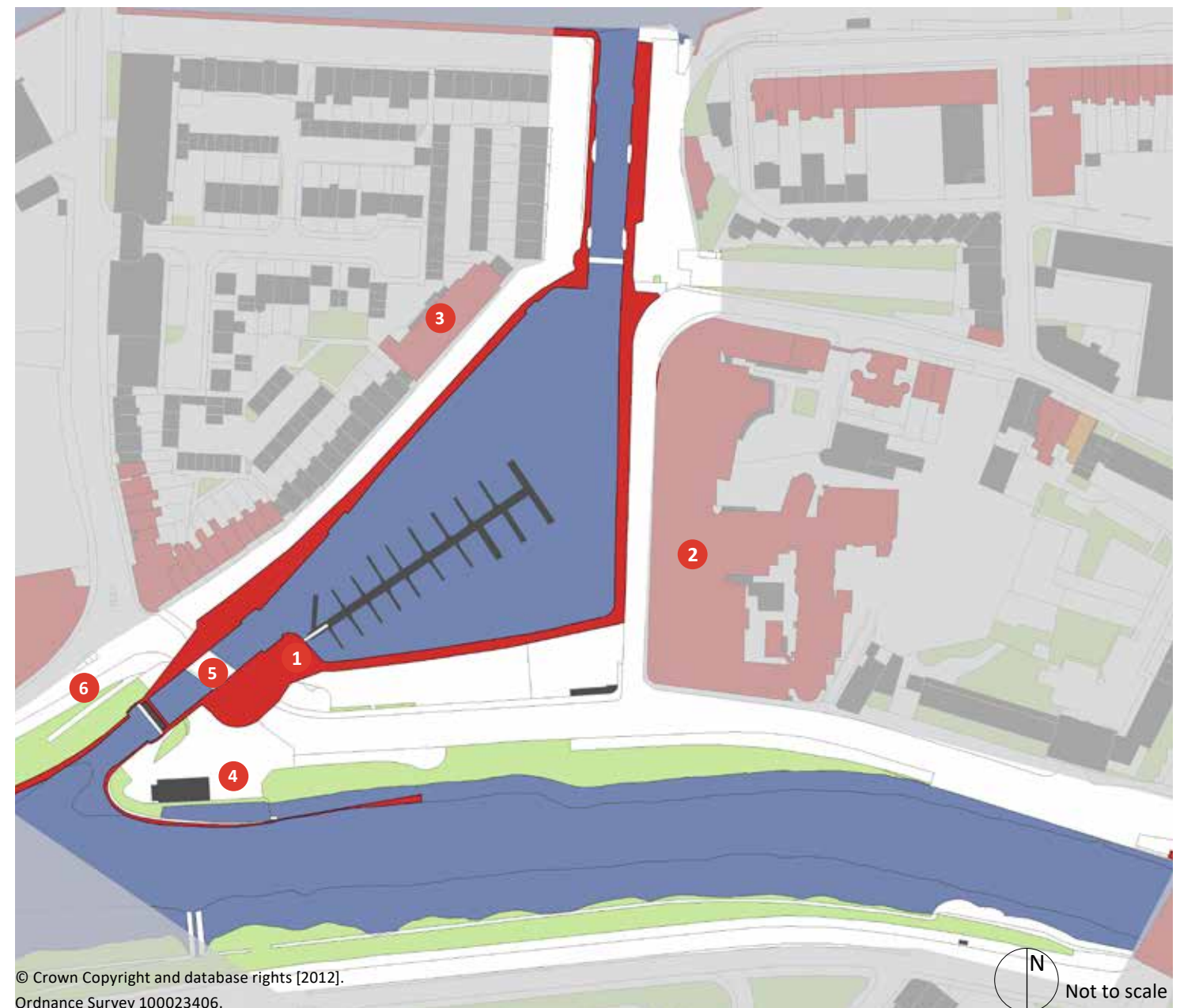
- 1 Bathurst Basin itself including the associated quays and bollards (Grade II listed)
- 2 Bristol General that forms a significant landmark backdrop to the basin as evidenced in many views historic and present (Grade II listed)
- 3 Several buildings around the basin are also designated most prominent of which is the Robinsons Warehouse building on the west side (Grade II listed)

In addition to the designated assets the most significant undesignated assets are the former Cardiff and Channel Steamship Co shed (4), the early 20th century former swing bridge (5) and the ramped path alongside the entrance lock that may date to the earliest phase of the New Cut and Basin (6). This ramp led to a set of steps shown on the 1828 plan and suggests that this feature may have related to the construction phase of the New Cut. The steps appear to have gone out of use by the mid 19th century, but the site of these steps is now covered in debris within a gap in the New Cut retaining wall (below).

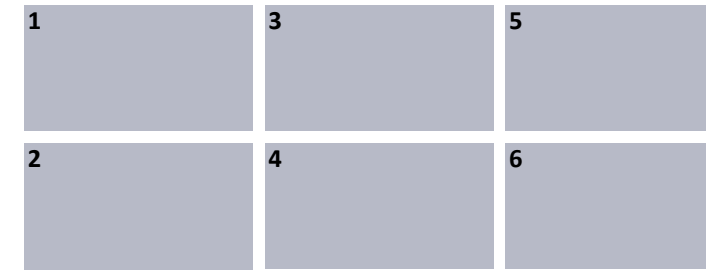


Fig 31  
Listed assets

- Grade II\* listed
- Grade II listed







**Fig 32**  
**Bathurst Basin entrance lock**

- 1 Original stone carved water level markings close to original lock gate fixings
- 2 Lockside bollard relocated as part of works for new Metrobus bridge on the right
- 3 Iron fixings for the original outer lock gate
- 4 Entrance to the lock now in filled
- 5 Original ramped path alongside lock
- 6 Second World War concrete dam

**Bathurst Basin entrance lock**

The entrance lock to Bathurst Basin has not operated since the Second World War. It was deliberately dammed in 1939-40 to prevent the potential catastrophic flooding that would be caused by bombing of the basin. Similar efforts were made at Totterdown Lock.

Despite this engineering work in the Second World War the entrance lock at Bathurst Basin retains a lot of its original features and its historic character. Most significant of these are the stone carved water level marks that date to the early 19th century and the quay walls and bollards that are all covered by the Grade II listing designation for Bathurst Basin.

The route of an original early 19th century path runs down from the swing bridge footpath. This ramped path once led to a stepped access to the New Cut depicted on the 1828 Ashmead plan and may date to the construction of the New Cut itself.

The concrete dam from the Second World War also has a degree of historic significance despite being a later alteration that permanently ceased the original function of the lock.





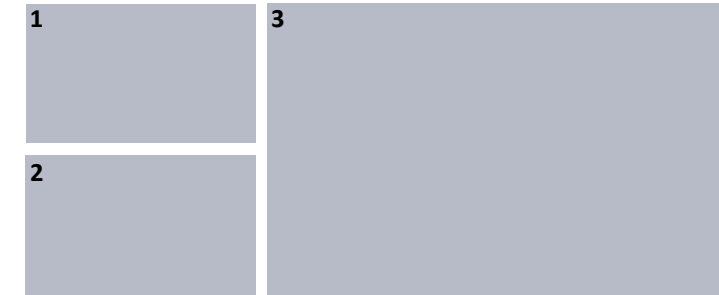
## Bathurst Basin character and setting

### Key views

From within the character area on the New Cut side of the Basin there are limited key views. Of these views along the Cut towards Bedminster Bridge or towards the Bristol General are significant.

The most significant views relate to those from adjoining character areas into and across the character area. The most significant landmark in views from the south and west is the Bristol General Hospital.

Views from the south tend to be glimpsed views as a result of the tree cover on the south bank of the New cut.



**Fig 33**  
**Character and setting**

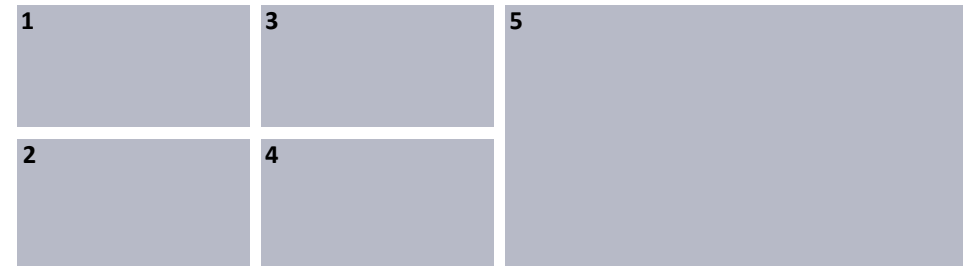
- 1** Glimpsed view from the Wapping Road end of the swing bridge into the city
- 2** View from the swing bridge across the lock entrance towards St Pauls Church
- 3** Glimpsed view of the character area from Coronation Road







**Fig 34**  
**Character and setting**



- 1** Cardiff and Channel Steamship Co shed built in 1883
- 2** New Metro bus bridge built alongside 1906 swing bridge
- 3** Swing bridge over the lock built in 1906
- 4** View towards the entrance to Bathurst Basin from Coronation Road Gaol Ferry slipway
- 5** View towards Bedminster Bridge and Totterdown beyond from close to the steamship co shed



Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Bathurst Basin Grade II	<b>An original feature of William Jessop's early 19th century design. The surviving features relating to the former use of the entrance lock to the contribute to the overall significance of the City Docks Conservation Area</b>	Since the Second World War the lock is no longer in use  The bridge structures block views into the docks from the south	Tidal defence work could potentially impact the historic fabric relating to the lock and its character and appearance	Recent works associated with Metro bus have improved cycling and pedestrian movement across the lock. Further changes should minimise impact to the surviving historic fabric or better reveal this heritage	Any works that impact on the Bathurst Basin listed fabric including quay walls and bollards will require listed building consent.  Any application for consent will require robust justification and changes to the area will be expected to preserve or enhance the character and setting of the conservation area.
19th century ramped path Undesignated	<b>An early landscape feature that now provides access to a small green space now named 'God's Garden'</b>	A poorly understood and under appreciated landscape feature	Proposed works will have a potential impact to this historic fabric, reducing access and harming the character and appearance of the conservation area	Landscaping works could improve access and better reveal this early historic feature	Any works that require planning permission will need to preserve or enhance the character of the conservation area
Cardiff and Channel Steamship Co shed Undesignated	<b>A character building within the City Docks Conservation Area with a degree of historic significance resulting from its former use</b>	Currently in private use its setting is compromised by poor boundary treatments on the Commercial Road side	Tidal defence works should have no physical impact on this structure, although access will be a consideration to ensure there is no impact to the viable use of the building	Landscaping works could provide better boundary treatments for the site on Commercial Road	As above





Fig 35  
Current access to the former Cardiff and Channel Steamship Co shed







# 8

## New Cut East





## New Cut East Historic development

### Topography

Former shallow valley between Redcliffe Hill to the north and Totterdown to the south exploited for the creation of the New Cut in the early 19th century.

### Historic character

The route of this stretch of the New Cut between Bathurst Basin and Totterdown Lock was largely defined by the high ground of Redcliffe Hill to the north. The Cut skirts the edge of this hill avoiding the need to excavate large quantities of stone.

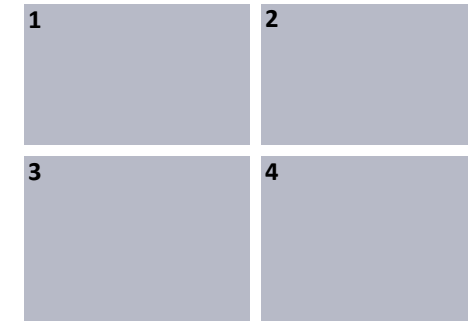
Associated with the creation of the New Cut was the creation of the two bridges on the arterial routes into the city from Bedminster and Bath. Both of these bridges were replaced later in the 19th century with further bridges added to create roundabouts on these routes in the 1960s.

The creation of the New Cut improved the landscape in the area so that within a few years streets and housing developments on both sides of the river had been introduced as seen on the 1828 map.

With the increase in residential developments to the south of the river particularly in Windmill Hill by the 1880s a further bridge was required to provide improved pedestrian links across the Cut. Consequently Langton Street Bridge was added in the mid 1880s and represents a further engineering response to the growth of Bristol.

The area remained relatively unchanged until the 1950s when post war housing shortages led to the clearance of poor quality housing on the north side of the river and the creation of the Redcliffe Estate. This collection of tower blocks designed by the City Architect Albert Clarke now form the main back drop to the north side of this stretch of the New Cut.

Slightly after the creation of this residential blocks new roundabouts were created at Bath Road and Bedminster Bridges leading to the creation of two new concrete highway bridges alongside the historic bridges.



**Fig 36**  
**Historic development**

- 1** View west from Bedminster Bridge, c1900, Bristol Archives, 43207/9/13/71
- 2** Langton Street and Clarence Road from south of the New Cut, c.1905, image from Know Your Place
- 3** 1920s aerial view, Albert Clarke Collection, Bristol Archives, 44819/3/81
- 4** Redcliffe development area, early 1960s, Public Relations Collection, Bristol Archives, 40826/HSG/68

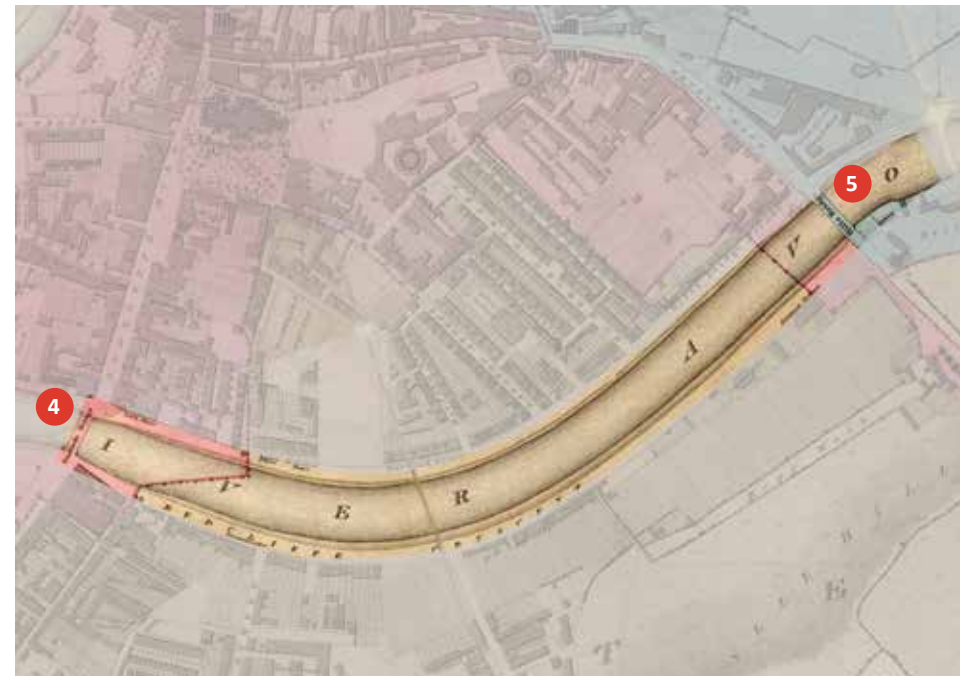






**1750 main features:**

- Rocque’s 1750 map depicts the pre-New Cut landscape features that helped to define the early 19th century engineering project.
- The map indicates the high ground of Redcliffe Hill that is formed of Redcliffe sandstone to the north of the Cut. 1 This defined the curving nature of this stretch of the cut as it hugged the southern edge of this sandstone hill
- The presence of pools in the area indicates the low lying nature of the area underlain by clays 2
- The two arterial routes into the city; Bath Road and Bedminster Parade/Redcliffe Hill that required bridges from the earliest phase 3



**1828:**

- The creation of the New Cut by 1809 necessitated the creation of two new bridges to carry the key arterial routes at the west and east end of this stretch of the Cut
- Harford’s Bridge or Bedminster Bridge was constructed in 1807 as an iron bridge carrying the road from Bedminster to Bristol. This bridge was replaced by the surviving listed structure 4
- Hill’s Bridge was constructed to carry the Bath Road over the New Cut at a similar date. This iron bridge was struck by a steam barge in 1855 and replaced 5



**1900:**

- Following the creation and then replacement of the two carriageway bridges in the 19th century, the Langton Street footbridge was added in the 1880s to provide a better pedestrian link between the new communities on either side of the Cut 6

Fig 37  
Listed assets

Grade II listed

## New Cut East heritage assets and significance

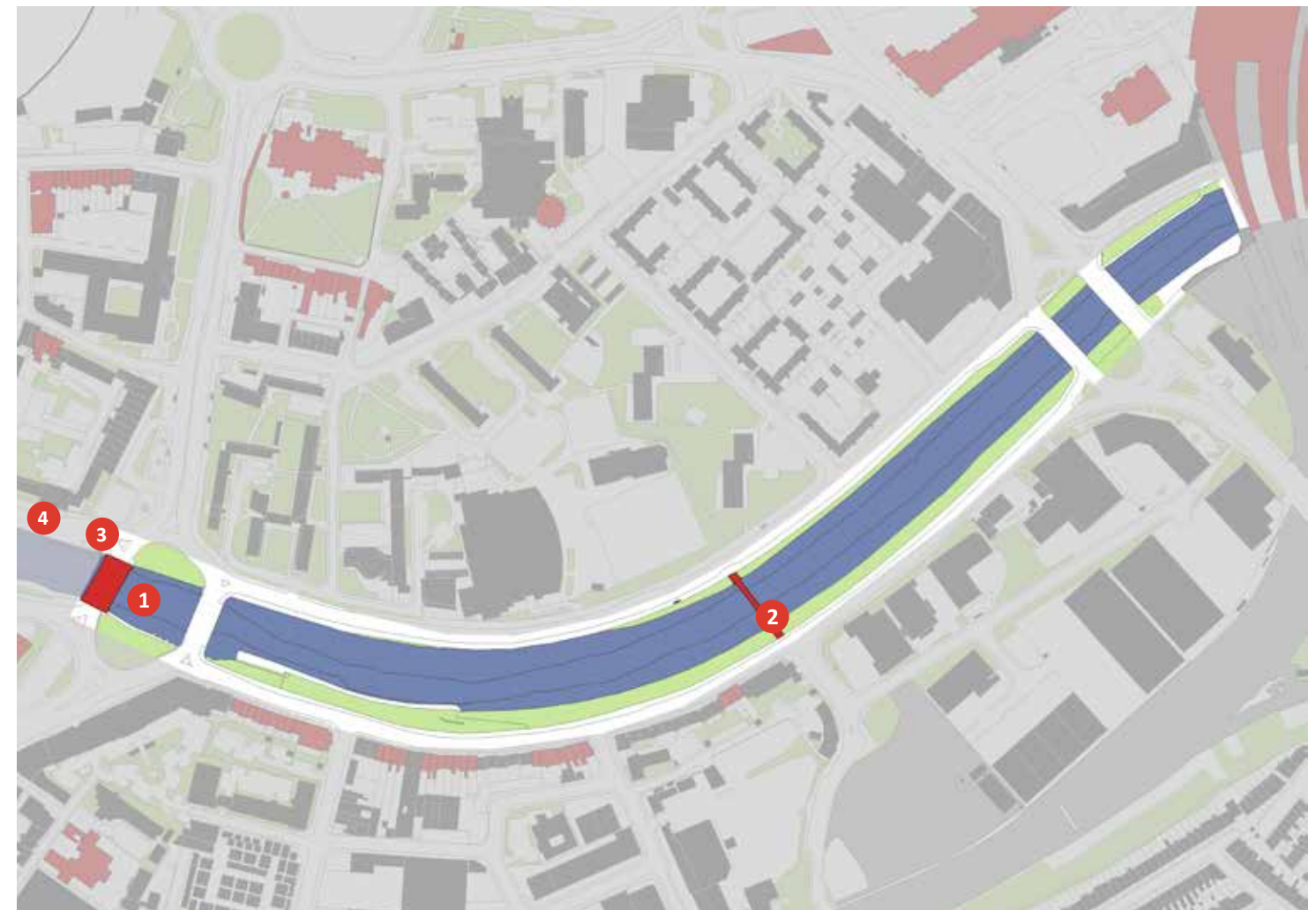
New Cut East lies on the fringe of two conservation areas; Redcliffe Conservation Area covers the extreme western end of the character area including Bedminster Bridge while Bedminster Conservation Area covers a large proportion of the southern bank of this stretch of the New Cut..

There are three designated assets within the character area:

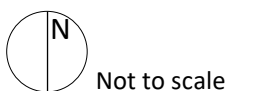
- 1 Bedminster Bridge (Grade II listed)
- 2 Langton Street Bridge, colloquially known as the Banana Bridge (Grade II listed)
- 3 Drinking fountain approximately 3 metres north-west of Bedminster Bridge (Grade II listed)

In addition to the designated assets within the character area the area lies within the setting of several grade II listed terraced houses along York Road and the grade I listed Temple Meads railway station.

Non-designated heritage assets within this character area relate to the structure of the New Cut itself. Of particular significance are the relieving arches of the Commercial Road and Clarence Road within the structure of the approach to Bedminster Bridge (4). These mirror the engineering approach elsewhere along the New Cut such as at Underfall and Vauxhall Bridge. These arches also influenced the design response to the 1960s Francombe House, part of the Redcliffe flats development. On the east side of Bedminster Bridge these arches have been impacted by the creation of the 1960s bridge.



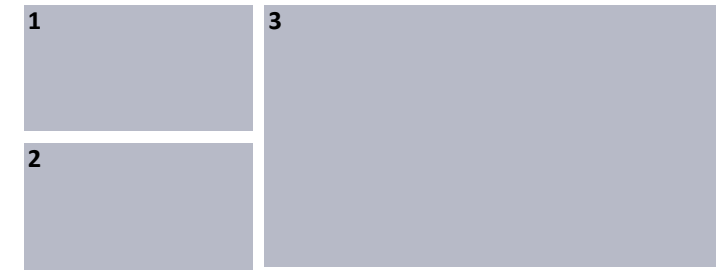
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**Fig 38**



- 1** Langton Street Bridge viewed from the east
- 2** Railings along the Clarence Road approach to the bridge
- 3** The stepped access to the bridge from the Clarence Road side, wheel channels for cycles on the right hand side

**Langton Street Bridge**

Locally known as the Banana Bridge, this Victorian structure was built in the 1880s to connect the relatively new communities of South Redcliffe and York Road and Windmill Hill beyond.

The Grade II listed structure is a significant landmark along the New Cut that retains a great deal of its historic fabric. Its yellow colour, added in the 1990s, has now added to its communal value.

The stepped approach on both sides means that the bridge is not completely accessible. Sloping metal wheel channels have been added to the side of the steps in attempt to facilitate cycle access, visible to the right in figure\_\_\_\_.

In recent years there have been proposals through the Cycling Ambition Fund to explore options to improve accessibility including adding a new bridge structure or ramps over the steps. The costs of implementing these proposals combined with the impact to the historic significance of the bridge outweighed the public benefits of these schemes, particularly as there are alternative routes at Bath Road and Bedminster Bridges.





## New Cut East heritage assets and significance

In addition to the Langton Street Bridge, there will be other individual assets where the introduction of flood defences will have a potential impact within this character area.

- 1 The listed drinking fountain near Bedminster Bridge is attached to the existing railings and is proposed to be restored as part of an initiative to bring some of these fountains back into use.
- 2 The relieving arches supporting the Commercial Road approach to Bedminster Bridge. These undesignated assets contribute to the character of the conservation area particularly with the architectural reference of the roof form in the residential block above.
- 3 At Bedminster Bridge the impact is likely to be minimal given the height of the structure above the flood risk area.
- 4 Along Clarence Road are a set of steel mooring posts set within concrete buttresses. These are set between surviving 19th century stone buttresses and are likely to date to the 1960s relating to a later phase of the Redcliffe Estate development or associated demolition works. Although outside of any conservation area they contribute to the historic character of the area and the setting of the Bedminster Conservation Area to the south.



**Fig 39**  
**Heritage assets**

- |          |          |          |   |
|----------|----------|----------|---|
| <b>1</b> | <b>2</b> | <b>4</b> | <b>1</b> Drinking fountain near Bedminster Bridge   |
|          | <b>3</b> |          | <b>2</b> 1960s view of Francombe House with 19th century relieving arches below Clarence Road in foreground |
|          |          |          | <b>3</b> Bedminster Bridge  |
|          |          |          | <b>4</b> Steel mooring posts on Clarence Road   |



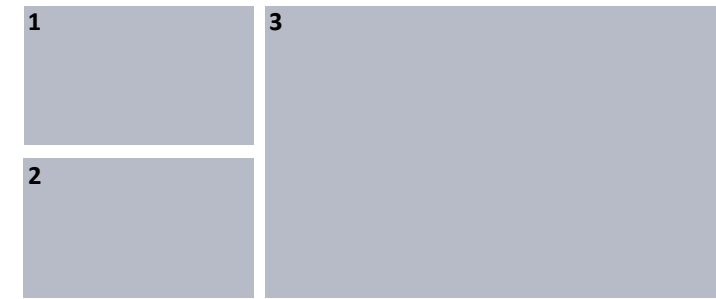


## New Cut East character and setting

### Key views

From within the character area the principal views that contribute to its significance are those along the New Cut towards the bridges such as Gaol Ferry Bridge and Bedminster Bridge. The northern side of the Cut along this stretch has fewer trees than the south side affording a sequential views east and west.

Built form north and south of the Cut limits viewing opportunities to the wider city, although the terraced houses along the south side of the Cut particularly those within the Bedminster Conservation Area contribute to the area's setting along with the trees along the south bank.



**Fig 40**  
**Character and setting**

- 1** View towards Bedminster Bridge from the Bathurst Basin character area
- 2** Looking into the Bedminster Conservation Area from Clarence Road
- 3** View towards Gaol Ferry Bridge from near to Bedminster Bridge

Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Bedminster Bridge Grade II	<b>19th century bridge that makes a positive contribution to the character of the local area particularly in views along the Cut</b>	Very busy highway with relatively poor pedestrian and cycling environment	The height of the bridge and carriageway should result in minimal impact from tidal defence work	Any works that impact the area should look for opportunities to improve the pedestrian and cycling environment	Any works that impact on the bridge will require listed building consent.  Any application for consent will require robust justification and changes to the area will be expected to preserve or enhance the character and setting of the conservation area.
Victorian drinking fountain near Bedminster Bridge Grade II	<b>This asset dates to 1861 and forms part of the historic character of the area</b>  <b>There are proposals to bring the drinking fountain back into use</b>	Currently not in use and subject to vandalism	Tidal defence works are likely to be minimal in the area given the levels along this area of the bank, however any works will have a potential impact to the stone structure and its setting	Any works should look to improve the setting of the drinking fountain	As above
Langton Street Bridge Grade II	<b>19th century bridge that contributes to the character of the local area particularly in views along the New Cut</b>	Current not fully accessible	Tidal defence works will have a potential impact to the designed elements of the bridge where it lands on Clarence Road	Any works should consider improvements to accessibility whilst responding positively to the asset's significance	As above



Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Commercial Road relieving arches and retaining structure Undesignated	<b>Part of the 19th century engineering design for the retaining structure along the north bank of the New Cut. The arches create visual interest contributing to the character of the conservation area</b>  <b>The design of the residential flats to the north responds to the visual appearance of these arches</b>	The works to create the second Bedminster Bridge to create the existing roundabout in the 1960s has impacted the arches to the east and obscured any surviving arches	Tidal defence works may have an impact on these arches even if it is a visual impact	Any works should respond positively to the appearance of the arches in relation to the residential flats beyond	Any application for consent will be expected to preserve or enhance the character and setting of the conservation area.
Steel mooring posts and buttresses on Clarence Road Undesignated	<b>These assets potentially relate to the development of the Redcliffe Estate a significant late 50s-early 60s residential development and consequently form part of the historic interest of the area</b>  <b>The 20th century buttresses lie between 19th century stone buttresses that form part of the relieving structure of the north bank</b>	Currently little understood and not in use	Tidal defence work may have a negative impact on these features	Any works should aim to avoid impacts to these features	These undesignated features lie outside of any conservation area, but contribute to the setting of the Bedminster Conservation Area so works would be expected to preserve or enhance this setting





# 9

## Totterdown Lock





## Totterdown Lock Historic development

### Topography

Former course of the River Avon at its begins its meander around St Philip's Marsh to the east. The land rises steeply above the floodplain to the west towards Totterdown. The area is defined as the junction between the New Cut and original course of the Avon. To the west, beyond the scope of the study, the Floating Harbour continues along the Feeder towards Netham.

### Historic character

The Totterdown Lock character area comprises the interface between the manmade, 19th century landscape and the natural watercourse. The western end of Feeder Road where it meets Cattlemarket Road is essentially a dam infilling the former course of the River Avon. The former Totterdown Lock was cut through this fill material by 1809 to link the lock controlled Floating Harbour and the tidal Avon.

Associated with the lock was a bridge and toll house providing road access between the industries that were developing on St Philip's Marsh from the late 18th century.

In the 1840s the Great Western Railway and Bristol and Exeter Railway stations opened at Temple Meads. This station complex has seen two significant developments; the creation of the Temple Meads Joint Station by 1878 that added the train sheds designed by Digby Wyatt and the 1930s expansion known as the Culverhouse extension in the 1930s.

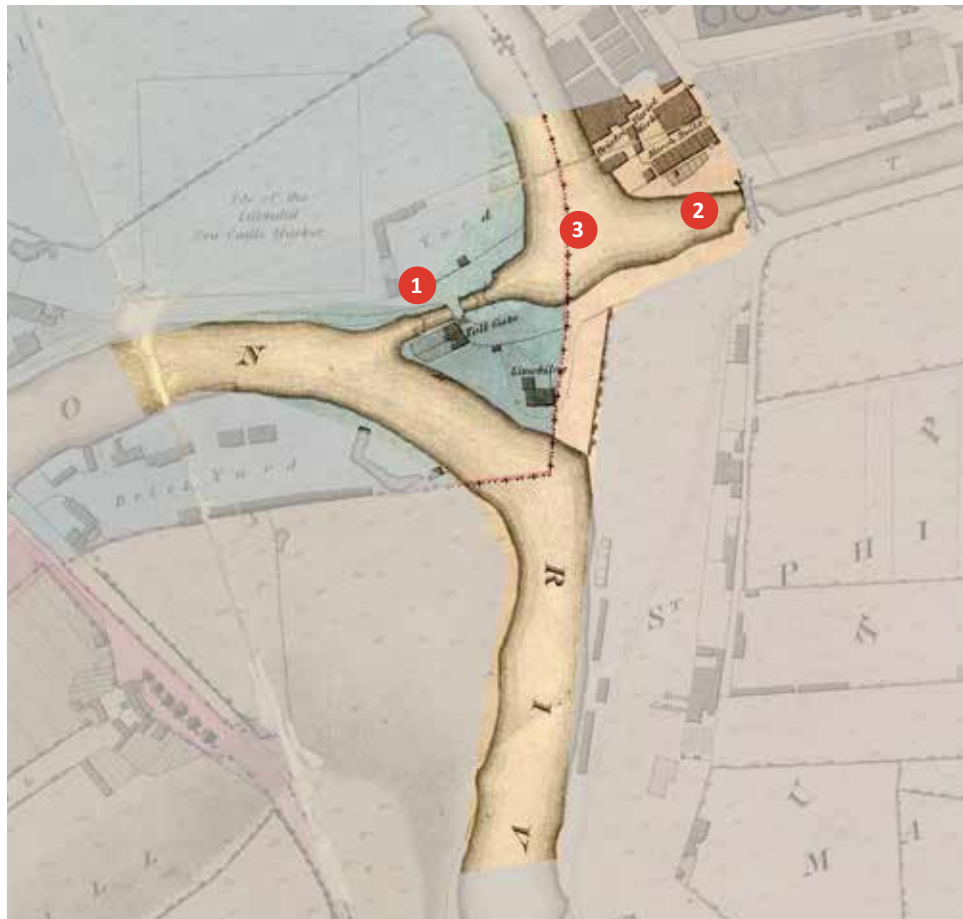
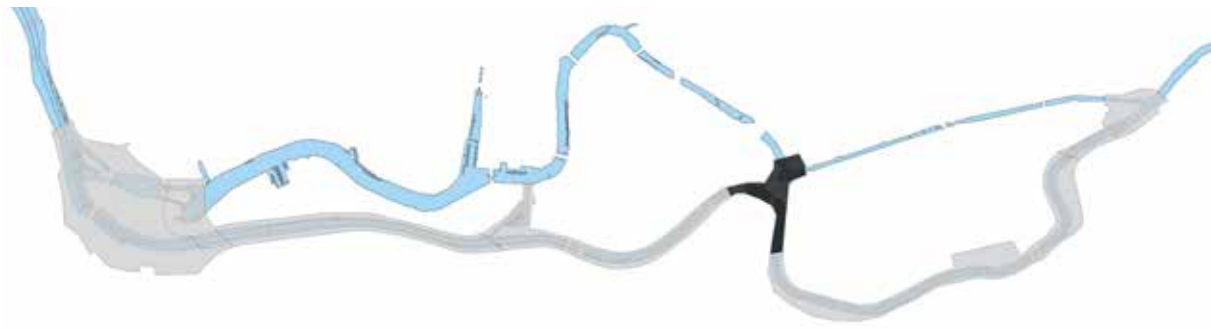
This latter work completely replaced the Victorian railway bridge over the River Avon and added the existing structure and platforms.

As at Bathurst Basin, during the Second World War Totterdown Lock was infilled to prevent flooding of the area resulting from enemy bombing. This infill permanently closed access between the Floating Harbour and the tidal Avon at this point although the walls of the lock remain.

Recent landscaping works have further changed the immediate character of the area most notably with the addition of Brock's Bridge that crosses the river from Feeder Road/Cattlemarket Road to the site of the former Diesel Depot on the southern bank. Associated with the creation of this bridge has been landscaping works to raise road levels and reduce some of the risk from flooding.

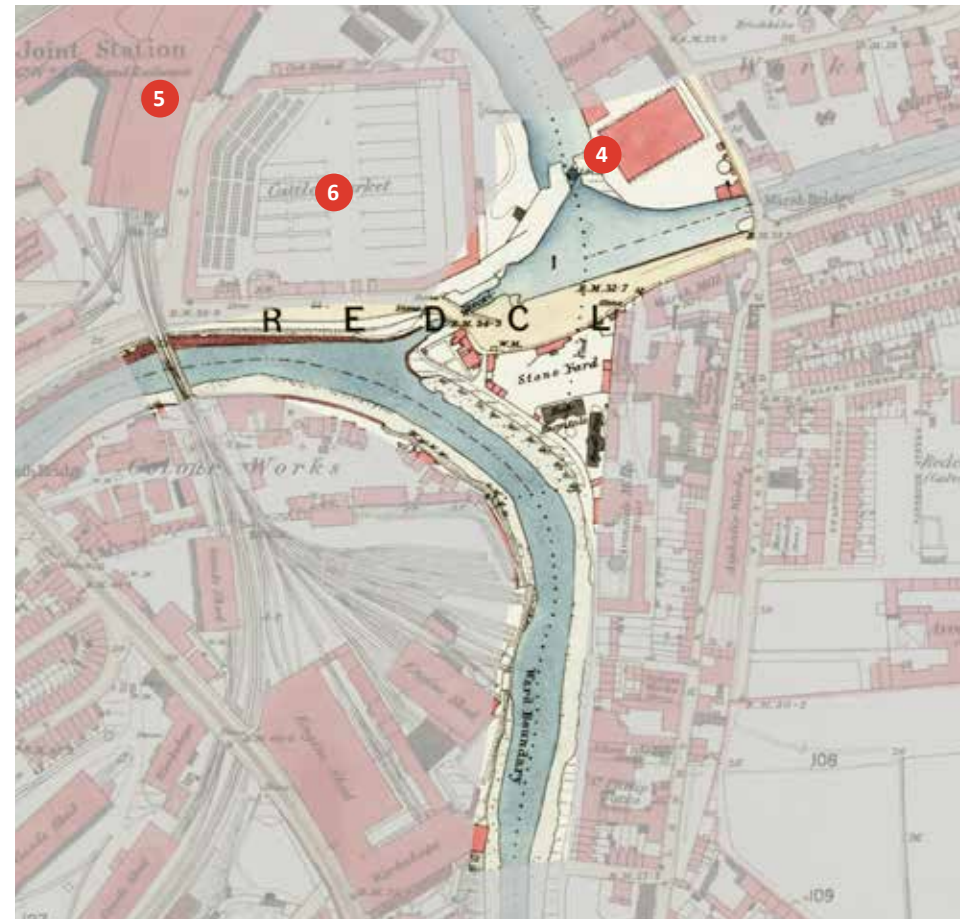


Fig 41 Early 20th century drawing by Samuel Loxton of Totterdown Lock, Bristol Archives, U1146



**1828 main features:**

- Plumley and Ashmead's 1828 map of Bristol depicts the post Floating Harbour/New Cut landscape with Totterdown Lock **1** and the Feeder Canal **2** either side of Totterdown Basin **3**



**1880:**

- By 1880 an additional lock had been added to the northern entrance to the Totterdown Basin **4**
- Temple Mead station had opened originally in the 1840s and then expanded in the 1870s **5**
- As a result of the improved transport links by rail and water the cattle market had opened adjacent to Totterdown Basin **6**



**2016:**

- In landscape terms the area remained relatively unchanged during the 20th century. The most significant change being the further expansion of Temple Meads station in the 1930s and the closure of the cattle market to be replaced by the Post Office Sorting Office **7**
- More recently a new bridge, Brock's Bridge has been constructed over the river **8**



Fig 31  
Listed assets

■ Listed assets

## Totterdown Lock heritage assets and significance

The Totterdown Lock area lies outside of any designated conservation areas, although it does lie in an area of historic significance within the setting of several listed buildings including:

- 1 Temple Meads railway station (Grade I listed)
- 2 The former gas works building and Marble Mosaics Warehouse (Grade II listed)

The Temple Meads structure forms the western boundary of this character area. This large railway bridge was constructed as part of the 1930s expansion of the station, but is physically attached to the earlier Victorian fabric that is of greater significance.

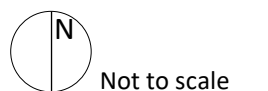
The former Marble Mosaic works forms the backdrop to the north side of the Totterdown Basin together with its substantial pennant sandstone rubble boundary walls that are part of the listed curtilage of the asset.

In terms of undesignated assets the basin as a whole (3) including the remains of its entrance lock and mooring posts and other dockside fabric are of historic significance dating to similar periods as the listed fabric elsewhere in the Floating Harbour.

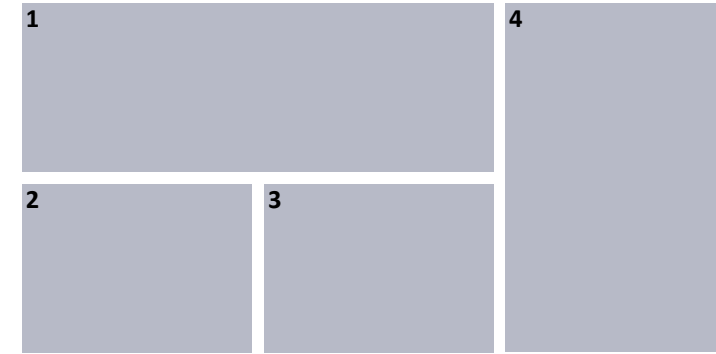
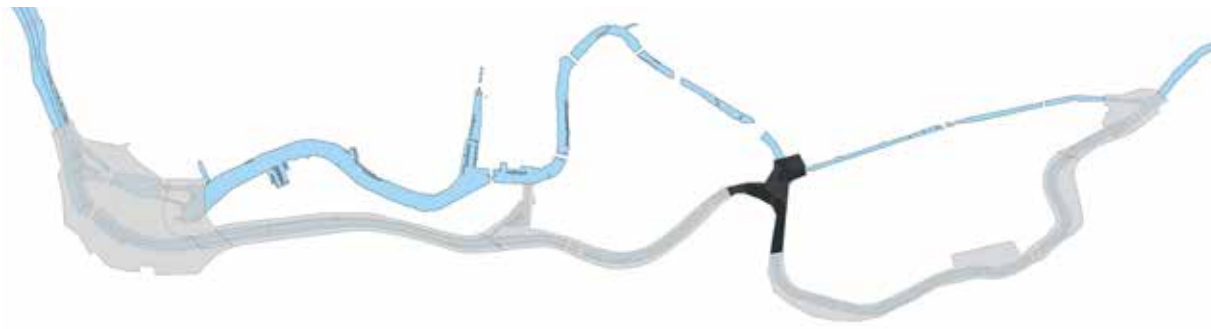
The remains of Totterdown Lock (4), although greatly altered through recent highway works and the Second World War infilling is an undesignated heritage asset with historic significance relating to the creation of the Floating Harbour.



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**Fig 42**  
**Totterdown Lock and Basin**

- 1 Aerial view of Totterdown Lock
- 2 Dockside fabric alongside Totterdown Basin
- 3 Totterdown Basin
- 4 Surviving cast iron lamp post

**Totterdown Lock and Basin**

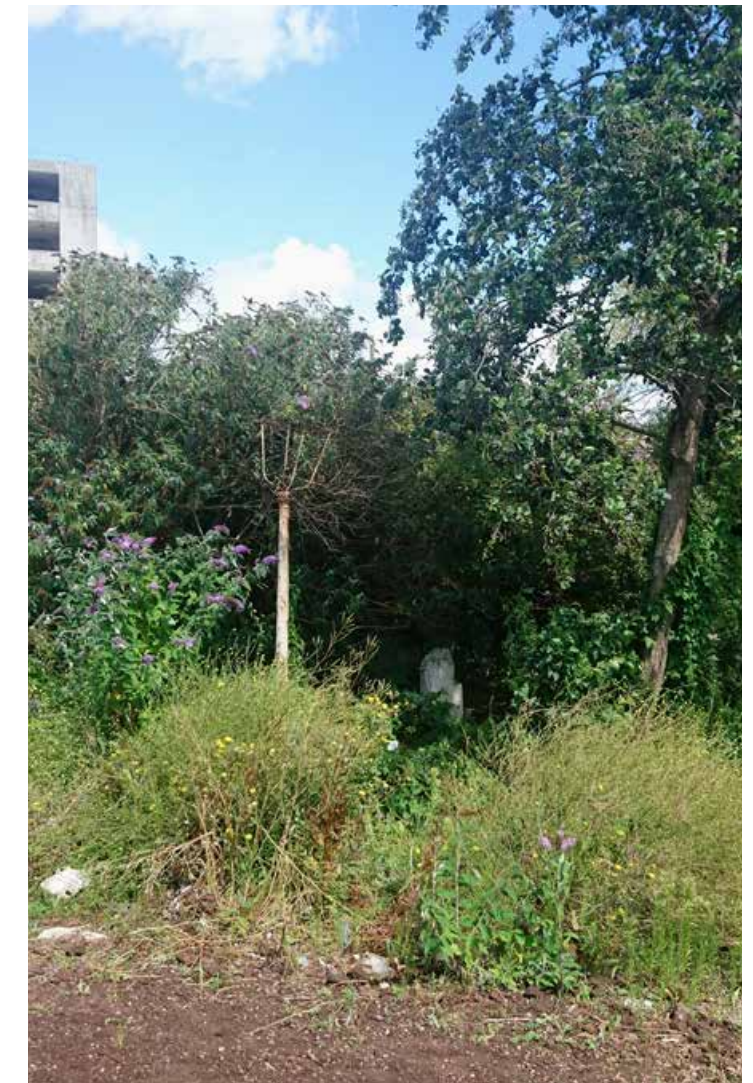
The surviving historic fabric within the Totterdown Lock area contributes to the character and setting of the surrounding heritage assets.

Of particular interest are the dock and lock walls and the dockside fabric within the basin that includes crane bases and mooring posts.

Views of the station and assets beyond from Avon Street bridge were identified as important views within the Temple Quarter Enterprise Zone Heritage Assessment.

Views across the basin are also important looking along the Floating Harbour and east along the Feeder Canal.

Other views from within the character area are terminated by the 1930s railway bridge to the west or limited by the river topography to the south.





Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Temple Meads Grade I	<b>The station complex within the character area is largely 1930s in date, but significant in terms of the historic association with the second phase of significant railway investment</b>	The bridge infrastructure forms a visual barrier into and out of the character area and creates a poor pedestrian environment given its width.  It is also a significant low river bank area susceptible to flooding	Given the continued need and use of the station as a whole the asset is not vulnerable to changes caused by the flood defence works although there will be a potential impact to its general setting in terms of views from the east	Any works should aim to improve the pedestrian environment beneath the bridge without causing additional harm to the setting of the asset	Any works that impact on the fabric of the station including the structure of the bridge will require listed building consent.  Any application for consent will require robust justification.
Totterdown Lock Undesignated	<b>The mouth of the historic lock remains legible</b>	Currently not in use and greatly altered by the Second World War infilling and recent highway and flood defence works	Increased flood defences may further erode the historic legibility of the significant asset	Any works should look to better reveal this heritage asset	The lock is identified on the Bristol Historic Environment Record and is a recognised undesignated heritage asset covered by planning policies BCS22 and DM31 of the Bristol Local Plan. Consequently works that harm the asset should be avoided where possible unless robust justification is provided



Fig 43  
Totterdown Lock and Basin with the railway yards in the foreground, Albert Clarke  
Collection, Bristol Archives, 44819/3/26







# 10

## Avon Riverside











**1880 main features:**

- As a natural river course, the most significant features within this area tend to relate to the historic bridges or bankside land uses and their interfaces with the river. However, the earliest significant landscape feature is the former route of the Bath Road **1**. This was realigned to its current location by the mid 19th century as a result of persistent flooding and landslips, although it's former course was retained to provide rear access to properties fronting the new Bath Road.
- Totterdown Bridge was constructed in the 1880s to provide highway access to St Philip's Marsh **2**
- The earliest bridge along this stretch of river is the Avon railway bridge constructed in 1839 by Brunel **3**



**1910:**

- In the late 19th century an additional railway bridge was constructed as part of the growing railway infrastructure across St Philip's **4**. This bridge defines the western end of this character area
- Additional railway lines were added either side of Brunel's Avon bridge in the late 19th century as railway use increased **5**
- Sparke Evans Park opened in 1902 **6**



**1946:**

- The suspension bridge over the Avon connecting to Spark Evans Park was constructed in 1933 by John Lysaght Ltd of St Philip's **7**
- The introduction of the St Philip's Causeway structure and associated elevated highway infrastructure in the 1990s resulted in the removal of a Victorian railway bridge and general erosion of the historic character towards the eastern end of the character area **8**

Fig 45  
Listed assets

■ Listed assets

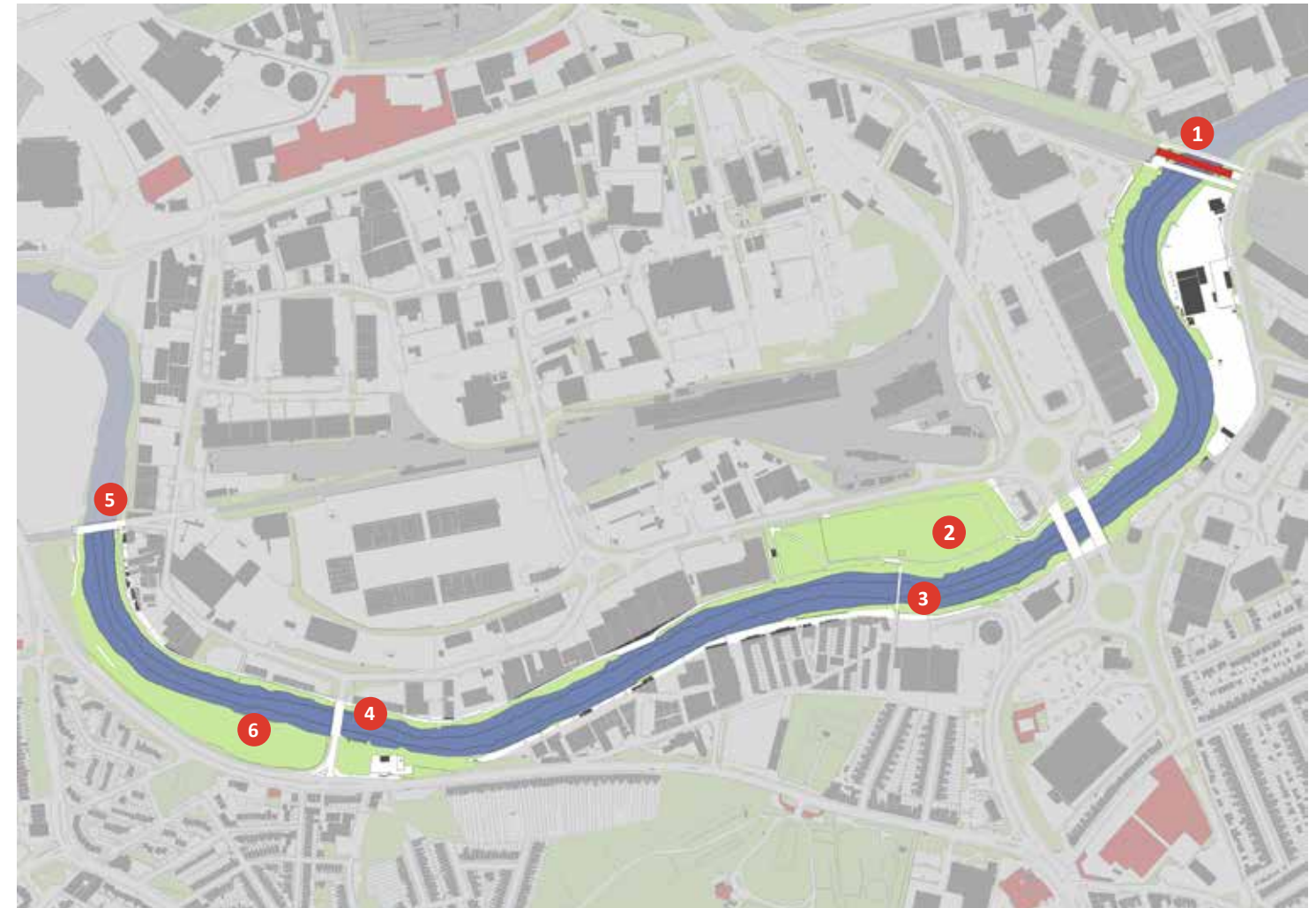
## Avon Riverside heritage assets and significance

The only nationally designated heritage asset within this character area is the 1839 Avon railway bridge (1).

Sparke Evans Park (2) is a locally registered historic park and garden.

The other undesignated heritage assets include:

- 3 The Sparke Evans Park bridge
- 4 Totterdown Bridge
- 5 Victorian railway bridge
- 6 The remains of the former Bath Road now overgrown along the southern bank



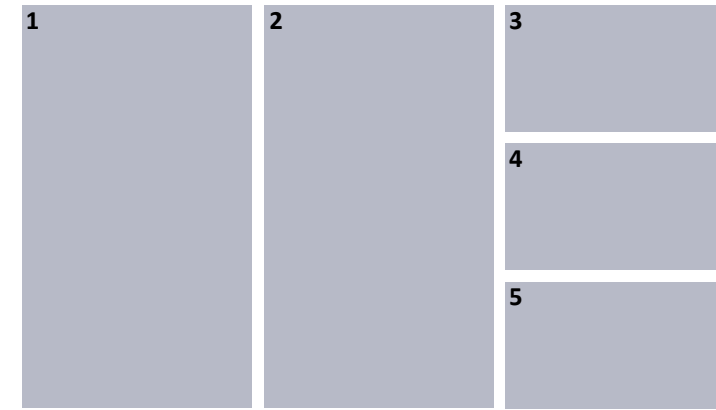
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N  
Not to scale





Fig 46  
Brunel's Avon Bridge



**Brunel's Avon Bridge**

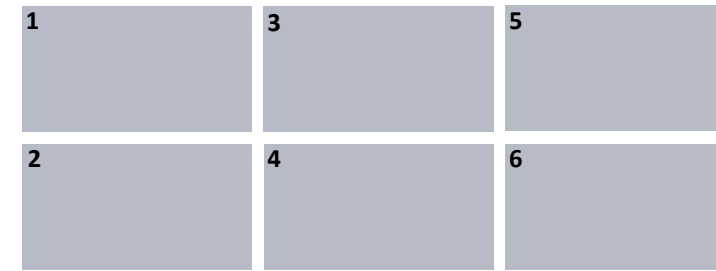
This railway bridge was constructed in 1839 to the design of I K Brunel as part of the Bristol and Exeter railway line. The bridge is Grade I listed despite being almost entirely obscured by the two later iron railway bridges that now stand alongside Brunel's stone structure.

The Grade I listed bridge incorporates the Tudor architectural style that Brunel used in many of his railway structures along the Great Western and Bristol and Exeter Railways. Of particular interest are the moulded stone arches and the semi-octagonal buttresses that form refuges for railway workers above.





# Avon Riverside heritage assets and significance



In addition to the Avon Bridge, there will be other individual assets where the introduction of flood defences will have a potential impact within this character area.

- 1 Sparke Evans Park and bridge, this should be outside the area of tidal defence works although works will have a potential impact to access and trees along the southern boundary of the park
- 2 There are fragmentary archaeological remains of maritime uses along this stretch of the river that may be affected by construction works
- 3 Totterdown Bridge, the implications of tidal defence works here are unclear, although aspects of the historic fabric of the bridge may be impacted by construction works such as the access doorway on the riverside path
- 4-6 Towards the eastern end of the character area the riverside path is incomplete or currently inaccessible due to river erosion





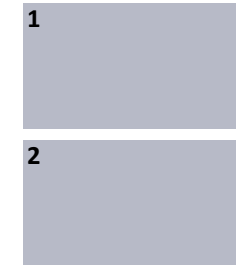


## Avon Riverside character and setting

### Key views

The key views within the character area tend to be views along the river either from the riverside path or from the bridges, although between St Philip's Causeway and Netham access to the river is poor and views are currently limited.

There are important views into the character area provided by the steep escarpment of Totterdown to the south.



**Fig 48**  
**Character and setting**

- 1 View west from Sparke Evans Park Bridge
- 2 Paintworks from the Avon riverpath
- 3 View east from St Philip's Causeway junction bridge

Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Avon Bridge Grade I	<b>A good example of a Brunel phase railway bridge still in use as part of the main line rail network</b>	The later Victorian iron railway bridges almost completely obscure this highly graded asset.  There is no appropriate pedestrian access	Forming part of the mainline infrastructure this asset should not be vulnerable to significant change through the tidal defence works	Any works should aim to provide better access to this asset where appropriate	Any works that impact on the fabric of the bridge will require listed building consent.  Any application for consent will require robust justification.
Sparke Evans Park bridge Undesignated	<b>An attractive footbridge that provides pedestrian access to Spark Evans Park particularly for the new residents of the Paintworks development</b>	Poor lighting on the Spark Evans end of the bridge combined with the fact that there is limited riverside path access east of the bridge contributes to a perceived threatening environment late in the day	The bridge itself is above the flooding environment, although construction works may affect access	Any works should aim to improve access particularly eastwards pedestrian and cycling connections	The bridge is identified on the Bristol Historic Environment Record and is a recognised undesignated heritage asset covered by planning policies BCS22 and DM31 of the Bristol Local Plan. Consequently works that harm the asset should be avoided where possible unless robust justification is provided
Totterdown Bridge Undesignated	<b>A late Victorian stone and iron bridge that forms an important highway connection to St Philip's Marsh</b>	This is a very busy road junction with congestion at peak times.  Lighting on the riverside path below is poor with poor onward connecting routes through a car park into the St Philip's area	Tidal defence works may impact the character and setting of the bridge and some of it's fabric such as the historic opening into the abutment from the footpath	Improvements to the pedestrian and cycling environment particularly in terms of lighting and onward connections	A above



Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Riverside path Undesignated	<b>The whole route from Totterdown Lock to the Spark Evans Park provides a pleasant walking and cycling environment away with good views along the river and connections between the Temple Meads area and St Anne's, Paintworks and Totterdown</b>	There are areas where lighting is poor, but the key weakness is the poor environment around St Philip's Causeway and the lack of access beyond	An inappropriate design to tidal defence works in the this area will have a negative impact on the semi-rural character of the riverside path	Improvements to access particularly the eastwards connections around and beyond St Philip's Causeway and improved access to better reveal Brunel's Avon Bridge	The design of tidal defence works will need to comply with Policy DM26 of the Local Plan particularly where these will have a potential impact on the character of the area





# 11

## Netham Lock





# Netham Lock Historic development

## Topography

Course of the river as it emerges from the St Philip's Marsh floodplain area and approaches Crew's Hole upstream to the east. To the north and south of the river at this point the land rises towards Blackswarth/Redfield to the north and St Anne's to the south. The Feeder joins the river at this point via Netham Lock.

The river is dominated by the Netham Dam or Weir that marks the effective limits of normal tides on the Avon and diverts water along the Feeder.

## Historic character

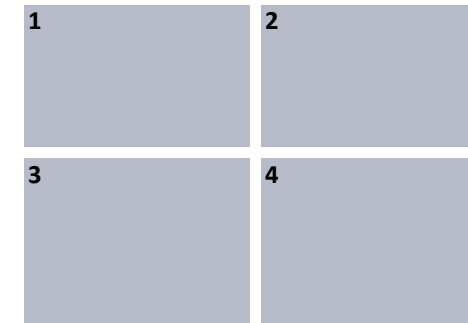
Netham Lock was created in 1809 as part of the Feeder Canal infrastructure.

From this early date a road bridge over the lock formed part of the original design to connect Feeder Road and the industries on St Philip's Marsh to Netham Road and the communities of Redfield and St George.

As residential developments increased to the south of the Avon in the area of St Anne's a new bridge was created, New Brislington Bridge, in 1900 and can be seen in fig 49-2.

This bridge was replaced by the current concrete bridge in the 1930s as traffic use, particularly heavy lorries increased necessitating a stronger bridge.

Since this the 1930s the most significant change to the area has been the introduction of the two steel 'Bailey Bridges' over the lock replacing the original arched stone bridge. These bridges appear to have been added in the 1970s as traffic use increased further.



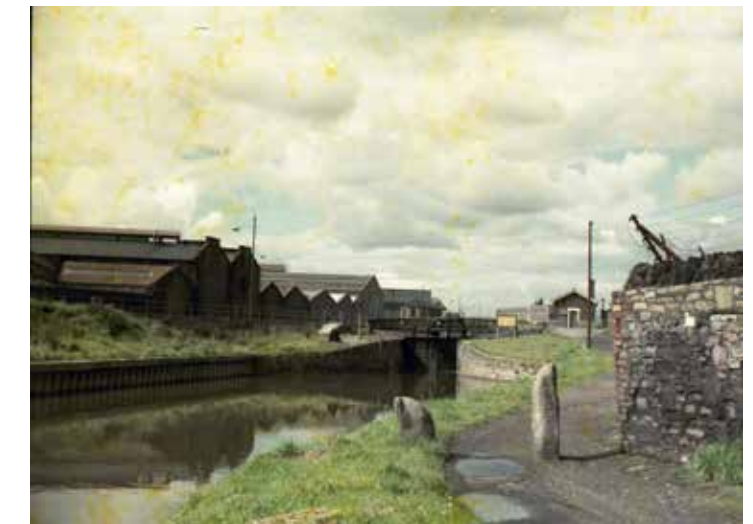
**Fig 49**  
**Historic development**

**1** The Feeder Canal in the 1920s with Netham Lock distant right of the image and the Netham Chemical Works on the northern canal side, Port of Bristol Collection, M Shed, P13756

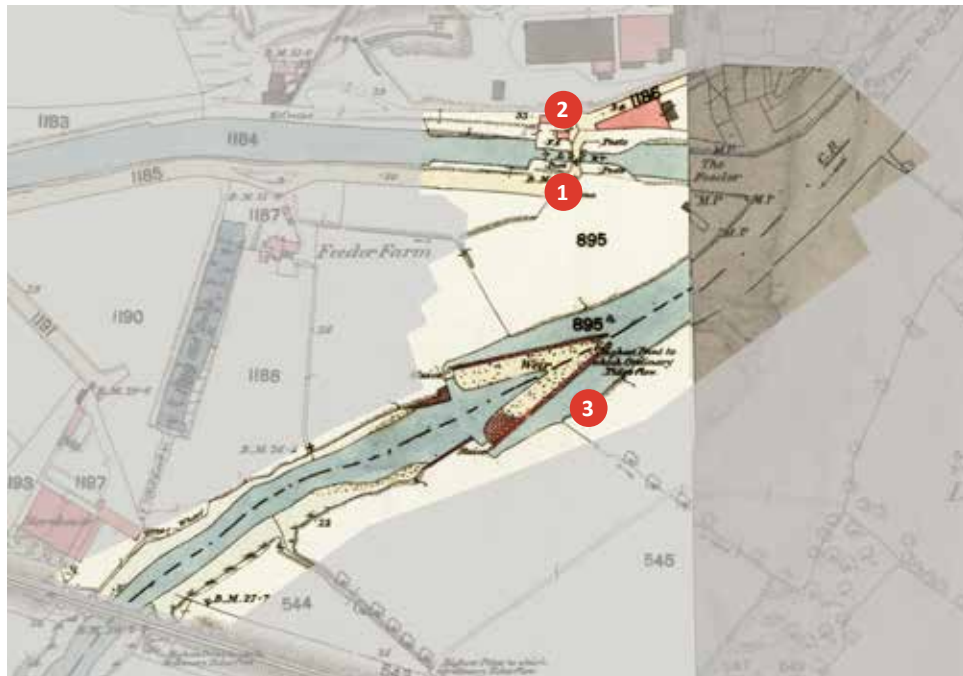
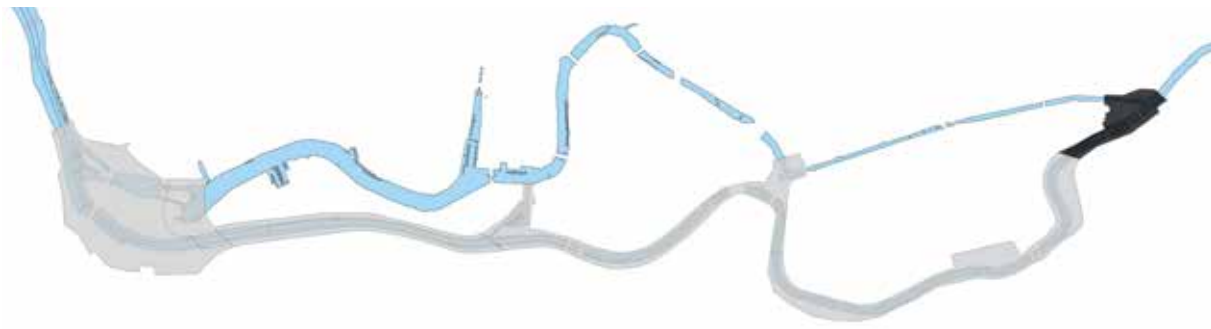
**2** 1920s aerial view, Albert Clarke Collection, Bristol Archives, 44819/3/197

**3** Netham Lock in the early 1960s, image from Know Your Place

**4** Netham Lock, mid 1960s, image from Know Your Place







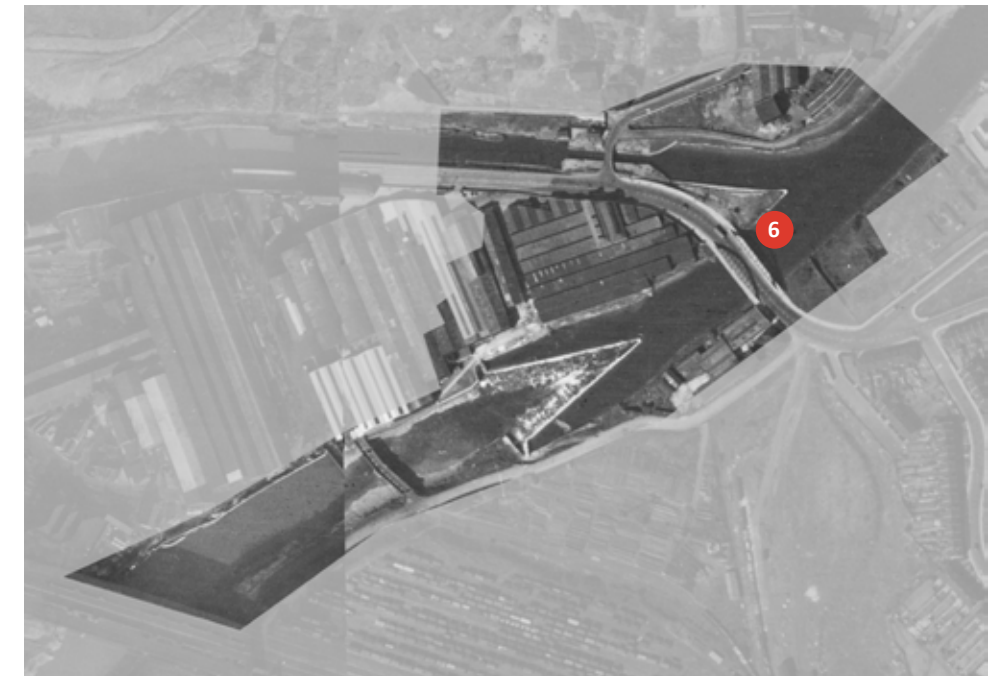
**1880 main features:**

- Netham Lock was created as part of William Jessop's design for the Floating Harbour, Feeder Canal and New Cut. **1** A bridge over the lock connected Feeder Road with Netham Road to the north, although until about 1900 there was no bridge over the river to the south
- The lock-keeper's cottage was built at the same time as the lock **2**
- Netham Dam or Weir was also constructed in 1809 to divert water into the Feeder. **3** It was later raised in height at the suggestion of Brunel and has subsequently been modified



**1900:**

- About 1900 the first New Brislington Bridge was constructed **4** to connect Feeder Road and Netham Road with new housing at St Anne's
- By this date industrial development had increased on both sides of the Feeder **5**



**1946:**

- By 1946 the earlier New Brislington Bridge had been replaced by the current concrete bridge in the 1930s **6**
- The original 1809 stone bridge over the lock was replaced by the existing two 'Bailey Bridges' at some point in the 1970s

Fig 50  
Listed assets

■ Listed assets

## Netham Lock heritage assets and significance

Netham Lock and the northern end of this character area lie within the Avon Valley Conservation Area.

Netham Lock and the Lock-keeper's cottage are both listed Grade II. The listing for the lock includes the remains of the earlier stone bridge that underlie the western of the two existing 'Bailey' bridges.

Netham Weir is undesignated, but it dates to the Jessop phase of harbour development, although substantially altered it has a degree of historic significance and retains its original form.

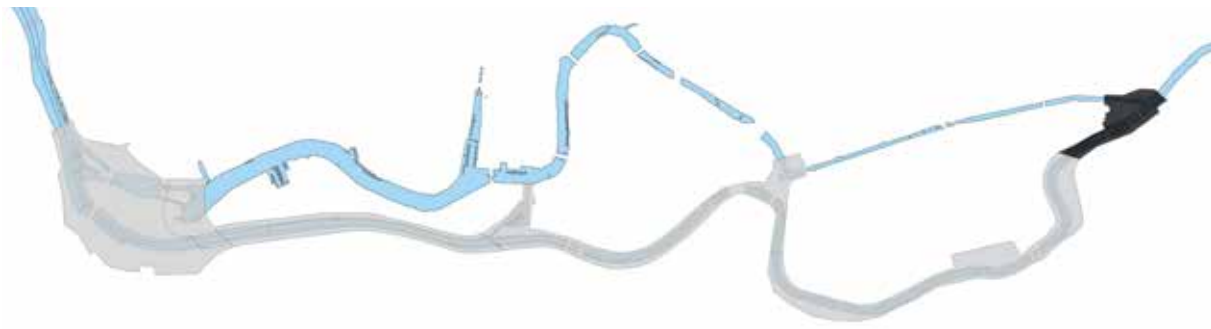
The New Brislington Bridge dates to 1930 and lies on the boundary of the conservation area. This undesignated asset has a distinctive concrete form that contributes to the character of the area.



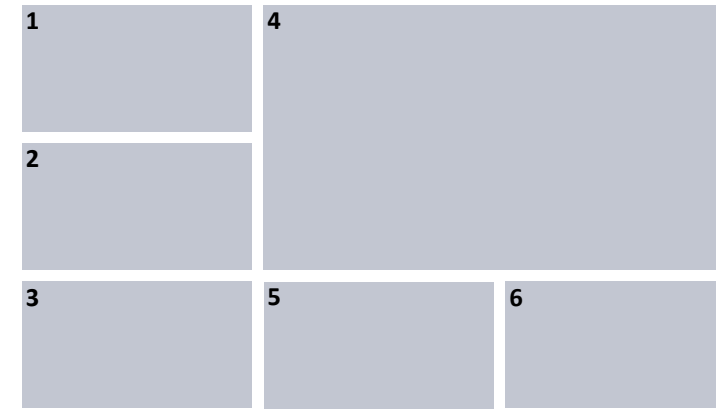
© Crown Copyright and database rights [2012].  
Ordnance Survey 100023406.

N  
Not to scale





**Fig 51**  
**Character and setting**



- 1 View from the west, Feeder Canal approach to the lock
- 2 Lock-keeper's cottage
- 3 View towards the Feeder Canal entrance
- 4 Cobbled lock gate treads either side of the lock
- 5 Stone steps within the lock
- 6 View towards the western bridge across the original line of the lock bridge

**Netham Lock and Lock-keepers Cottage**

These two Grade II listed assets make a unique contribution to the character of the area. The retained historic materials, lock gates and surfaces form part of a coherent historic canal setting despite the addition of the two 'Bailey' road bridges. Although the western of these two bridges aligns with the original bridge the eastern of the two now partially obscures the lock.

Despite these later additions the cobbled lock gate tread and stone steps are visible between the two steel bridges.

During certain tidal conditions the lock gates remain open as river flow enters the Feeder Canal.





## Netham Lock heritage assets and significance

In addition to the listed assets, Netham Weir and the New Brislington Bridge contribute to the character of the area.

The Weir itself has been raised in height since its original design and further changes have been made during the 20th century including the change to the sluices on the northern side of the river.

The original New Brislington Bridge lasted only about 30 years before it was replaced by the existing distinctive concrete bridge.

The eastern stone abutment that forms the junction of the Feeder and tidal river is likely to date to 1809 along with the lock fabric. At least one mooring post as marked ('M.P.') on the historic plans is visible on the end of this abutment. Concrete retaining structures have been added to the western end of this abutment and there are severe structural cracks visible in the stonework.

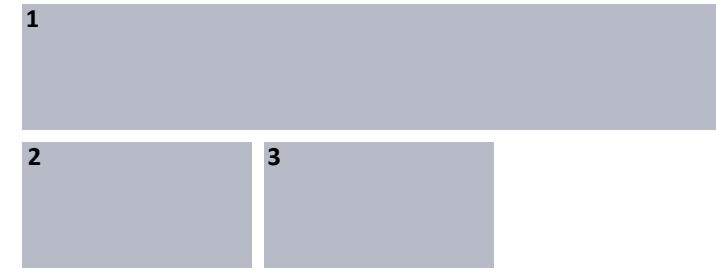


Fig 52  
Heritage assets

- 1 Netham Weir viewed from the southern bank
- 2 New Brislington Bridge
- 3 Stone abutment at the junction of canal and river showing clear signs of structural movement



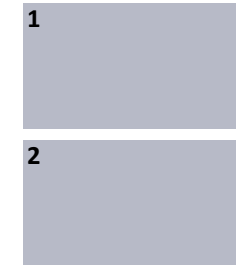


## Netham Lock character and setting

### Key views

Despite the heavy traffic use, the Netham Lock area retains a semi-rural setting with primary views along the river from within the character area particularly into the conservation area that extends to the east.

Views towards the lock from the east contribute to the special character of the Avon Valley Conservation Area.



**Fig 53**  
**Character and setting**

- 1** View towards Netham Lock from the cycle path approach within the Avon Valley Conservation Area
- 2** View along the river from New Brislington Bridge into the conservation area
- 3** View towards Netham Weir from New Brislington Bridge

## The Feeder

In addition to the works at Netham proposals are likely to include opportunities to enhance the cycling and pedestrian environment along the south bank of the Feeder Canal.

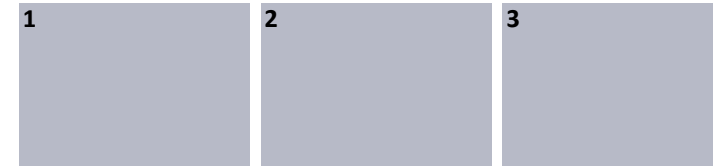
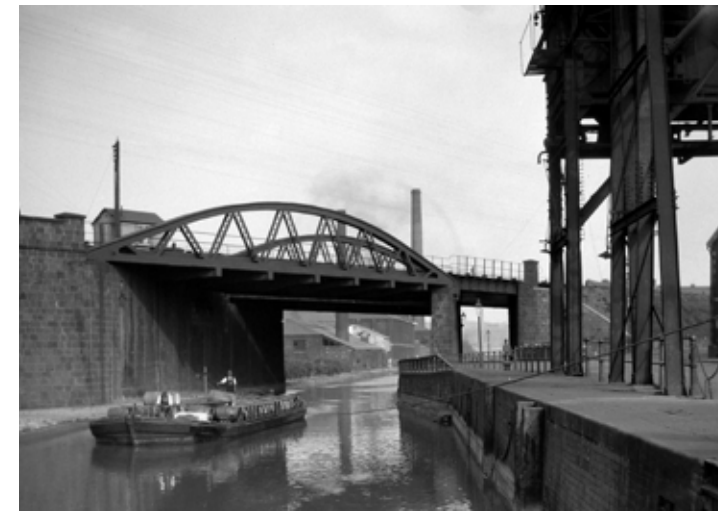
The Feeder itself forms part of the nationally significant early 19th century engineering works that created the Floating Harbour and New Cut, although none of its associated physical fabric is currently designated as a heritage asset except for some industrial buildings on the north bank.

Between Netham and the modern St Philip's Causeway there is no canal side tow path beyond the roadside pavement that is flanked by standard Bristol cast iron post and rail fence.

Immediately beyond the Causeway road bridge there is gate access to a grass covered tow path that dates to the 19th century. This tow path is now tree lined and is a popular site for anglers.

The Totterdown Basin end of the Tow Path has a stepped access from Feeder Road.

Consequently enhancement works should focus on Feeder Road where there is level access and minimal potential for any significant heritage impacts.



**Fig 54**  
**The Feeder**

- 1** The Feeder in 1920 looking east towards the St Philip's railway bridge. The modern St Philip's Causeway now cuts across this view. Notice the ramped access to the tow path in the distance, Port of Bristol Privileges Collection, M Shed, P13759
- 2** Closer view of St Philip's railway bridge beyond the access to the tow path in the 1930s, Tarring Collection, 067-067-P4280134
- 3** Great Western Cotton Works on the north side of the Feeder in the 1930s, Tarring Collection, 069-069-P4280138



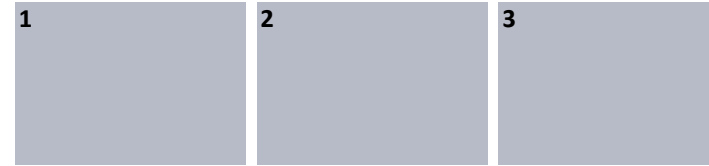
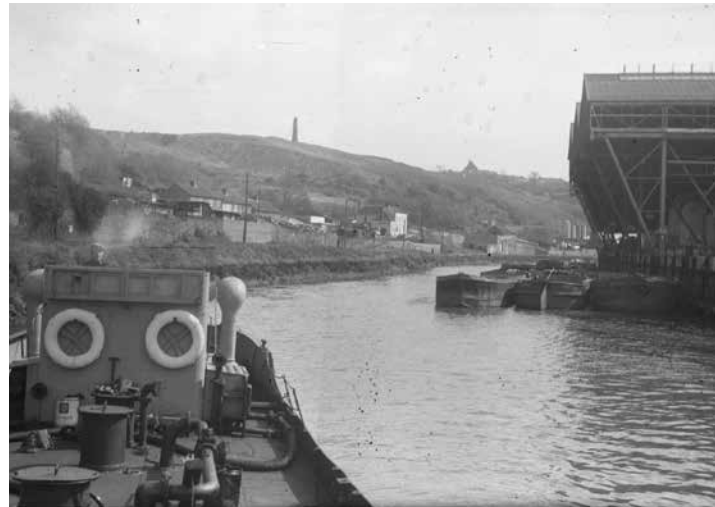
# St Anne's

To the east of Netham Lock, tidal defence works will be required along the south bank of the River Avon at St Anne's.

Until the early 20th century this area was predominantly agricultural land, the most significant heritage site being St Anne's Chapel that lay close to the mouth of Brislington Brook.

In the first half of the 20th century the area became dominated by St Anne's Board Mills that opened in 1912. The mills processed wood pulp from Scandinavia to create cardboard and related products.

The extensive factory closed in the early 1980s and the site was redeveloped for housing and businesses by the Bristol Development Corporation. Consequently the existing riverside landscape is predominantly late 20th century in character with associated planting and secondary woodland contributing to the verdant riverside character in this part of the Avon Valley Conservation Area.



**Fig 55**  
**St Anne's Board Mills**

- 1** View east along the river toward Trroper's Hill in the 1960s. St Anne's Board Mills on the right, Know Your Place, SGMRG/BIAS photograph
- 2** 1920s aerial view of St Anne's Board Mills, Albert Clarke Collection, Bristol Archives, 44819/3/142
- 3** Scandanavian wood pulp in storage at the Board Mills. The concrete dockside in front of these sheds now forms the riverside for the Burgess Green Close 1980s BDC development, Hartley Collection, M Shed, 265095

Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Netham Lock Grade II	<b>Distinctive canal side character contributing to the overall character of the Avon Valley Conservation Area</b>	The later road bridges, particularly the eastern of the two partially obscure the historic lock.  The traffic use also impacts the semi-rural character of the area	Tidal defence works are likely to require physical changes to the lock that risk eroding the historic character	Any works have the opportunity to better reveal the heritage assets	Any works that impact on the fabric of the lock or associated fabric will require listed building consent.  Any application for consent will require robust justification.
Netham Weir Undesignated	<b>This historic feature provides visual interest to the river</b>	Currently only easily visible from New Brislington Bridge	As this is a significant element of the Floating Harbour infrastructure its historic significance is unlikely to be impacted and the current sluices are later in date	Any works should look to better reveal this heritage asset	The weir is identified on the Bristol Historic Environment Record and is a recognised undesignated heritage asset covered by planning policies BCS22 and DM31 of the Bristol Local Plan. Consequently works that harm the asset should be avoided where possible unless robust justification is provided
New Brislington Bridge Undesignated	<b>Distinctive concrete bridge that contributes to the character of the adjoining Avon Valley Conservation Area</b>  <b>The bridge affords good views along the river</b>	This is a relatively heavily trafficked route that negatively affects the pedestrian environment	Tidal defence works should have limited or no impact on the bridge	Any works should look to improve the pedestrian environment	As above



Asset	Strengths	Weakness	Vulnerability to change	Opportunities	Policy requirements
Feeder canal/river abutment Undesignated	<b>Likely to date to the earliest phase of harbour/canal construction this stonework together with its associated mooring posts contribute to the character of the Avon Valley Conservation Area</b>	Suffering from structural movement it is likely that parts of this feature are in danger of collapsing into the river	Almost certainly if tidal defence works are required here it will necessitate the loss of this feature that may be failing in any case	Creating a robust abutment that contributes to the verdant setting of the conservation area and includes reused materials such as the stoneworks and mooring posts	Works to this area will be required to preserve or enhance the character of the conservation area
Feeder canal west of Netham Undesignated	<b>Dates to the earliest phase of 19th century engineering. Provides a historic setting to industrial listed structures on the north bank.</b>  <b>Currently tree lined and popular with anglers</b>	The associated tow path is not continuous and although there is a level ramped access at the east end, access at the west end is stepped.	The open nature of the tow path greatly contributes to the local character and setting of the listed assets. Adding any barriers will harm this setting and character.	Enhancement of the adjoining carriageway will greatly improve the pedestrian and cycling environment without harming the heritage assets	Works to this area will be expected to preserve or enhance the character and setting of the listed assets
Avon Valley Conservation Area	<b>Verdant riverside character with remnants of industrial heritage that contribute to the local character, in particular the landmark Trooper's Hill chimney</b>	There has been a lot of late 20th century developments that have not responded well to the local character and in places have created a hard environment of car parking areas close to the riverbank	Erosion of the local character will occur with the loss of trees or the introduction of inappropriate new landscaping	Tidal defence works along the south bank of the river at St Anne's can potentially contribute to the verdant character of this part of the conservation area	Works to this area will be required to preserve or enhance the character of the conservation area





# 12

## Summary and Recommendations





## Summary of key views

One of the key aspects of the character of any area are the views that help define the aesthetic and experiential value of a place.

These views can be panoramic incorporating several landmarks and natural topography or a focussed view point to a single significant landmark.

Design proposals can contribute to an enhancement of the views in an area and projects will be expected to preserve or enhance any key view.

The contribution that certain views make to the character of specific character areas along the River Avon have been discussed in each of the character area sections above. The key viewpoints as highlighted in the document and previous conservation area character appraisals are identified in fig.56.

Although this is not an exhaustive list, the impact on these views will require assessment as part of any future proposals.

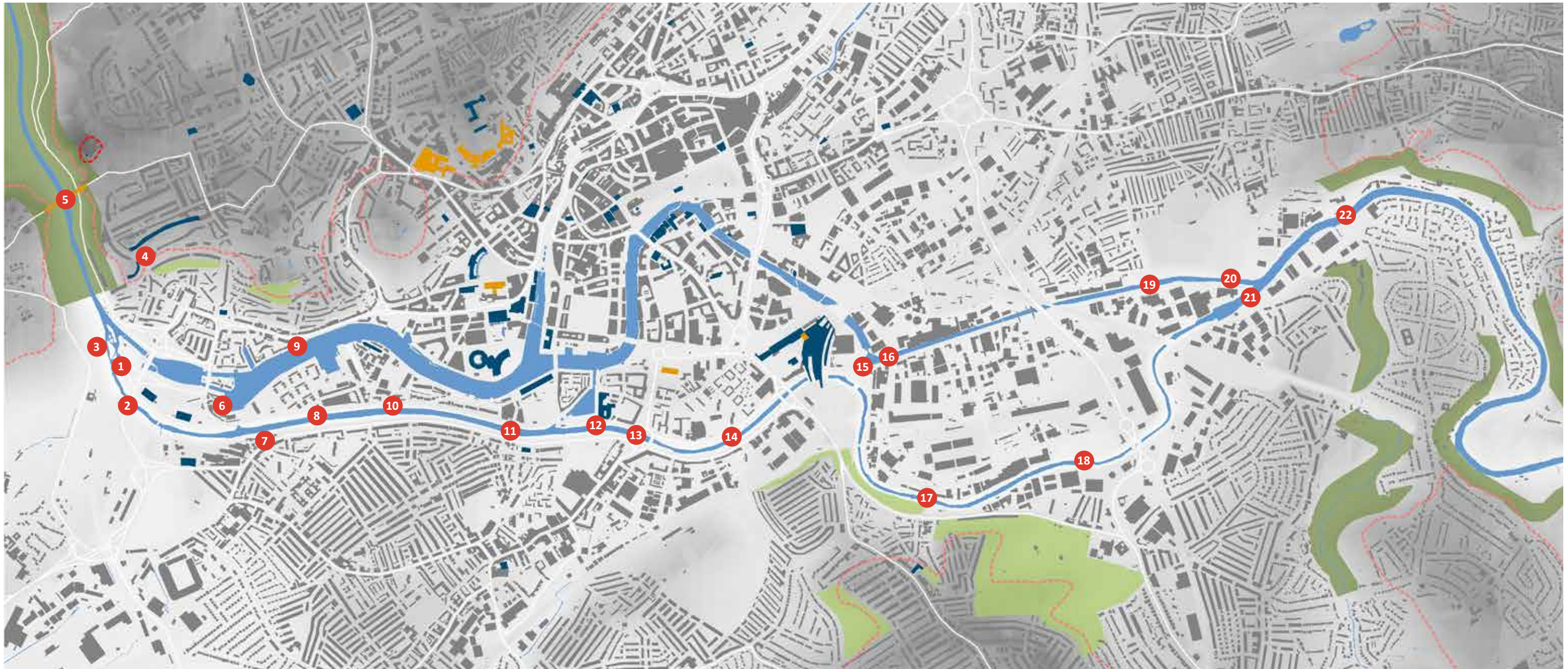
The plan is based on the landmark categories identified in the forthcoming Urban Living Supplementary Planning Document.

Viewpoint	Description	Viewpoint	Description
1	<b>Sylvia Crowe designed viewpoint towards the suspension bridge and gorge</b>	12	<b>Views east and west from north side of New Cut</b>
2	<b>Sequential views along Brunel Way</b>	13	<b>View west from Bedminster Bridge</b>
3	<b>Views towards the gorge and Clifton from Sylvia Crowe landscape and pedestrian/cycling route</b>	14	<b>Views from Langton Street Bridge</b>
4	<b>Views from Clifton of Cumberland Basin, Floating Harbour and associated landmarks</b>	15	<b>Views of Totterdown Basin and associated landmarks from south side of the basin</b>
5	<b>Views from Clifton Suspension Bridge</b>	16	<b>Views east and west from Avon Street Bridge</b>
6	<b>Views of Clifton Wood and the Floating Harbour from Underfall Yard</b>	17	<b>Views from Totterdown Bridge</b>
7	<b>Glimpsed views from Coronation Road of Underfall Yard and Clifton terraces</b>	18	<b>Views from Spark Evans Bridge</b>
8	<b>Views east and west from Vauxhall Bridge</b>	19	<b>Views from Barton Hill Bridge</b>
9	<b>View towards Underfall, bonded warehouses and landscape beyond from the northern side of the Floating Harbour</b>	20	<b>Views east from Netham Lock</b>
10	<b>Sequential views along the Chocolate Path east and west</b>	21	<b>Views east from New Brislington bridge</b>
11	<b>Views from Gaol Ferry Bridge</b>	22	<b>Sequential views along the cycle path on the north side and from the St Anne's footbridge</b>



Fig 56  
Key view points along the River Avon  
corridor within the area of study

- Primary landmark buildings
- Secondary landmark buildings
- Prominent green hillsides and ridges
- Steep sided valleys and gorges





# Recommendations

The general principle for any landscaping works along the River Avon should be to preserve or enhance the character and appearance of the area. Where this is within a conservation area this is a national legislation and policy requirement, but the approach should be applied along the whole route to ensure maximum benefits of the scheme are realised.

There will undoubtedly be some level of unavoidable harm to specific assets along the route of the proposed flood defences. These assets have been identified and addressed within the relevant sections of this document.

**This document should form part of the design process so that future proposals positively respond to each of the assets including the key views, character and setting of the Cumberland Basin, New Cut and River Avon.**

Any harmful impacts even where these are less than substantial will need to be outweighed by public benefits in accordance with national and local policy. These benefits could include improved walking and cycling infrastructure in association with improved green infrastructure.

Substantial harm where an asset will be totally removed or where its significance is completely compromised should always be avoided.

This document has identified opportunities for specific assets within the SWOT analysis at the end of each character area section.

One general opportunity that should form a principle of future design work is where ever possible the heritage should be better revealed by the landscape scheme either through improved physical access or as part of a project wide interpretation strategy.



Fig 57 The only known image of part of the New Cut construction infrastructure. This painting by Rev. John Eagles produced in the early 1820s shows the derelict remains of an engine house for a fire [steam] engine, used between the Ropewalk at Wapping and Clift House during the excavation of the New Cut 1804 to 1809, Bristol City Museum and Art Gallery, M2958





The Feeder and Netham, 1913, ink drawing by Samuel Loxton, Bristol Libraries, H743





# Appendix

## Tidal Flooding in Bristol

(historical records between 1483 and 1990)



*Bristol Harbour Flood.*

Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
15th October 1483 (OS)	<p>In the evening the greatest wind that ever was at Bristol ... caused a wonderful great flood.</p> <p>Great damage was done at Bristow in the merchants' houses and cellars. Ships at the mouth of the Avon were damaged and the Anthony and the Katherine were lost (Seyer, 1823).</p>	7.5m ODN at 18.44
20th January 1606 (OS)	<p>A major storm coinciding with a high spring tide caused widespread coastal flooding throughout the Bristol Channel and Severn Estuary (Smith, 2015).</p> <p>In Bristol, contemporary reports indicate the Back and the Key flooded and it was so high in Redcliffe Temple and St Thomas Street as men's girdles (Adams, 1910). The River Avon rose 5 feet [1.5m] at Treen Mills (now Bathurst Basin).</p>	8.0m ODN at 08.54
4th November 1636 (OS)	<p>A south west wind blowing hard on a full spring tide caused a great inundation at Bristol. All the shops and the cellars on the Back and Key were flooded (Adams, 1910).</p>	7.2m ODN at 20.06
22nd March 1687 (OS)	<p>There was widespread flooding on both sides of the Severn Estuary on this date. Records suggest the inundation was on a similar scale to those of 1607 and 1703.</p> <p>Seyer (1823) records from a 17thC source that on March 22nd 1687 a very high tide came up in Bristol, flooding and causing great damage. A boat came to the entrance of Baldwin Street and in the country [the floodwater] drowned many cattle.</p> <p>Further archival research might reveal more information on the extent of flooding and associated weather.</p>	7.8m ODN at both 07.37 and 20.00
27th November 1703 (OS)	<p>A severe storm caused widespread structural damage and both sea and land floods in the Bristol Channel and Severn Estuary region (Smith, 2015).</p> <p>One of Defoe's correspondents, Danial James, wrote from Bristol: on Saturday 27th November, between 1 and 2am, arose a most prestigious storm of wind, which continued with little intermission for 6hrs. There was great damage done by the wind but the greatest damage done to the city was the result of the violent overflowing of the tide. Forced by the wind, the tide flowed to an extraordinary height; it broke in with great fury over the Marsh Country, forcing down the banks or sea walls, drowning abundant sheep and other cattle. Many persons lost their lives (Defoe, 1704).</p> <p>The parish records of St Stephen's, adjacent to the key on the River Frome in Bristol, state that the water attained a depth of 6 feet on the floor of the church (Stone, 1909). The church sustained considerable damage from the wind as three of the four pinnacles were blown off (Seyer, 1821).</p>	6.9m ODN at 06.34
10th January 1738	<p>At Bristol, a prodigious flood occurred on the Avon and Frome owing to protracted rains. A high tide aided the inundation and many low-lying streets were submerged (Latimer, 1893).</p> <p>On the previous day, a violent storm and inundation on the South Gloucestershire coast was recorded (Fosbroke, 1807), confirming the likelihood that a storm surge contributed to flooding in Bristol. Further research might identify the extent of the flooding.</p>	7.3m ODN at 07.54



Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
January 1739	Another great flood took place in Bristol in January 1739 (Latimer, 1893).	
October 1794	On 29th October, a spring tide and a high westerly wind caused Bristol to be visited by the highest flood in memory of man (Nicholls & Taylor, 1881). This date is questionable, as spring HWs were in the week before. Also, earlier in the month, Cork in southern Ireland had experienced a sea-flood from the 'highest tide known for years' (London Packet, 20th October 1794). The Cardiff area suffered flooding at the end of the month (The Sun, 5th December 1794).	
25th January 1796	At Bristol, on 25th January, surge tides both in the morning and evening caused flooding in most of the lower parts of the city. So high a flood had not been seen since 1703 (The Times, 29th January 1796). The predicted tides were average springs, 13.6m ACD at Avonmouth. The coincident surge must have exceeded 1.0m to cause flooding. This was not an isolated event; storms were reported all along the south coast, in London and in the North Sea in the days following (The Times, 27th and 28th January 1796).	7.1m ODN at both 07.44 and 20.12
1798	Two major storms, in September and November 1798, accompanied by high tides, resulted in sea-flooding in Somerset (Williams 1970; WWA, 1979). Further research may reveal whether Bristol was affected.	
1808	Floods in Bristol (The Times, 18th April 1808)	
1809	Severe floods in Bath and Bristol (Horton, 1995)	
10th November 1810	The Bristol Journal of Saturday November 17th 1810, reports that on Friday night, and the whole of Saturday 10th November, there was one of the heaviest gales of wind, accompanied by incessant rain. In Bristol, floods several feet deep resulted at Baptist Mills, in the streets in St Pauls, in Broad Weir and Merchant Street.	7.1m ODN at 18.32
25th December 1810	Severe gales affected the whole of Great Britain at the end of December 1810. Tempestuous weather in the Severn Estuary caused flooding in Gloucestershire and storm-surge flooding was reported on the Welsh and Somerset coasts on Tuesday 25th December. The waters of the Frome overflowed its banks; and the valley between Bristol and Stapleton was one continued sheet of water. (The Times, 1st January 1811). If the flooding at Bristol was due to a storm tide, the surge possibly exceeded 1.5m.	6.6m ODN at 18.28
1821	Great gales and floods occurred in December. Levels in the River Avon at Bath rose a full 12 feet above normal and hundreds of families suffered hardship as a result of the floods (Horton, 1995). Further research might reveal if Bristol was adversely affected.	
1823	Continued rain through October, November and December caused the River Avon to rise to unprecedented levels. The city of Bath in particular suffered from remarkable flooding (Horton, 1995). Further research might reveal if Bristol was adversely affected.	

Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
29th November 1836	<p>The Bristol Mercury, on Saturday 3rd December 1836, reports that a violent storm occurred on the evening of Monday 28th November and into the morning of Tuesday 29th November 1836. On this occasion, the tide may not have contributed to flooding. However, two hours of torrential rain on the Tuesday morning resulted in flooding of the low lying areas of Bristol. At 10am, the rain stopped but at that time, the wind came on from the west and south-west, causing structural damage in the city and several severe injuries to people.</p>	4.4m ODN at 10.06
29th October 1838	<p>A damaging storm affected the whole of the southern Britain from 28th to 29th October. The windstorm hit Somerset on the night of 28th/29th October, causing losses on land and at sea. On the tidal River Avon at Pill, a surge of ten feet (3m) caused vessels to be stranded (Bristol Mercury, 3rd November 1838). The predicted high water at Avonmouth was just 10.5m ACD and the vessels could not be floated off until the spring tide 5 days later. In parts of Somerset, on 2nd November, a storm coincided with this high spring tide to cause coastal flooding.</p>	4.0m ODN at 03.31
29th January 1846	<p>The Bristol Mercury newspaper of Saturday 31st January 1846, reported extraordinary high tides, floods and destruction of property as a result of remarkable high tides in the Bristol Channel and Severn Estuary. The coastal lowlands on both sides of the Severn were flooded with livestock and property lost.</p> <p>Portishead suffered one of the greatest floods ever seen on Thursday morning. The inundation was extensive and the water in some houses stood several feet high.</p> <p>At Bristol, the tide rose rapidly, meeting the fresh in the Frome and Avon. The 'fresh' means the rivers were swollen from the rains. George Muston's meteorological register, published in the Bristol Mercury of 7th February 1846, records rain throughout the week preceding the flood.</p> <p>At the Cumberland Basin, the tide rose to an unprecedented height, floating a boat over the top of the dock-gate, and at Bathurst Basin, the tide rose to a great height, surmounting the gate.</p>	8.1m ODN at 08.31
25th October 1859	<p>Two storms in October and November 1859 resulted in flooding on the Somerset coast. The first of these on 25th /26th October 1859 coincided with a spring tide in the Severn Estuary. This storm, the Royal Charter Storm, is so called because of the loss of the SS Royal Charter, together with the lives of 500 passengers and crew, off the coast of Anglesey (Lamb, 1991). The Western Counties Herald and Bridgwater Mercury of Wednesday October 26th 1859 reported that, in total, more than 600 vessels were lost or damaged in the storm. The tide at Bridgwater rose 5ft higher than the predicted level. Further research might reveal if Bristol was adversely affected by the surge tide.</p>	7.3m ODN at 18.36
31st January 1869	<p>The wreck register for 1869 records 2114 shipwrecks and 933 lives lost in British waters (Bristol Mercury, 29th October 1870). At least six events affected the Bristol Channel and Severn Estuary in 1869. The first of these, on Saturday 30th, Sunday 31st Jan and Monday 1st February, caused widespread inundation as heavy gales of wind raised the tides to unprecedented levels (Western Daily Press, 2nd February 1869).</p> <p>A storm-surge of 1m was recorded on the River Avon at Bristol on Sunday morning. Coinciding with a high spring tide, the tide overflowed and flooded many low-lying parts of the city (Bristol Mercury, 6th February 1869).</p>	7.7m ODN at 09.34



Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
24th October 1870	A severe gale coinciding with a high spring tide caused storm-surge flooding on the Somerset coast. Further research might reveal if Bristol was adversely affected by the surge tide.	7.6m ODN at 18.58
24th October 1882	<p>In Bristol, Baptist Mills, Stapleton Road, Bedminster and the St Agnes district flooded on 23rd October 1882. The following day, the Frome continued to rise, flooding Newfoundland Road, Paul Street and Portland Square to depths of several feet. Claims against the Council in Bristol for negligence amounted to £44,890, although it seems the claims did not proceed (Horton, 1995). Photographs of Bristol in the floods of 1882 show Merchant Street and Broadmead inundated (Harrison &amp; Brooke, 1998).</p> <p>The Bristol Mercury of Wednesday 25th October 1882 reported that the tide did play a role in this flooding. Further research of predicted tide levels could indicate to what extent.</p>	
17th October 1883	<p>A severe gale on the evening of 17th October caused widespread tidal inundation on the Bristol Channel and Severn Estuary coasts.</p> <p>At Avonmouth, the coincident surge of 0.9m took the tide to the highest ever recorded (WWA, 1982). The Port and Pier Railway terminus at Avonmouth was badly damaged and there was severe flooding at Pill, St Georges, Portbury and at Portishead.</p> <p>At Bristol, the surge at the Cumberland Basin was estimated at more than 1m and much of Hotwells and Ashton were flooded. The Bristol Mercury of 19th October 1883 reported that at the Rownham Hotel, a man rowed a boat into the bar and was served with a glass of ale. The New Cut flooded and the dock gates at Bathurst Basin were overflowed and adjacent properties flooded.</p> <p>More detailed information on the weather, tide levels and extent of flooding is available.</p>	8.0m ODN at 19.54
9th March 1889	48 hours of rain accompanying a rapid thaw, saw widespread flooding from Devon to the Midlands. Bristol experienced the worst floods for 200 years (Horton, 1995; Winstone, 1987). Further research of predicted tide levels could indicate whether the tide played a role.	
October 1891	The high tide caused flooding at Bristol (Bristol Mercury, 9th October 1896)	

Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
7th October 1896	<p><b>A strong gale affected the North of France, the Channel, England, Wales and Ireland, causing shipping losses, considerable structural damage and flooding (Bristol Mercury, 8th October 1896).</b></p> <p>Three consecutive high tides on the Avon from the evening of Wednesday 7th to the evening of Thursday 8th October 1896 caused widespread inundation. At high water there was extensive flooding at Pill and between Avonmouth and Portishead. Farmers in the area had anticipated the unusual rise on Wednesday, moving stock to higher ground. Fields were flooded to feet deep but no loss of animals was reported. However, properties were damaged in Pill and Shirehampton.</p> <p>At Bristol, the strong SW wind and an excessive amount of flood water after rains caused a rise at Cumberland Basin of 39 feet [12m] when the tide flowed over the top of the outer lock. Clifton Park Station was flooded and many houses were inundated at Ashton, St Phillips Marsh, Bedminster and other districts (Latimer, 1902; Stone, 1909).</p> <p>On 9th October 1896 the Bristol Mercury detailed the flooding experienced in areas of Bristol, where houses were inundated to depths of 3 or 4 feet. The 3 high tides in succession did much damage, more than that of 5 yrs before [probably 1891] although not as high as that of 13 yrs previously [1883].</p>	7.8m ODN at 19.25
12th February 1899	<p><b>On 12th February the Avon rose to its highest in 40 years on account of continual rain and the high spring tide. Many of the usual places in Bristol were flooded to several feet (Horton, 1995).</b></p>	8.1m ODN at 08.33
December 1900	<p><b>A severe gale caused great loss throughout the British Isles and France on Friday 28th December. The gale was felt severely in the Bristol Channel (The Times, 29th December 1900) and on the Somerset coast, the westerly gale wrought havoc; boats were wrecked and harbours damaged (The Times, 31st December 1900).</b></p> <p>No specific floods are recorded in conjunction with this storm, although Horton (1995) does suggest there was flooding in Bristol at the end of December 1900. Further research might reveal the extent to which Bristol was affected.</p>	
10th September 1903	<p><b>A severe gale caused widespread damage across Northern France, Southern Ireland, Wales and England on 10th September 1903. The storm hit the Bristol Channel and Severn Estuary at the time of the evening HW causing considerable structural damage. The coincident surge caused widespread sea-flooding.</b></p> <p>At Bristol, the gale caused damage to property across the city. St Philips Marsh was inundated and a large number of houses were flooded (The Times, 12th September 1903). Further research of Bristol newspapers would likely give more detail of this event.</p>	6.1m ODN at 21.14



Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
16th December 1910	<p>A severe gale was caused by a deep cyclonic system crossing the British Isles on 16th December 1910. Although of relatively short duration, the gale caused widespread damage in the west and south of Britain. There had been widespread flooding in England following previous rains and the further heavy rains and rough weather associated with gale of 16th December exacerbated the situation.</p> <p>At Avonmouth, the docks were badly damaged in the storm. The Times newspaper of 19th December reported that in Bristol, the low lying streets are under water, and houses flooded to a depth of many inches. Further research of local newspapers will most likely identify the extent, and possibly depth, of flooding in Bristol.</p>	6.9m ODN at 19.04
1914	<p>After a series of depressions, on 16th March a gale of unusual severity affected the Bristol Channel on the morning of 16th March (The Times, 17th March 1914). Further research might reveal whether this was the same event that caused flooding in Bristol, illustrated in contemporary newspaper photographs (Harrison &amp; Brooke, 1998)</p>	
10th October 1923	<p>A low pressure system affected the western coasts of Britain on 10th October (Zong &amp; Tooley, 2003). The westerly gale coincided with a spring high tide, to raise the tide at Severn Beach to its highest in 15 years (The Times, 12th October 1923). Flooding was also experienced on the Somerset coast (Western Daily Press, 11th October 1923). Further research may reveal whether Bristol was affected by this event</p>	
26th December 1924	<p>An unusually deep depression with a central pressure of 925mb lay off Iceland at the end of December 1924. A terrific gale swept the whole of Britain on Friday 26th December and through Saturday, causing widespread damage, shipwrecks and loss of life. The SW gale was accompanied by torrential rain and floods (Bridgwater Mercury, 31st December 1924). The gale coincided with high tides on the Somerset coast to cause flooding. The heavy rain and high tides also caused flooding in Gloucestershire.</p> <p>Further research may reveal the extent to which Bristol was affected by this event</p>	
9th January 1936	<p>A very intense depression caused severe gales across Britain. A surge in the outer Severn Estuary of more than 2m coincided with an average spring HW to cause extreme levels and flooding.</p> <p>In Bristol, the water rose over the quay walls and the lock gates at the Cumberland Basin and poured into the harbour, raising it 2ft above the normal level. Tramway and omnibus traffic had to be suspended at Hotwells. There was flooding in the lower-lying parts of Bristol beside the Avon. Houses in the Albert Road district of St Philips were inundated to the tops of the kitchen stoves. At the Bristol Dogs' Home, 130 dogs were saved from drowning just in time by a member of staff, who, wearing a bathing costume, waded waist deep in water (The Times, 11th January 1936).</p> <p>The Bristol Evening Post newspaper of Friday 10th January 1936, explained that the storm-tide at Bristol was the highest since 1896. The tide level was over 8ft [2.4m] higher than predicted. At the height of the flood in Bristol, there was an uninterrupted stretch of water from Merchants Road to Avon Crescent.</p>	6.2m ODN at 19.50

Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
September 1953	<p>High tides in excess of 14.5m ACD inundated Pill on the River Avon on 22nd and 23rd September and caused the worst flooding in 20 years (The Times, 25th September 1953). In Somerset, the Parrett overflowed on 24th September, flooding Bridgwater and District (Bridgwater Mercury, 29th September 1953).</p> <p>Further research may reveal whether Bristol was also affected by these high tides.</p>	
14th September 1954	<p>High tides in the River Avon caused the worst floods that Ashton Gate in Bristol had experienced for many years (The Times, 15th September 1954).</p>	
16th February 1957	<p>In Somerset, Bridgwater and surrounding areas experienced severe flooding on 16th February when the River Parrett rose to its highest in more than 20 years and overflowed its banks (The Times, 18th February 1957). Comwich had its worst flood since 1924 (Bridgwater Mercury, 19th February 1957). The high tide also caused flooding in Burnham and Highbridge. Despite a calm sea, the high tides overflowed the sea walls and caused damage at Ilfracombe. Highest astronomical tides were predicted (14.6m ACD at Avonmouth).</p> <p>Further research may reveal whether Bristol was also affected by this high tide event.</p>	
24th September 1957	<p>A depression over the Irish Sea, with central pressure below 980mb, brought heavy seas to the Bristol Channel and Severn Estuary (The Times, 25th September 1957). There was flooding at Barnstaple, Bideford and Ilfracombe as the storm-surge coincided with a high spring tide, predicted to be 14.6m ACD at Avonmouth.</p> <p>Further research may reveal whether Bristol was affected by this high tide event.</p>	
11th January 1962	<p>Strong gale force 9 winds, gusting up to 90mph, were recorded in the Bristol Channel and Severn Estuary on 11th January (The Times, 12th January 1962; Horton, 1995). The sea wall was breached at Weston-super-Mare (EA, 2009). At 7am, a surge peak of 2.4m, the 4th highest ever recorded at Avonmouth, occurred on the rising tide (Lennon, 1963). At 10.30, at HW, the coincident surge was lower but still produced a notable high tide exceeding 14m ACD at Avonmouth. Damage occurred to the lock gates at Avonmouth Docks. It was considered the worst gale since 1936 at Severn Beach where there was severe damage. Huge seas wrecked the sea wall and flooded properties to a depth of 3ft (Horton, 1995).</p> <p>Further research may reveal whether Bristol was affected by this event.</p>	
July 1968	<p>There were great floods in Somerset, causing severe damage and loss of life, following a prolonged thunderstorm and torrential rain on 10th July. More than 5 inches of rain fell in less than 24 hours (Staples, 1988). Many areas of Bristol and the surrounding district were inundated but there is little evidence that the tide played any role in the flooding.</p>	



Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
9th February 1974	<p>In early February, storms crossed the region at the time of high spring tides. A surge coinciding with HW on 9th February, caused tidal inundation in the Severn Estuary. Gloucestershire saw some of the worst tidal flooding for many years (The Times, 11th February 1974).</p> <p>The storm tide was listed as one of the ten highest tides ever recorded at Avonmouth by NTSLF to 2015.</p> <p>The Bristol Evening Post of 9th February reported that the Avon (already swollen after 72 hours of continuous rain) overflowed at Bristol as levels reached their highest since 1962.</p> <p>Further research of local newspapers may identify the extent, and possibly depth, of flooding in Bristol.</p>	8.0m ODN at 08.49
2nd January 1976	<p>A severe gale affected Britain on the evening of 2nd January causing widespread damage and disruption (Bridgwater Mercury, 6th January 1976; Met Office 2010). Coastal flooding ensued on the Somerset coast as the spring tides were raised by a coincident surge, recorded as 0.8m at Clevedon and 2.0m at Severn Beach. At Severn Beach, 200 homes were flooded, some up to 5ft deep (Horton, 1995).</p> <p>Further research may reveal whether Bristol was affected by this event.</p>	
11th November 1977	<p>A vigorous secondary depression brought damaging westerly winds to the Somerset coast at the time of high spring tides. Localised flooding was recorded on the Somerset coast.</p> <p>Further research may reveal whether Bristol was affected by this event.</p>	
9th February 1978	<p>In Somerset, the River Parrett overflowed on a high spring tide on 9th February (Bridgwater Mercury, 14th February 1978). The previous day, thousands of acres of Gloucestershire were flooded from the high tide in the Severn (The Times, 9th February 1978).</p> <p>Further research may reveal whether Bristol was affected by these high tides.</p>	
13th December 1981	<p>An intense secondary depression crossing South Wales on the evening of 13th December developed a storm surge that coincided with high water in the Bristol Channel and Severn Estuary. Widespread flooding ensued on the Somerset and Gloucestershire coasts.</p> <p>The Avonmouth tidal gauge failed at the peak of the tide, recording 15.4m ACD at 21.00 and indicating a surge of 1.6 - 1.8m. Williams et al (2012) consider this to be the highest water level recorded in the Bristol Channel in a century. Pill and Sea Mills on the lower River Avon were badly flooded.</p> <p>In Bristol, the Portway and Cumberland Road were submerged. The City docks overflowed, flooding Cattle Market Road and Albert Road (Western Daily Press, 14th December 1981). Further research of local newspapers may identify the full extent, and possibly depth, of flooding in Bristol.</p>	7.3m ODN at 20.45

Date of flood	Record of Tidal Inundation	Predicted HW tide level at Avonmouth (HAT: 8.1m ODN)
23rd November 1984	<b>Violent storms and high tides swept the Bristol Channel coast on 23rd November (Burnham &amp; Highbridge Gazette, 27th November 1984). A surge of 1.1m coincided with a high spring tide on the Somerset coast to cause damage to the sea defences and localized flooding. Further research may reveal whether Bristol was affected by this high tide.</b>	
26th February 1990	<p><b>An intense secondary depression crossed England and Wales on the morning of 26th February. Strong westerly winds had been blowing for over 12 hours. A storm surge coincided with HW to produce a tide of 15.0m ACD at Avonmouth. The extreme tide led to tidal inundation at many points along the Somerset coast (NRA, 1990).</b></p> <p><b>Pill flooded to a depth of 3ft and a powerboat is reported as having sped down the High Street (Western Daily Press, 27th February 1990).</b></p> <p><b>Further research may reveal whether Bristol City was affected by this high tide.</b></p>	7.0m ODN at 07.54

Avonmouth Tidal Predictions come from the United Kingdom Hydrographic Office (UKHO) Admiralty Easy Tide Service at <http://www.ukho.gov.uk/Easytide/easytide/RecentPredictions.aspx>



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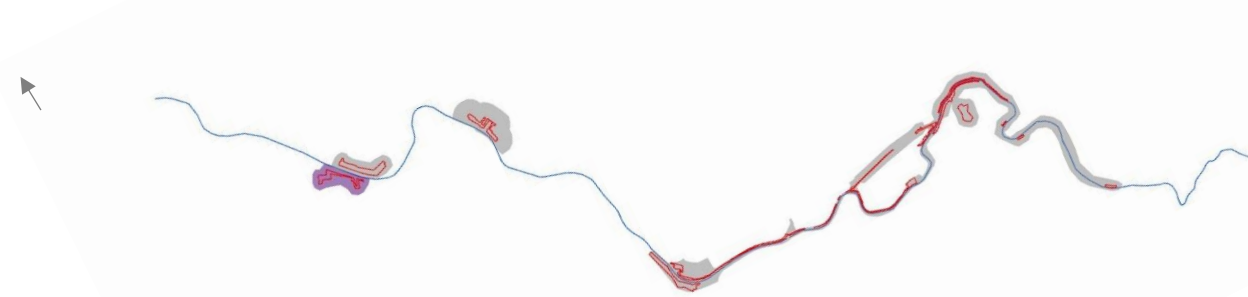




# Appendix D

## Additional Character Areas

# Crockern Pill



## Topography and Geology

The settlement of Pill, historically ‘Crockerne Pill’ is formed around a natural harbour on the southern banks of the River Avon. The harbour was formerly a tidal creek at Markham Brook’s confluence with the River Avon but this was substantially modified with the construction of the Bristol & Portishead Pier and Railway Company viaduct in the mid-19<sup>th</sup> century, closing off the inlet. The harbour and shoreline are low-lying, with ground levels rising around 20m on either side of the creek.

The bedrock geology is soft Mercia mudstone, overlaid with many metres of tidal flat and peat deposits. On the higher ground to the south, there are patches of river terrace deposits which, between approximately 15-30m AOD, have been found to contain palaeolithic artefacts (Barton, et al., 2002).

## Historic Character

The harbour at Pill, with its proximity to the mouth of the Avon and connections beyond it, has been an important anchorage for many centuries. Ham Green pottery, known to have been made a short distance away in the 12<sup>th</sup> and 13<sup>th</sup> centuries (North Somerset HER: 742), is likely to have been shipped from it. Pottery sherds of the Ham Green type were found on the west bank of the Pill in 1982 (North Somerset HER: ENS1815) and the older name for the settlement, ‘Crockern Pill’ appears to indicate a link to the pottery industry.

The inlet’s position on the Avon made it a useful point for harbour operations. The stretch of the Avon to the east of Pill is known as Hung Road, and from at least the 15<sup>th</sup> century was where ships would wait for the tides to change before entering Bristol Harbour (King, 2012). A customs house is known to have been located on the eastern bank of the harbour since the late 17<sup>th</sup> century, although the current building constructed for the purpose was built in constructed for the purpose in 1850 (NHLE: 1129831).

Close by another 17<sup>th</sup> century building survives – Mulberry Cottage (NHLE: 1320644). Both the cottage and the customs house are Grade II listed.

There was a ferry across the Avon at Pill for many centuries (North Somerset HER: 740). It connected to Lamplighters on the northern side, and eventually took its name from the Lamplighters public house which looked down over the crossing (NHLE: 1202597). The slipway survives on the shore (North Somerset HER: 5482), although the ferry closed in 1974 after the M5 motorway crossing opened.

The village became home to the Avon pilots, sailors with small boats who would intercept Bristol harbour traffic and guide them along the river. In 1870 the settlement was described as inhabited chiefly by the pilots (Wilson, 1872). It had developed a reputation for drunkenness, with over 20 pubs. The Duke of Cornwall survives, located at the top of the Lamplighter’s ferry (North Somerset HER: 40013).

Housing in the village was likely cramped and crowded. A now demolished terrace, Union Row, ran along the edge of the harbour (North Somerset HER: 40353). The lane between the houses was only 1.5m wide in places and the rear of the houses had a sheer drop into the harbour below. Today, however, the majority of the buildings date to the 20<sup>th</sup> century.

Pill was a focus of boatbuilding during the 19<sup>th</sup> century, and Rowles and Coopers boatyards were located next to the harbour. However, the gradual decline of the industry led to a shift to boatbreaking in the 20<sup>th</sup> century (North Somerset HER: 40326-7, 40356). Although the boatyards no longer survive, archaeological remains are likely to be present below ground.

- 1
- 2
- 3
- 4

**Figure 5: Pill Harbour**

1 Pill Regatta | Bristol Archives, 43207/28/53.

2 PS Barry Passing Pill | Bristol Archives, 43207/9/10/41.

3 Pill Harbour, 1950s | Bristol Archives, 40826/DOC/94.

4 View of Pill from the Lamplighters Ferry slipway, Lamplighters | Arup 2023.





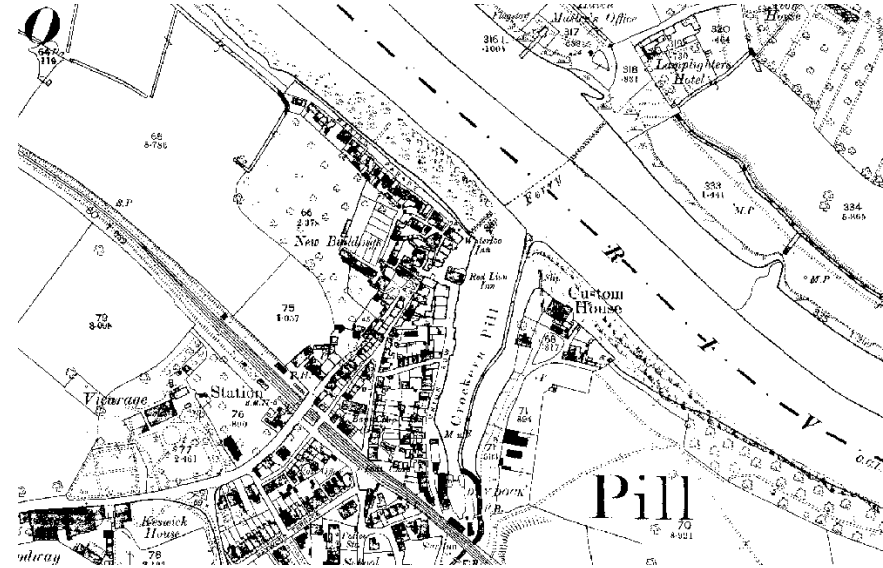
## Historic Development



The settlement of Pill, a placename with Welsh language origins- *pyll*- as the tidal reach of a waterway suitable for use as a harbour (Pughe, 1803), is marked clearly on the tithe map of c.1840 as ‘PILL’ rather than ‘Crockern Pill’. The structures of the settlement are scattered in clusters of buildings around the skeleton of the roadways and the course of Markham Brook and its tidal confluence with the River Avon which creates the natural harbour. The built environment comprises a mixture of domestic residences, boat yards (like Rowles boatyard (North Somerset HER: 40326), one of Pill’s earliest public houses (The Star Inn (North Somerset HER: 40014)), an early possible drydock, and two slipways.

The character of Pill at this time is one of a waterside, largely rural settlement scattered through and set within and landscape of large enclosures. The fields with tithe numbers 631, 632, 634, and 635 – to the north-west of the settlement are defined by substantial regular ditches and the remains of an L-shaped Earthwork (North Somerset HER: 40288). The earthwork and ditches are most likely part of drainage and possible flood defence works because of their location at the very edge of the River Avon close to its normal tidal range in an area likely to be low-lying at risk of inundation. A small irregular water body is marked at the boundary of tithes 632 and 634.

The Sea Defence Bank at Pill (North Somerset HER: 40285) is also clearly marked running on a slight northwest/southeast to the southwest of Morgan’s Pill. No other structures are marked in this area.



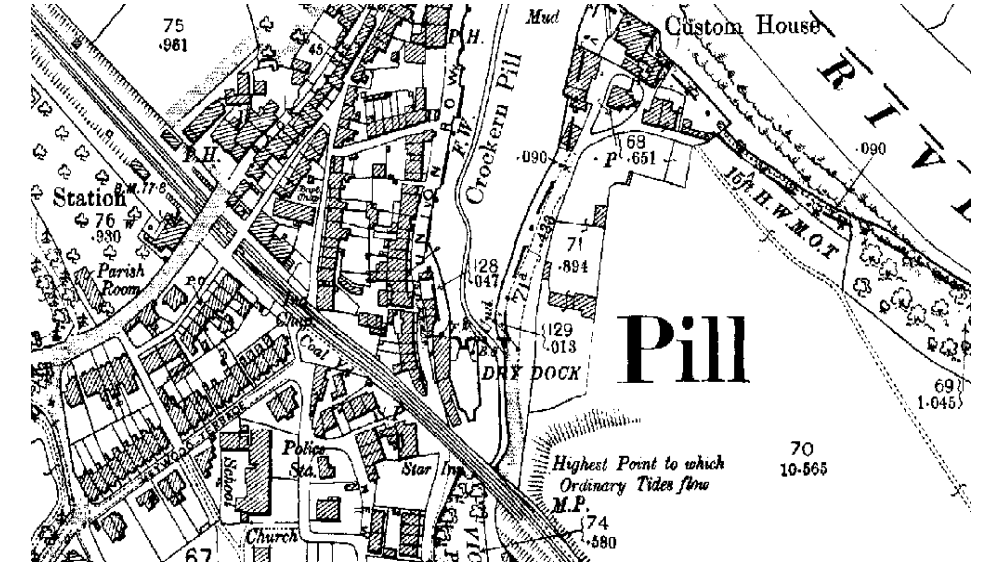
The first edition of the OS shows considerable change since c.1840. Marked as ‘Crockern Pill’ the settlement is much expanded and infilled with development, probably driven by construction of the Portishead and Bedminster Branch Railway (North Somerset HER: 40203). Opened in 1867 by the Bristol & Portishead Pier & Railway Company, the branch line connected Portishead Docks with the city of Bristol. As well as the railway, several other municipal structures have been constructed and are marked. These include a station, church, school, chapel, post office and several new public houses – like the Red Lion Inn (North Somerset HER: 40016) and Waterloo Inn (North Somerset HER: 40670) both of which are no longer extant. The grade II listed buildings Watch House, Retaining Walls to The River And Garage (NHLE: 1129831) – labelled as ‘Custom House’ – and Mulberry Cottage, Mulberry House (NHLE: 1320644) are also marked. The ferry route, linking Pill to the settlement of Lamplighters on the opposite bank of the River Avon, is marked and Marina Parade, which runs northwest-ward along the bank of the River Avon at the north of the town, has been completed and shifted the waterfront from a rural to an urban environment.

Beyond the settlement, the landscape remains largely unchanged since c.1840. Several of the large, enclosed fields have been sub-divided but this appears to be piecemeal. To the north-west of Pill, toward Morgan’s Pill, the low-lying fields marked on the tithe map remain largely unchanged, however, the OS map marking suggest that some of the dividing ditches have been removed to create fewer, larger fields. Multiple mooring posts (marked ‘M.P.’) are present around Morgan’s Pill, indicating its use as an area for ship building (North Somerset HER: 40158). The only structure marked on the OS at Morgan’s Pill is a small bridge over the stream (North Somerset HER: 47399).



Figure 6: Map regression

1. North Somerset tithe map (c.1840) | North Somerset Archive
2. First edition OS (1884-1888)
3. Second edition OS (1894-1903)



The second edition of the OS, show no discernible change when compared to the first edition. Neither the form, density of development, extent nor layout of Pill (now marked as ‘Pill’ rather than ‘Cockern Pill’) nor the composition of the wider rural agricultural landscape within which it is set, have undergone notable change. Morgan’s Pill, to the north-west of Pill, also appears to remain undeveloped though potentially, by virtue of the marked mooring posts, could still have been in use as a ship building site.

The second edition of the OS does, however, label a small ‘C’-shaped embankment also marked on the first edition to the south the ‘Pill’ settlement name alongside the route of the railway as the ‘Highest Point to which Ordinary Tides flow’. Along the course of the River Avon, the ‘High Water Mark of Ordinary Tides’ is labelled (as it has been since the north-somerset tithe map) but now includes a height of ‘15ft’.

Although not illustrated here, the later 1921-1945 25” Revised Edition of the OS retains these additional labels and their information and shows meaningful change to Pill, Morgan’s Pill, the waterfront, or the surrounding rural agricultural landscape since the second edition.



## Historic Assets and Significance

There are two nationally designated heritage assets within the character area:

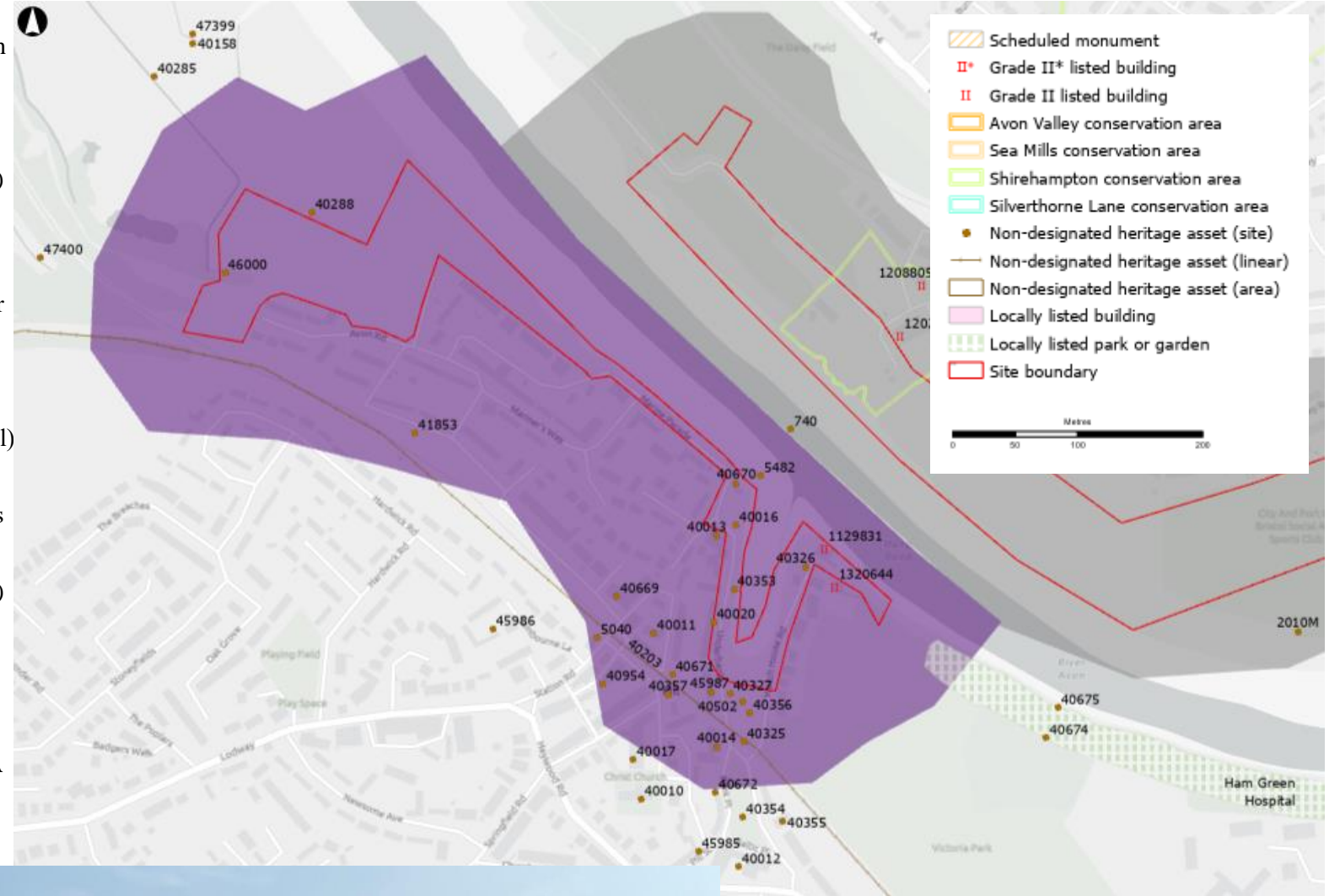
- Watch House, Retaining Walls to River and Garage (NHLE: 1129831)
- Mulberry Cottage (NHLE: 1320644)

Both these designated heritage assets are Grade II listed buildings.

There are also 42 non-designated heritage assets within the character area or its immediate surroundings (i.e., within the study area for this report):

- Ham Green Hospital – locally listed park or garden located on the riverside to the east of Pill (N. Somerset: No.195, North Somerset HER: 4363)
- The core settlement area of Pill (North Somerset HER: 43592)
- The harbour (North Somerset HER: 40502)
- Portishead and Bedminster Railway (North Somerset HER: 40203), viaduct (North Somerset HER: 40325), coal yard (North Somerset HER: 40357) and site of station (North Somerset HER: 5040)
- Features associated with the Lamplighters Ferry, including its route (North Somerset HER: 740) and stone slipway (North Somerset HER: 5482)
- Boatbreakers and boatbuilders yards and dry dock (North Somerset HER: 40356, 40326, 40327)
- The Duke of Cornwall pub at the top of the ferry slipway (North Somerset HER: 40013)
- Sites of former pubs (North Somerset HER: 40014, 40015, 40016, 40020, 40670, 45985, 45987)
- Site of demolished terrace, Union Row (North Somerset HER: 40353)

- L-shaped earthwork – possibly part of a historic sea defence or Second World War defence (North Somerset HER: 40288)
- Site of two buildings near Morgan’s Pill, identified from tithe map – possibly boat storage or repair buildings (North Somerset HER: 46000)
- Site of medieval mill (North Somerset HER: 40012)
- Historic buildings within the settlement of Pill, or site of buildings where demolished (North Somerset HER: 40010, 40011, 40017, 40355, 40669, 40671, 40672, 40953, 40954, 45986)
- Shipyard and bridge at Morgan’s Pill (west of Pill) (North Somerset HER: 40158, 47399)
- Area of possible ridge and furrow, near Morgan’s Pill (North Somerset HER: 47400)
- Sea defence banks (North Somerset HER: 40285)
- Victoria Park (North Somerset HER: 40354)
- Boundary stones (North Somerset HER: 40674, 40675)
- Second World War sidings at Pill Station, for AA guns (North Somerset HER: 41853)



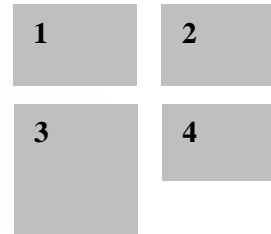
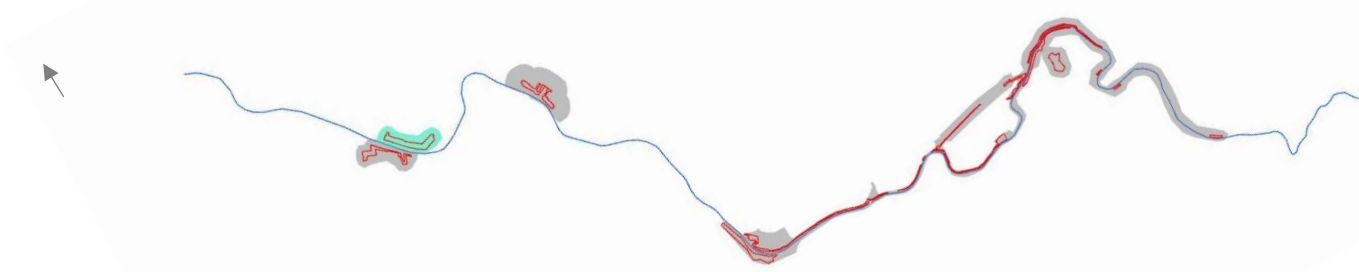
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Figure 7: Heritage assets

1. Heritage assets
2. The Watch House, Retaining Walls to River and Garage | Arup 2023



# Lamplighters



**Figure 8: Lamplighters**

- 1 The River Avon at Shirehampton, 1909 | Bristol Archives, 43207/9/23/78.
- 2 View of Pill from the Lamplighters Ferry slipway, Lamplighters | Arup 2023.
- 3 The Lamplighters Public House | Arup 2023.
- 4 View towards Avonmouth from Lamplighters, including Haven Master’s Office | Arup 2023.

## Topography and Geology

The hamlet of Lamplighters is located on low-lying ground on the northern side of a broad bend in the River Avon, close to Avonmouth where the river flows into the Severn Estuary.

The bedrock geology is soft Mercia mudstone, overlaid with many metres of tidal flat and peat deposits. Where the ground rises to the north, there are patches of river terrace deposits which, between approximately 15-30m AOD, have been found to contain palaeolithic artefacts (Barton, et al., 2002). The western part of the character area extends onto the mapped extent of one of these areas of terrace deposits. The Bristol HER includes a record of a small Acheulian handaxe (Lower Palaeolithic), although the precise findspot is not known (HER: 9911).

## Historic Character

Lamplighters is a mixture of Georgian hamlet, open riverside and mid-20<sup>th</sup> century residential development. The character area identified for the purposes of this assessment includes parts of three areas defined by BCC, who divide it from west to east as:

- Lamplighters Marsh – river edge transected by railway and public footpath
- Lamplighters – Georgian hamlet
- Dursley Road/Cotswold Estate – area of interwar and post-war housing estates

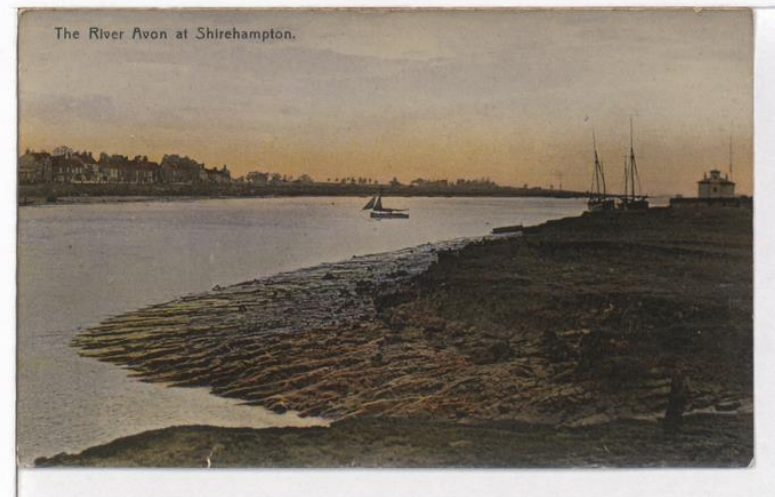
Although Shirehampton to the north has its origins as a settlement in the medieval period, Lamplighters developed in more recent centuries (Martyn, 2023). The hamlet is a loose grouping of mostly Georgian villas along Station Road, which led from the village of Shirehampton to a ferry crossing.

There was a ferry from Lamplighters to Pill for many centuries, possibly dating back to the Roman period (Martyn, 2023) (North Somerset HER: 740). The slipway and green-painted ticket office survive on the riverbank, although the ferry closed in 1974 after the M5 motorway crossing opened.

The earliest building is thought to be the Lamplighters Public House, formerly Lamplighters Hall (NHLE: 1202597). It was established as a roadside inn serving travellers crossing the Avon at the ferry which would later take its name (North Somerset HER: 740), and it is thought to date to the late 17<sup>th</sup> or early 18<sup>th</sup> century (King, 2012). In the mid-18<sup>th</sup> century, the inn was acquired by a Bristol businessman, who had made his fortune supplying oil lamps to the city. It was, and remains today, a grand building looking out over the Avon.

The other houses along Station Road were built in the Georgian period, reflecting the increasing popularity of Shirehampton as a fashionable suburb (Martyn, 2023). The road gained its name after the railway was built in the mid-19<sup>th</sup> century.

In addition to the ferry, a small inlet in the river was used as a wharf for bringing in coal (Bristol HER: 2022) and the Haven Master’s Office has been located here since the latter part of the 19<sup>th</sup> century with a building shown from the 1<sup>st</sup> edition Ordnance Survey map onwards. A watercolour postcard, dating from 1909, indicates that it had a distinctive tower. The current building dates to the mid-20<sup>th</sup> century and is considered to be an unlisted building of merit within Shirehampton Conservation Area.

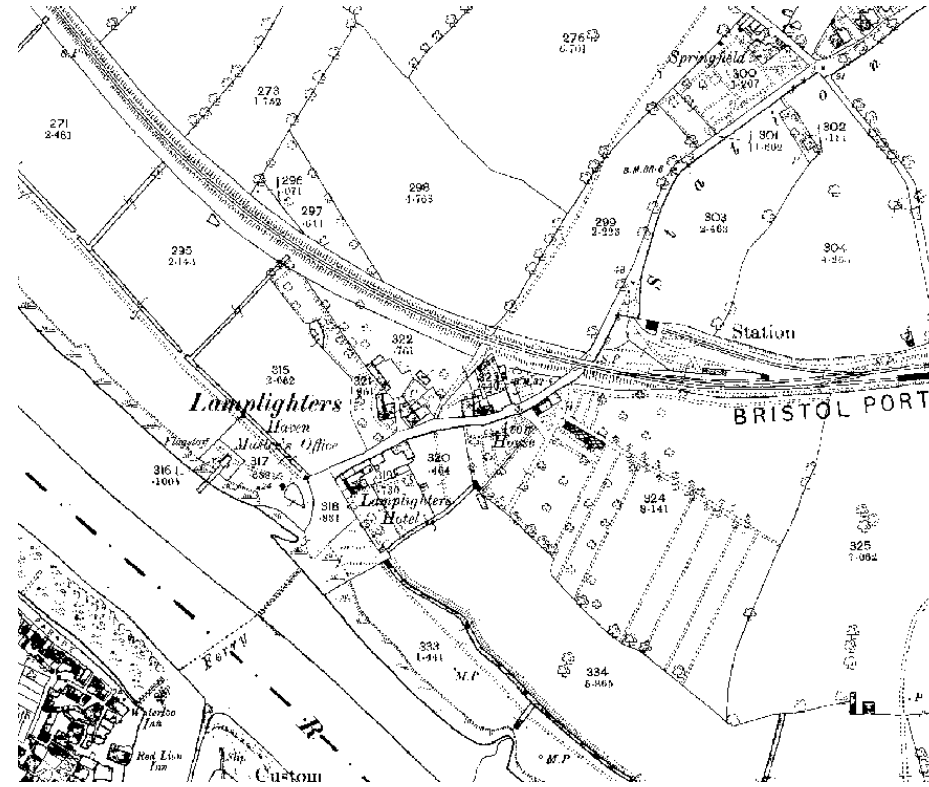




## Historic Development



The tithe map marks ‘Lamplighter’s Hall’ (now the grade II listed building The Lamplighters Public House (NHLE: 1202597)) and a small, nucleated cluster of other buildings within a rural agricultural landscape set within a broad curve of the course of the River Avon. The ferry, which links Lamplighter’s with the settlement of Pill on the southern bank of the River Avon, is also marked as are the settlements at Hungroad Cottage and Myrtle Hall (NHLE: 1292908), to the southeast.



The first edition of the OS map shows not only notable change but also provides a greater level of detail to the landscape than that provided on the tithe map. For example, the fields fronting the River Avon are divided by drainage ditches and there also appears to be an embankment on the northern edge of those to the southeast of Lamplighters, in fields 334, 337, and 343. The Harbour Masters Office is now marked and appears to have a dedicated slip way. The built environment at Lamplighters has changed slightly in form from that marked on the tithe with additional buildings but, most notably construction of the Bristol Port & Pier Railway. Lamplighter’s Hall is now renamed The Lamplighters Hotel.

The second edition of the OS shows very little change when compared against the first edition OS but the third edition OS charts the urbanisation of the area with the terrace at Dursley Street, Lamplighters complete and the transformation of the hamlet of Springfield, just north of Lamplighters, into a suburb of the much-expanded town of Shirehampton. The Bristol Port & Pier Railway has now been incorporated into the Great Western & Midland Joint Railway and, although much reduced in number, several mooring posts are still marked along the bank of the River Avon east of Hungroad Cottages (which remains unchanged). Establishment of an area of ‘Allotment Gardens’ northeast of Myrtle Hall (NHLE: 1292908) has resulted in the loss of a field boundary between fields 329 and 330 but, other than this, fields and wider rural landscape remains essentially unchanged.



**Figure 9: Map regression**

1. Shirehampton tithe map (c.1840) | Bristol Archives
2. First edition OS (1884-1888)
3. OS 1:2500 (1949) | Bristol Archives, 40980



This later edition of the OS map shows that rapid urbanisation of the area during the early 20<sup>th</sup> Century. Much of the rural agricultural landscape has now been developed. The settlement at Lamplighters, although now itself heavily urbanised and expanded eastward to the area of Myrtle Hall (NHLE: 1292908), remains separated from the Shirehampton conurbation by the railway and the recently constructed A4 Port Way road. Despite the urbanisation, the waterfront remains in agricultural use and many of the surviving fields appear unchanged in size and form. One notable change, however, is the loss of the allotment gardens northeast of Myrtle Hall (NHLE: 1292908) to housing development. The need for this type of land use appears to remain important as the small fields to the south of Myrtle Hall (NHLE: 1292908), and an area between the route of the railway and the A4 to the northeast of Lamplighters, have been turned over to allotments.



## Historic Assets and Significance

1

Figure 10: Heritage assets

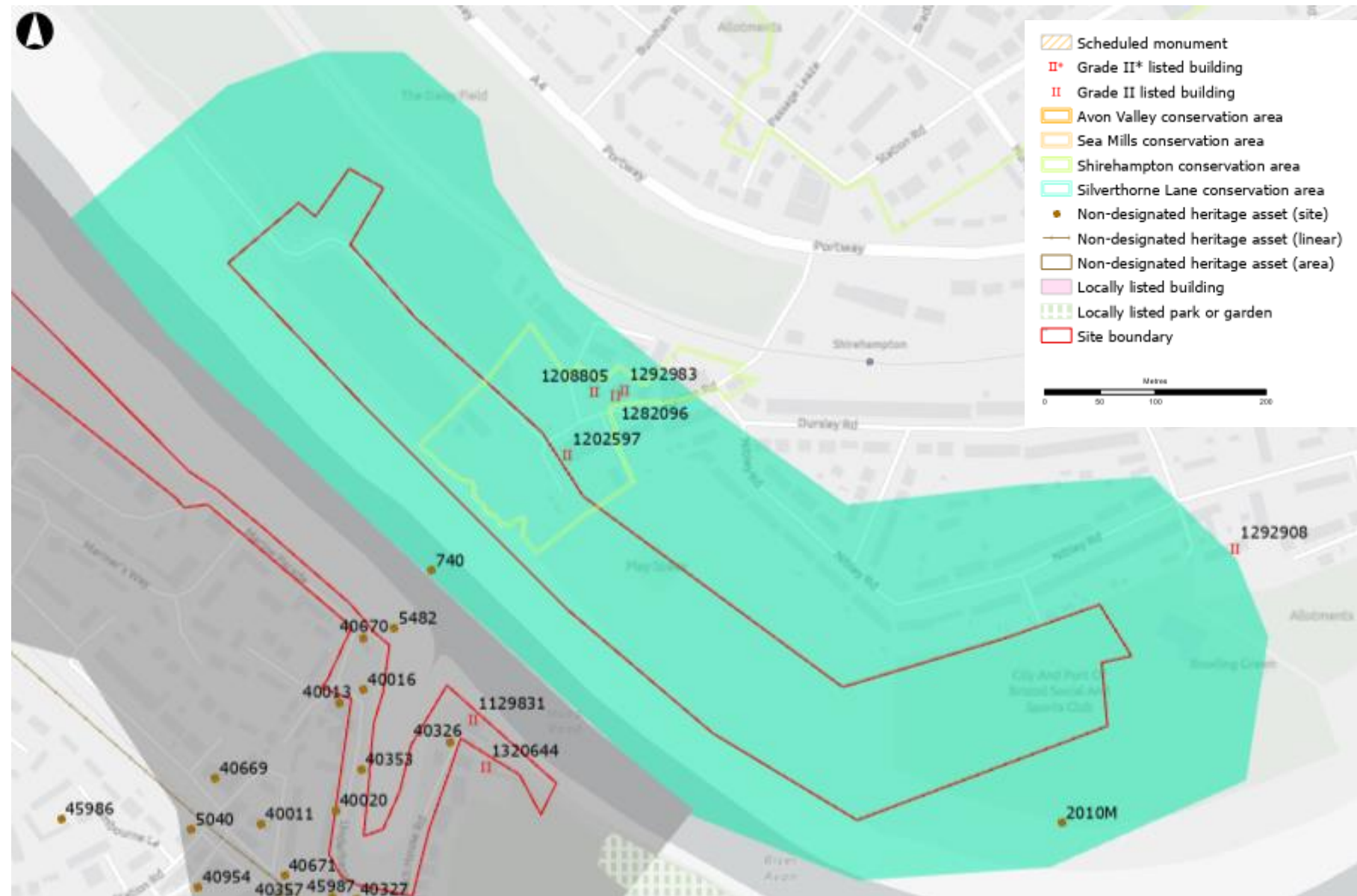
1. Heritage assets

There are six nationally designated heritage assets within the character area – five listed buildings and one conservation area:

- The Lamplighters Public House (NHLE: 1202597) – Grade II listed. Also included in the HER as 1886 but the point is mislocated.
- Wellington House and attached stables (NHLE: 1208805) – Grade II listed
- 105, Station Road (NHLE: 1282096) – Grade II listed
- Myrtle Hall and attached wall (NHLE: 1292908) – Grade II listed
- 103, Station Road (NHLE: 1292983) – Grade II listed
- Shirehampton Conservation Area.

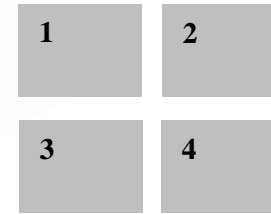
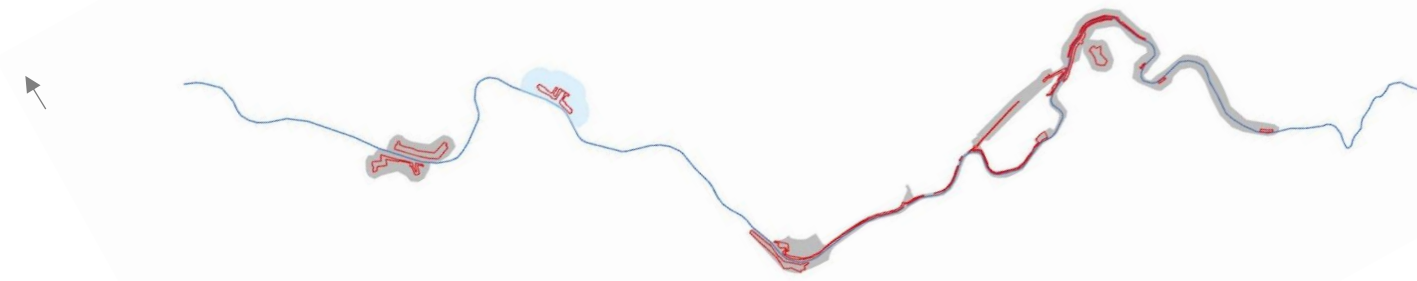
There are also six non-designated heritage assets within the character area or its immediate surroundings (i.e., within the study area for this report):

- Coal Wharf below Lamplighters Hall (Bristol HER: 2022)
- Coal Wharf, Hung Row (Bristol HER: 2010M)
- Shirehampton Station (Bristol HER: 2017M)
- Haven Master’s Station, included as an unlisted building of merit in the Shirehampton Conservation Area Appraisal (Martyn, 2023)
- Features associated with the Lamplighters Ferry, including its route (North Somerset HER: 740) and stone slipway and former ticket office (not included in the HER)





# Sea Mills



**Figure 11: Sea Mills**

- 1 View of the River Trym docks and railway bridge, from the Portway | Arup 2023.
- 2 View of Portway Bridge and listed harbour walls, from south bank of the River Trym | Arup 2023.
- 3 View of the Avon Riverside, from the confluence with the River Trym looking south | Arup 2023
- 4 View of the railway bridge, looking north from the confluence of the Avon and Trym

## Topography and Geology

Sea Mills is a suburb to the north of Bristol located at the confluence of the River Trym and the River Avon. The character area is low lying, ranging between approximately 7-11m AOD. The 20<sup>th</sup> century Portway road marks the edge of the low-lying riverside area, with ground levels rising to the north and east. Closer to the Avon, the 19<sup>th</sup> century railway line bisects the character area.

The bedrock geology is of soft Mercia mudstone, overlaid with many metres of tidal flat and peat deposits. On the higher ground to the north of the River Trym the bedrock is capped by surviving river terrace gravel deposits.

## Historic Character

The area of the site located in Sea Mills includes the riverside to the north and south of the River Trym, the historic dock basin and the allotment gardens on the western (river) side of the railway line, south of the Trym.

Sea Mills is very important archaeologically. A small number of flint tools found on the riverside include artefacts of Neolithic or Bronze Age date (Jackson, 1972, p. 15). However, the first major evidence of activity comes from the Roman period when it was the site of the riverside settlement and port of *Abonae*. Excavations have identified extensive survival of Roman remains dating to the 1<sup>st</sup>-4<sup>th</sup> centuries AD. It is thought that the settlement was originally military in origin, likely with a fort constructed on the southern side of the River Trym. It may have functioned as a supply station for materials being brought along the Severn Estuary, probably connecting to an early military road to Bath (Historic England, 2013). After a period where it may have been abandoned, a civilian settlement developed (Ellis, 1967).

Cobbled roads, building foundations and cemetery remains have all been found (Bristol HER: 2283M, 2284M, 2285M, 4031M, 4032M, 4033M). A community excavation in the allotment area suggested the possible site of a wharf. However, more recent excavations to the west of this suggested the modern riverside area was beyond the settlement core making the wharf interpretation less likely (Wessex Archaeology, 2015).

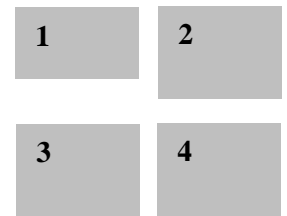
While the majority of the remains are below ground, some have been left exposed. The story of Sea Mills' Roman history is signposted in street names including Hadrian Close and Roman Way. Part of *Abonae* is a scheduled monument (NHLE: 1408558). Other parts of the settlement, although not scheduled, may be of schedulable quality (Bristol HER: 1762M).

The town appears to have been abandoned after the 4<sup>th</sup> century AD and the riverside area remained undeveloped throughout the medieval period. The name appears in records from the 15<sup>th</sup> century, likely referring to the mills along the Trym, with the 'sea' element probably derived from 'saye' (a cloth of wool and silk) or 'seam' (the load a packhorse can carry) (Bristol City Council, 2011).

Three mills are known to have been located on the Trym in the post-medieval period, further east than the riverside character area examined here. The first major development in the area after the Romans came in 1712 when construction began on Sea Mills Dock (Bristol HER: 1741M). This was the third 'wet dock' (or floating harbour) built in the UK, after the ones in Rotherhithe and Liverpool, and is of considerable historic interest. The dock was developed by the Bristol merchant Joshua Franklin and was intended to create a repair facility downstream of the Bristol quays. Two basins (an inner and outer) were created, with large walls built across the entrance, probably ending the use of the Trym upstream for tidal mill power (Bristol City Council, 2011).







**Figure 12: Sea Mills**  
 1 Signal Station, Sea Mills | Bristol Archives, 43207/9/24/11  
 2 The Old Signal Station | Arup 2023  
 3 Sea Mills Station | Arup 2023  
 4 The Portway Bridge | Arup 2023

*Historic character continued...*

The dock walls are Grade II listed (NHLE: 1202563) and the docks as a whole are a non-designated heritage asset (Bristol HER: 1741M). 18<sup>th</sup> century mapping indicates that there was a formal wall constructed along the north, east and west sides of the dock but there may not have been a wall along the southern side.

There are a small number of buildings in Sea Mills which date from the 18<sup>th</sup> century – including 77 and 79 Sea Mills Lane (Bristol HER: 3063-4). The docks were short-lived however and it was reported to be largely in ruins by 1800 (Bristol City Council, 2011). There are two limekilns located on the riverside to the south of the character area, which are assumed to be late 18<sup>th</sup> century from their form (Bristol HER: 1914M).

There are several buildings and structures within the character area which date to the mid-late 19<sup>th</sup> century. In 1865 the Bristol Port & Pier Railway was opened between Hotwells and Avonmouth, carried over the River Trym by a bridge within the Sea Mills Character Area. A station was built on the west (land) side of the railway line and opened the same year, with a stationmaster’s house added in 1894. The station was built in a domestic style, which is relatively unusual, although similar aesthetic choices are found in railway stations within certain country estates, which may have been an influence on this line as well (Parissien, 2014). The railway line is first shown on the 1<sup>st</sup> edition Ordnance Survey map of the 1880s. Other features notable are a row of mooring posts (marked M.P.) along the Avon.

At the end of the 19<sup>th</sup> century, or early in the 20<sup>th</sup> century, a signal station was built facing north-west onto the Avon (Bristol HER: 2279M). A postcard from 1921 shows the building alongside a set of signals on the edge of the water. The signal station was replaced with a newer building further south in the mid-20<sup>th</sup> century. Both buildings remain extant.

Another major change to the character area in the early 20<sup>th</sup> century was the construction of the Portway road, carried by a monumental stone bridge, to the east of the old dock.

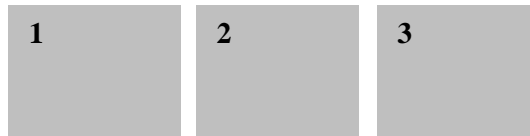
The Portway Bridge and both signal stations are considered as landmark buildings in the conservation area (Bristol City Council, 2011).

Further change came to Sea Mills in the inter-war period and immediately after the Second World War. To the west of the station, prefabricated interwar houses were constructed. These have very shallow foundations and excavations have shown that archaeological remains of the Roman town survive well beneath them (Mason, 2012). To the north-east of the Portway, a large garden suburb was laid out. This is considered to be Bristol’s finest example of planning post-Second World War municipal housing and one of the main reasons that Sea Mills is designated as a conservation area (Bristol City Council, 2011).



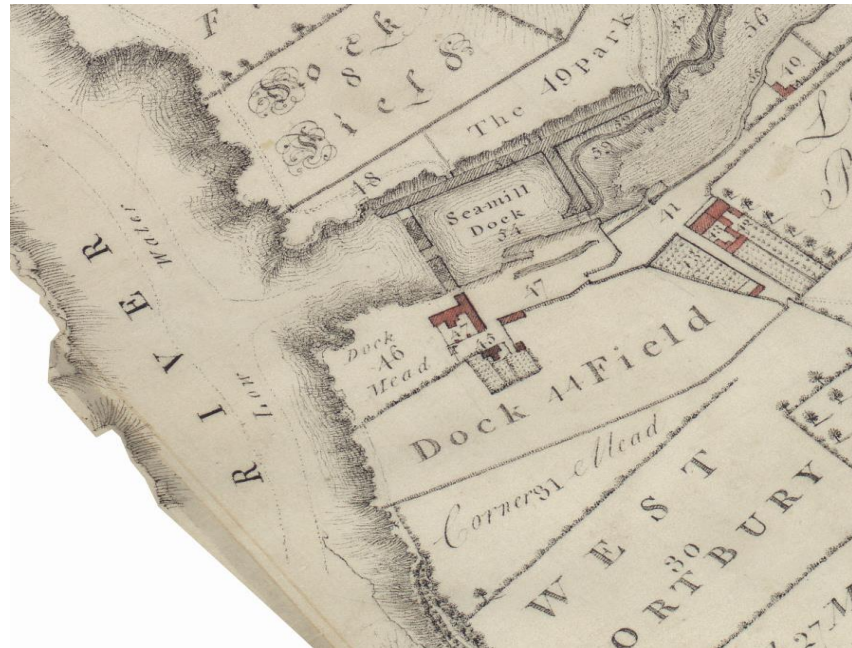


## Historic Development



**Figure 13: Map regression**

1. Isaac Taylor's plan of lands at Kings Weston, 1772 | Bristol Archives, 25670
2. Tithe map (c.1840) | Bristol Archives
3. First edition OS map (1844-1888)



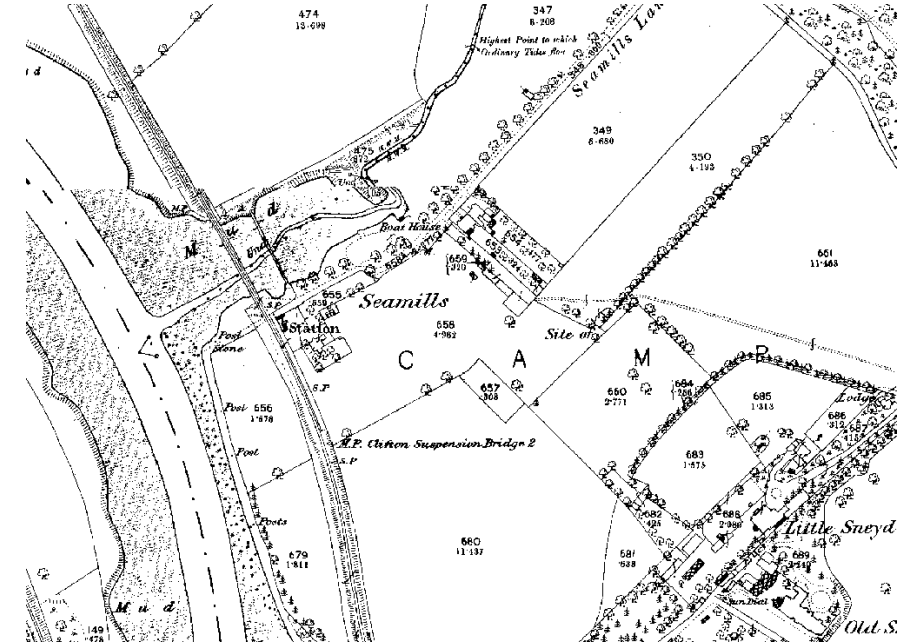
Sea Mills Dock (Bristol HER: 1741M) and the Harbour Walls of Sea Mill Dock (NHLE: 1202563), a grade II listed building, are clearly marked just inland of the confluence of the River Trym and the River Avon. Sea Mills Dock (Bristol HER: 1741M) is a wet dock and, built in 1712 by a Bristol merchant, its purpose was to eliminate the need for large sailing vessels to navigate the dangerous course further upstream to Bristol. As hinted at by the map, the venture failed through a lack of connecting infrastructure such as turnpike or major roads or canals.

The dock is set within the rural landscape of Kings Weston and is surrounded by large semi-regular fields with placenames that suggest pastoral as well as arable use. For example, the suffix of 'Mead', from the Old English for 'meadow', is common. The 'Low Water' level is marked but there is no indication of a high-water level.

To the north of the study area, 'Sea Mills Farm' is marked, and to the south, the buildings and estate gardens of 'Snead Park' are also marked. The complex of small buildings east of the Sea Mills Dock (Bristol HER: 1741M), which today includes No. 77 and No. 79 Sea Mills Lane (Bristol HER: 3063M & 30464M), is marked.



The tithe map provides less detail than Taylor's plan and shows relatively little change. Of note, however, is the piecemeal boundary reorganisation – this includes the removal of some boundaries and the sub-division of some larger fields. Examples of this include the amalgamation of 'Little Everlands' and 'Great Everlands' fields into tithe field 41, and the creation of tithe field 592 from the 'West Portbury' and 'Corner Mead' fields which themselves are combined to form tithe field 595.



The first edition of the OS map shows almost no change between the form of the fields and woodlands which surround Sea Mills Dock (Bristol HER: 1741M). Notable changes to the composition of the landscape are, however, visible at Snead Park which is much expanded – comprising 'Old Snead Park' and 'Little Sneyd' – and several tree-lined routes into the settlement from the east. Several other field boundaries are also marked as lined with trees and, for the first time, increased detail is provided regarding the 'High Water Mark of Ordinary Tides' of the River Avon and the 'Highest Point to which Ordinary Tides flow' in the River Trym.

Other detail is available regarding Sea Mills with a Boat House marked at the eastern end of the dock and a 'Weighing Machine' also marked. The OS map also has 'Site of CAMP' marked over the fields between Sea Mill and Snead Park, although no features which may be associated with the Roman riverside settlement and port of *Abonae* (NHLE: 1408558 & Bristol HER: 1762M) are indicated. It is likely that construction of the railway revealed the belowground remains.

The Bristol Port & Pier Railway was opened in 1865 and runs parallel to the course of the River Avon, crossing the River Trym at the mouth of its confluence west of the dock. A station has been constructed at Sea Mills and a marker post indicates 'Clifton Suspension Bridge...2'. There are some mooring posts scattered along the waterfront.

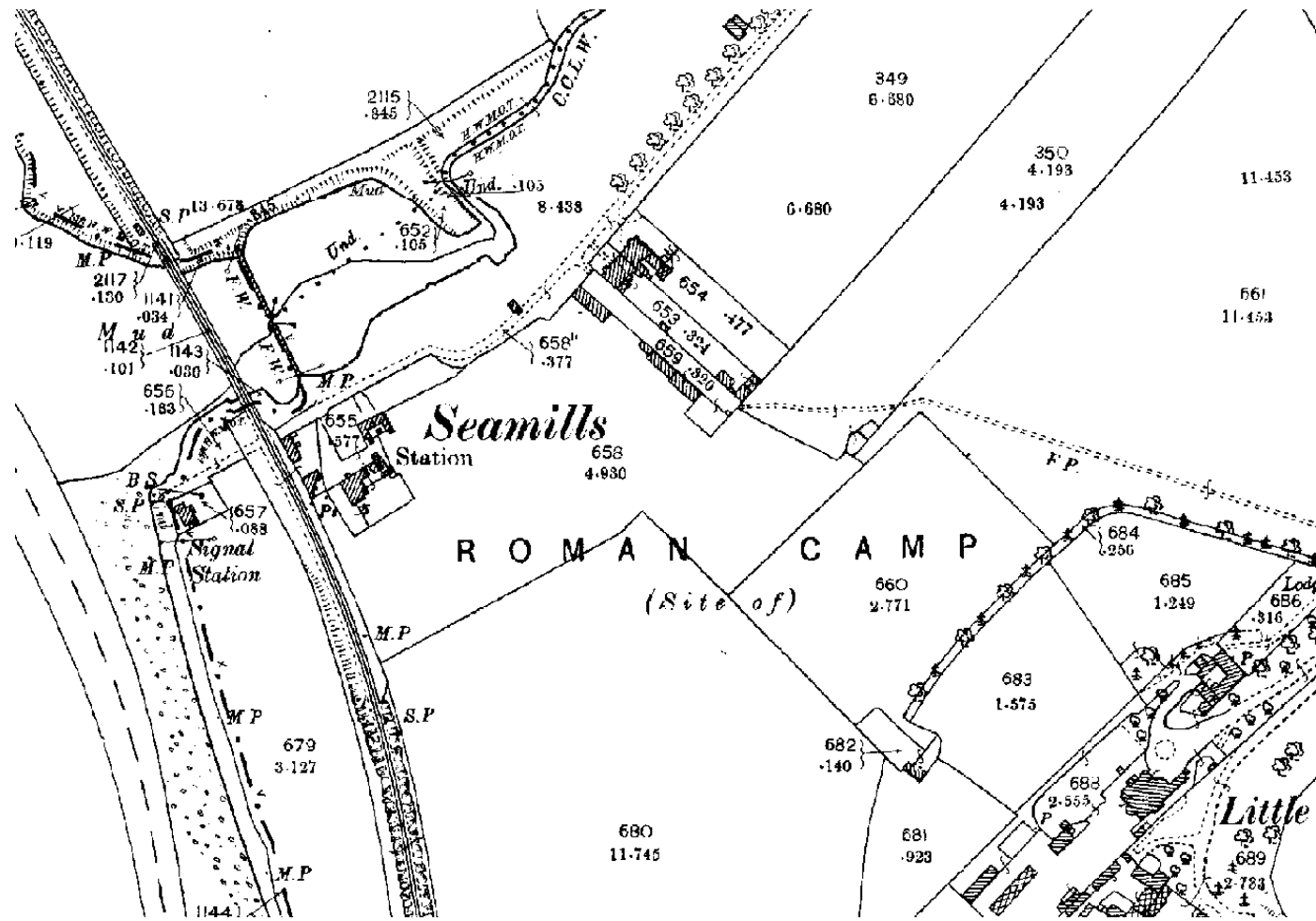


4

5

Figure 14: Map regression

- 4. Second edition OS map (1894-1903)
- 5. 1:2500 OS map (1949) | Bristol Archives, 40980



The second edition of the OS map shows almost no change from the first edition, although there are two notable differences. The first is the construction of a 'Signal Station' at the confluence of the River Trym and the River Avon, west of the railway, and the second is the change in description of the 'CAMP'. It is now marked as 'ROMAN CAMP (Site of)' and, beyond the study area to the south-east, the road which links the settlement of Old Sneyd Park/Little Sneyd with the settlement of Stoke Park is marked as 'ROMAN ROAD (Site of)'.

Interestingly, the third edition of the OS map does not contain this large label but does note 'Roman remains found here' alongside the mile post on the railway. It also notes a 'Roman Sepulchral Stone found 1873' in field 719. There are no other notable changes between the second and third editions.

The 1:2500 edition of the OS from 1949 shows the extensive urbanisation of the area. The previously rural landscape surrounding Sea Mills has been developed into residential terraces with only small parts of Sneyd Park, now labelled 'Old Sneyd Park', and the area alongside the course of the River Trym remaining as fields and wooded areas. The arterial A4 Port Way road has been constructed, dramatically changing the landscape as it crosses the railway and dock at height. It also connects with new main roads, like 'Roman Way', which run through the new urban environment.



## Historic Assets and Significance

1

Figure 15: Heritage assets

1. Heritage assets

There are three nationally designated heritage assets within the character area – one scheduled monument, one listed building and one conservation area.

- Part of the Roman Settlement of Abonae – scheduled monument (NHLE: 1408558)
- Harbour walls of Sea Mills Docks – Grade II listed building (NHLE: 1202563)
- Sea Mills Conservation Area (CA 21)

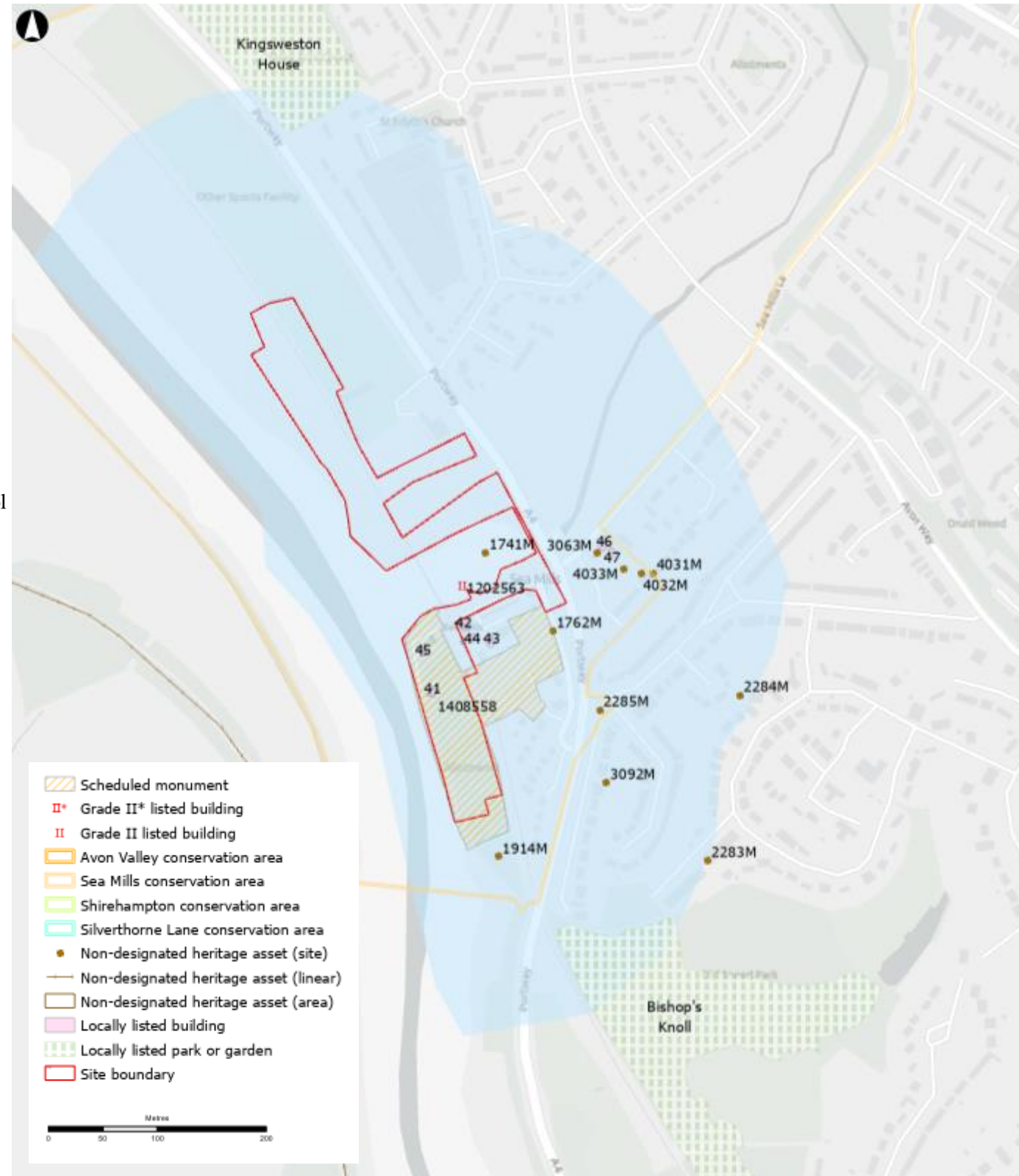
There are also 19 non-designated heritage assets within the character area or its immediate surroundings (i.e. within the study area for this report).

Of these, there are seven locally listed buildings, which are all identified as unlisted buildings of merit within the Conservation Area Character Appraisal & Management Proposals document (Bristol City Council, 2011)

- Sea Mills Signal Station (LLID 41)
- Sea Mills Railway Station (LLID 42, Bristol HER: 2018M)
- No.1 Harbour Wall (LLID 43)
- Station Master’s House (LLID 44)
- Old Signal Station (LLID 45, Bristol HER: 2279M)
- No.79 Sea Mills Lane (LLID 46, Bristol HER: 3064M)
- The Coach House, 75c Sea Mills Lane (LLID 47)

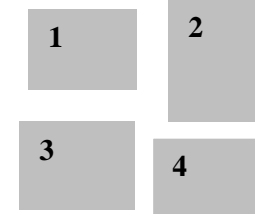
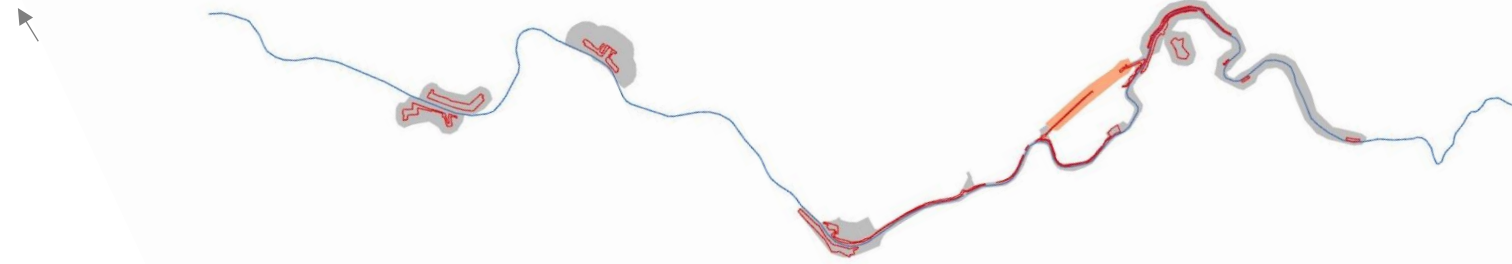
Other non-designated heritage assets included in the HER, or otherwise identified are:

- Roman settlement of Abonae (non-scheduled elements) (Bristol HER: 1762M)
- Sea Mills Dock (Bristol HER: 1741M)
- Limekilns west of the railway (Bristol HER: 1914M)
- Roman cremation cemetery south-east of Cavendish Gardens (Bristol HER: 2283M)
- Roman timber building north of Glenavon Park (Bristol HER: 2284M)
- Roman building at the junction of Roman Way and the Portway (Bristol HER: 2285M)
- No. 77 Sea Mills Lane (Bristol HER: 3063M)
- Air Raid Shelter at No.7 Horseshoe Drive (Bristol HER: 3092M)
- Roman cemetery (Bristol HER: 4031M)
- Roman street (Bristol HER: 4032M)
- Cisted inhumation burial (Bristol HER: 4033M)
- Railway bridge over the River Trym, included in the Conservation Area Character Appraisal & Management Document as a historic landmark (Bristol City Council, 2011)





# The Feeder



**Figure 16: The Feeder**

1 Engineering brick on towpath | Arup 2023

2 Blocked river access at St Vincent's Works (NHLE: 1202565) | Arup 2023

3 The Feeder and St Vincent's Works (NHLE: 1202565) | Arup 2023

4 Canal wall stone walls | Arup 2023

## Topography and Geology

The Feeder is a canal, created as part of the development of the Floating Harbour in the early 19<sup>th</sup> century. It cuts across the area of St Phillip's Marsh, turning it into an artificial island, bounded to the north by the Feeder and by the River Avon to the south, east and west. The geology is the Redcliffe Sandstone formation, overlaid by tidal flat deposits which reflect its low-lying flood plain location.

There are many features which give an indication of its historic use, however, including the old stonework along the towpath, blocked up access points between the buildings and the canal and traces of the former engineering brick paving, which would once have formed a hard-wearing surface for loading materials on and off barges.

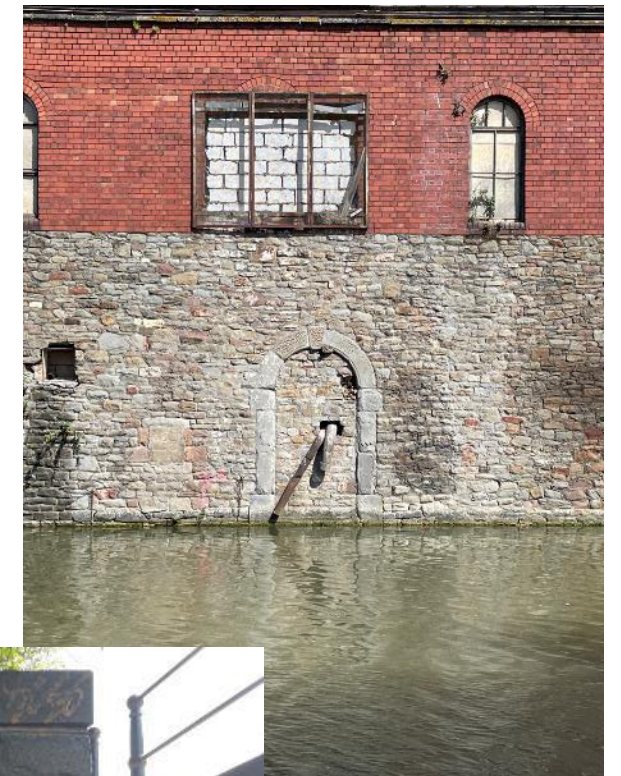
Close to the Netham Lock end of the Feeder a canal was cut to connect the Feeder and Avon and, it is presumed, allow traffic to bypass the locks (Bristol HER: 2697). Although the canal was infilled in the early 20<sup>th</sup> century, the opening from the Feeder is still extant.

## Historic Character

The Feeder has a distinct character from the surrounding landscape. The canal forms a narrow corridor, screened from the land to the north and south by the trees along its southern side and the facades of 19<sup>th</sup> and 20<sup>th</sup> century buildings which face directly onto the water from the north.

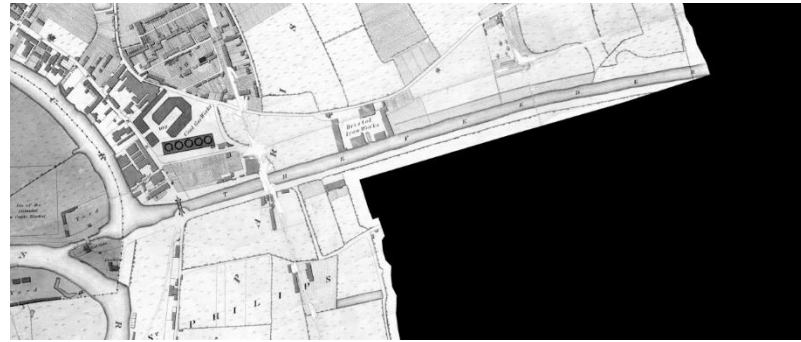
The River Avon Heritage Assessment (Insole, 2018) referred to the Feeder as part of the Netham Lock character area, noting that there would be the potential for enhancements along the canal which would bring it into the scope of the project. The report states that the Feeder is part of the nationally significant engineering works associated with the Floating Harbour and the New Cut, although it is not a designated asset.

The western part of the Feeder is located within the Silverthorn Lane Conservation Area (Insole, 2021). The character of the conservation area is a combination of the quiet (in modern times) canal and the large 19<sup>th</sup> and early 20<sup>th</sup> century industrial works to the north, many of which are listed. Today, the legibility of the former industries is muted, with the surviving buildings appearing as grand structures divorced from the noise and pollution with which they would have once been associated.





## Historic Development



Started in 1813 by John Plumley and completed in 1828 by George Ashmead, this is the earliest map which shows The Feeder and its environs.

From its western connection with the route of the floating harbour, and connection with the broad meander of the River Avon both east of Marsh Bridge (Bristol HER: 2625M) via the Totterdown Basin and Lock (Bristol HER: 2050M), The Feeder continues westward through the area of St Philips Marsh. St Philips Marsh remains largely undeveloped despite the proximity of the city and its expanding industry. Regular in form, the fields of the St Philips Marsh area are marked mostly as marsh or pasture, however, areas illustrated as being under arable are marked north of the route of The Feeder in the Barton Hill area.

Some of the streets present today are also marked, although not all are named. Avon Street is marked at the west end of The Feeder, joining with Marsh Bridge (Bristol HER: 2625M) before it becomes what is today known as Albert Road (unnamed on the map). North of The Feeder, what is today Gas Lane – which takes its name from the Bristol Gas Light Company Works (Bristol HER: 2301M) (marked as ‘Coal and Gas Works’) – and Silverthorne Lane are marked in the form present today.

As well as the Bristol Gas Light Company works, which was founded in 1815, the Bristol Vitriol Works (Bristol HER: 2708M) and ‘Bristol Iron Works’, which is no longer extant, are also marked.



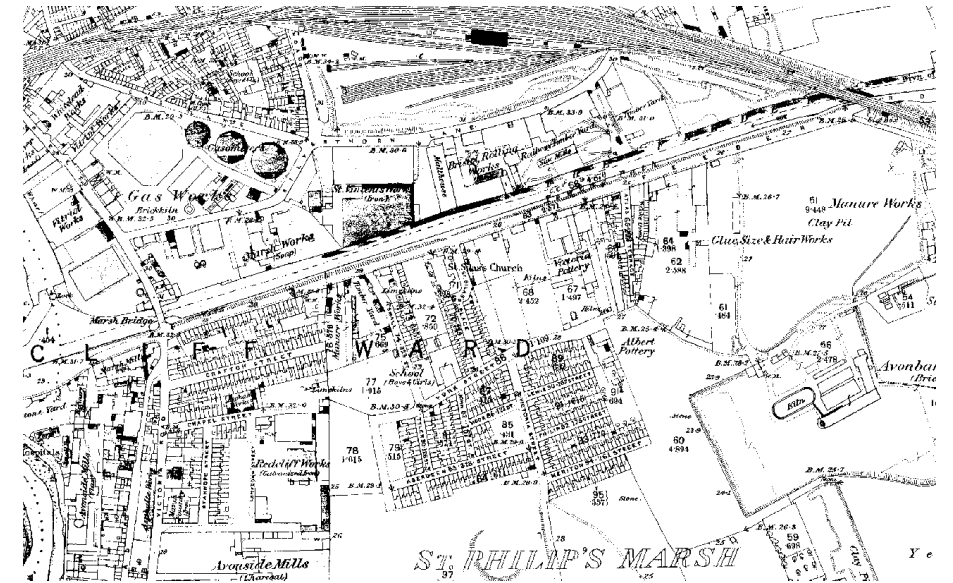
The tithe map from c.1840 shows little change to The Feeder or the extent and form of the built environment which is almost exclusively confined to the edges of St Philips Marsh. Several buildings, comprising what are probably industrial sites and small rows of domestic properties, extend southward into the marsh from the southern bank of The Feeder, opposite Bristol Iron Works. The wider landscape, and the eastern limits of the city at The Feeder’s western end, remain largely unchanged in use and division since the late 1820s.

The route of the GWR, which opened in 1838 and connected Bristol with London, crosses The Feeder at its eastern end on a new railway bridge and sweeps westward in a broad curve into the heart of the city and Temple Meads Station (NHLE: 1282106), a Grade I listed building.



Figure 17: Map regression

1. Ashmead’s Map of Bristol (1828) | Bristol Archives, 04481/2b/9
2. Tithe map (c.1840) | Bristol Archives
3. First edition OS (1884-1888)



The first edition of the OS shows considerable change to the St Philips Marsh area, much of which has been developed and now lies enclosed within the course of the River Avon to the west and south and the route of the GWR to the east and north. The map shows considerable change to the St Philips Marsh area, much of which has been developed. Areas of north of the GWR, the formerly open fields have been largely turned over to terraced housing as Bristol expanded and its suburbs gradually absorbed smaller satellite settlements to the east. Formerly open fields now largely turned over to terraced housing as Bristol expanded and its suburbs gradually absorbed smaller satellite settlements to the east. New terrace housing has also been built on the northern and western edges of St Philips Marsh itself, although the centre, south, and east are still predominantly undeveloped fields. The banks of the River Avon and route of The Feeder became industrial complexes with housing located further back. The southern bank of The Feeder hosts a wide range of industries including, a manure works, the Woodman, Charles & Son Timber Yard (Bristol HER: 2303M), Victoria Pottery, and a Glue, Size & Hair Works (‘size’ is a substance incorporated into papers and textiles as a protective filler or glaze). Other industries set further back include a Sulphur Works (Bristol HER: 2409M), the Avonbank (brick & tile) Works, Albert Pottery (Bristol HER: 2298M), and a Clay Pit. To the northeast of The Feeder, The Bristol Gas Light Company Works (Bristol HER: 2301M) now comprises three gasometers and the Bristol Vitriol Works (Bristol HER: 2708M) has expanded its site. On the northern bank of The Feeder, the Bristol Iron Works has been incorporated into the Bristol Rolling Works complex which abuts a Malthouse (Bristol HER: 2704M) and a Timber Yard (Bristol HER: 2304M) and saw mills. The Marsh Works (Bristol HER: 2302M) – which produced soap – and St Vincent’s Iron Works (NHLE: 1282118, 1282119, 1202565 & 1202566) are both marked.



**Figure 18: Map regression**  
1. 1:2500 OS (1949) | Bristol Archives, 40980



The second (1894-1903) and third (1898-1939) editions of the OS map show relatively little change but there is notable change on the third edition OS (1898-1939) map which shows the GWR Bristol Relief Line cutting through the approximate centre of St Philip's Marsh. The 1949 edition of the OS map shows the near encirclement of The Feeder and its environs by the GWR and its relief line (which is first marked on the third edition OS). There is little, if any, discernible change to the built environment and composition of the open, still marsh areas to the east when compared to the first, second and third editions of the OS map.

The handwritten annotations present on this map provide additional detail regarding not only business names and industries already operating in the area, but also indicate proposals for future development. These include municipal structures like schools in the residential areas south of The Feeder, but also larger industrial developments; for example, 'Site for Factory, St Annes board Mills Plan No. 363P/54'.

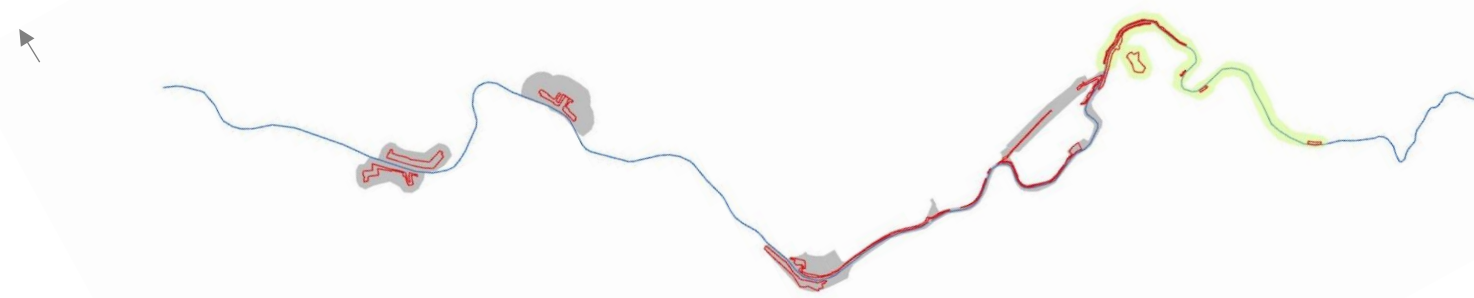
What appears to be the eastern terminus and the route of a '33k.v. Underground Cable', which heads south before turning west through the Totterdown district and into the city of Bristol, is also marked.







# Avon Valley



- 1
- 2

**Figure 20: Avon Valley**

1 Conham Ferry, T.L.Rowbotham 1826 | Bristol City Council, Braikenridge Collection.

2 Beese's Tea Gardens, Hanham | Bristol Archives, 43207/9/46/46.

## Topography and Geology

The Avon Valley character area extends along the quiet river corridor of the Avon east of Bristol. Topographically, it is relatively low lying with higher ground on either side of the river. The bedrock geology is also distinct from the surrounding areas as it is underlain by the Mangotsfield sandstone member, which includes pennant sandstone and mudstone beds interbedded with coal seams. This is important to its past landuse, with both stone quarrying and coal mining leaving distinctive traces across the landscape.

The coal seams run roughly west to east from just north of Netham to Crew's Hole before extending beyond the character area towards Hanham in the south-east. There is also a seam south of the River Avon in the St Anne's/Broom Hill area.

The superficial geology is, as with the other character areas, predominantly tidal flat deposits along the River Avon, with head deposits on the higher ground to the south of the river.

## Historic Character

The historic character of the area is of a river corridor which was both communications route and industrial hub in the post-medieval period. Quarries, mines, chemical works, potteries, glass and metalworks lined the riverbanks and would have used the river to bring in and export materials and finished goods (see historic assets and significance below). The Avon tow path (South Gloucestershire HER: 7105) and features including bollards and boundary stones (South Gloucestershire HER: 19301, 15866) bear quiet testimony to the former busyness of the river.

The GWR main line runs through the southern side of the character area, crossing under the north-east side of Broom Hill with a long tunnel. The Fox's Wood Tunnel's western portal is within the character area and is listed Grade II\* (NHLE: 1409150).

This tunnel portal is a notable part of the GWR architectural ensemble, built in a castellated style with mock arrow slits to complement the natural rocky landscape (Thorne, 2012). There is a locally listed incline plane and overbridge adjacent to the GWR corridor within the character area.

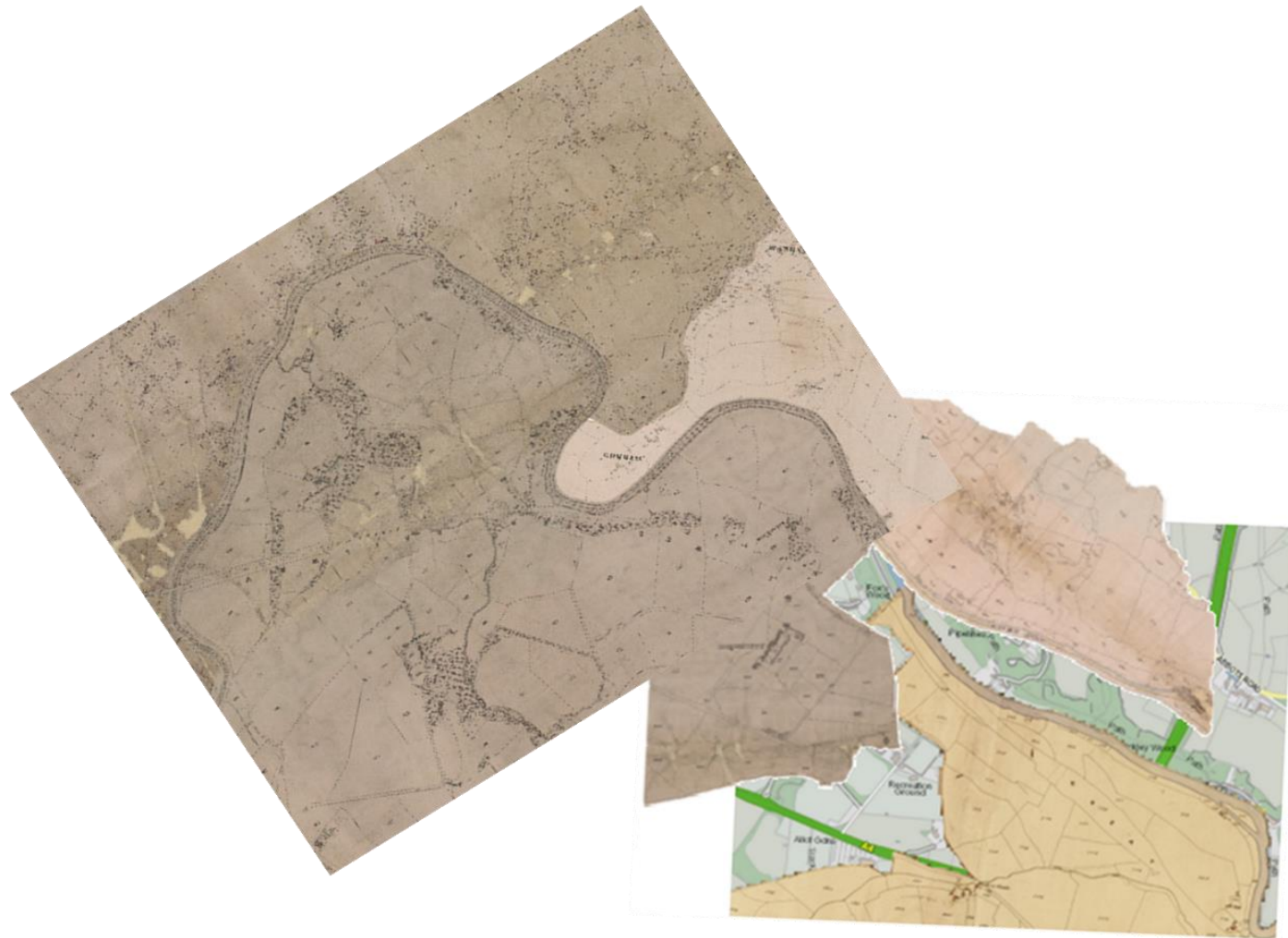
Alongside these industrial features, the character area also has several small settlements as well as grander houses and gardens of the wealthy. These include the Grade II listed Riverside (NHLE: 1116831), Brislington House locally listed garden, and Crew's Hole Garden (garden building listed Grade II, NHLE: 1202182). There are also areas which remained agricultural, with farms and farmland found along the corridor (Bristol HER: 2820M, South Gloucestershire HER: 12891).

On the river itself, one notable place is the historic Conham Ferry (Bristol HER: 2451M). Historic images of the ferry show how it sat within a rural landscape, these records obscuring the industrial uses of the riverbanks. This remains the dominant way in which the character area is viewed, with the conservation area assessment describing it as having 'secluded riverside charm enhanced by an 18<sup>th</sup> century settlement pattern' (Bristol City Council, 1993)





## Historic Development

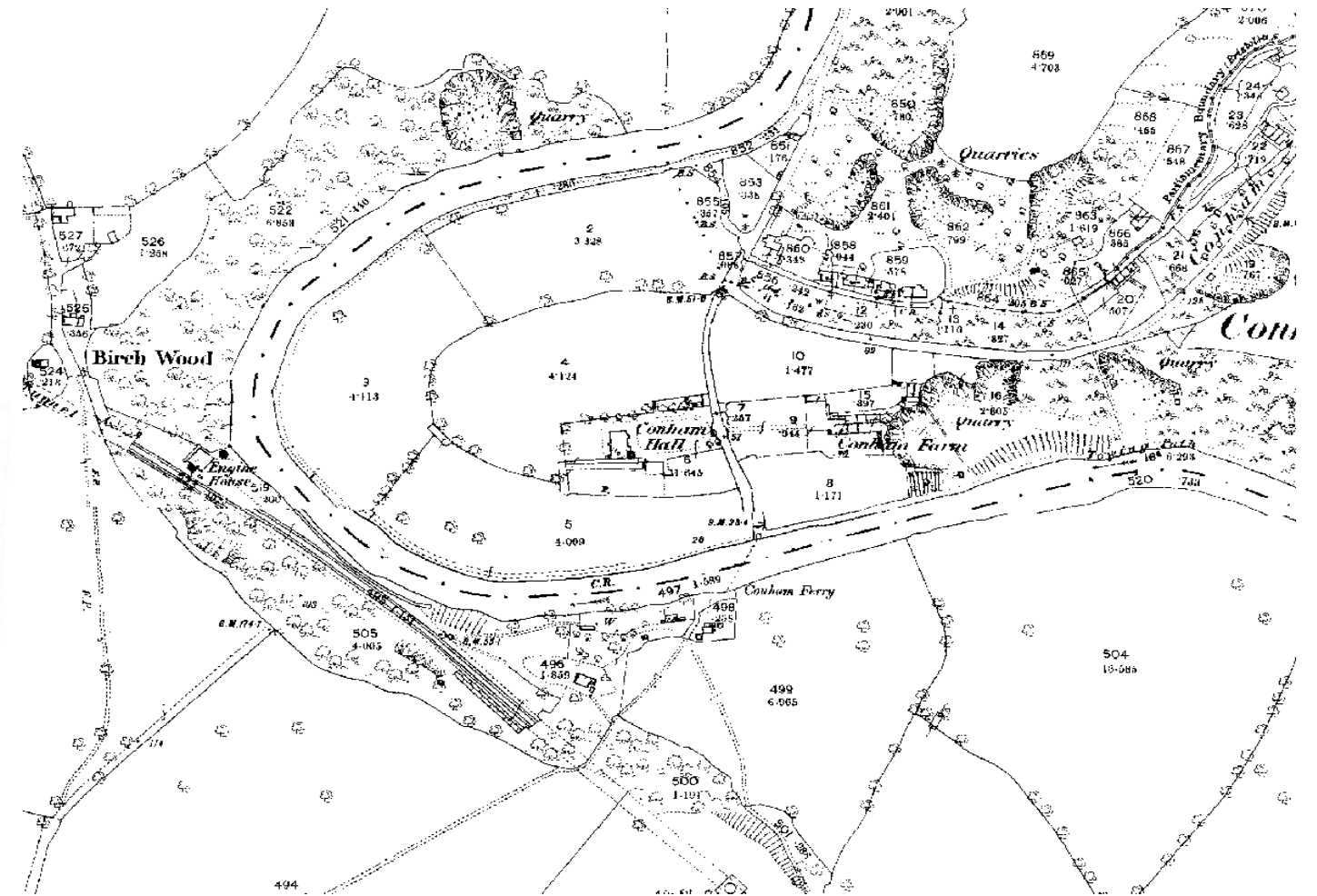


1

2

Figure 21: Map regression

1. Tithe Map (c.1840) | Bristol Archives
2. First edition OS (1844-1888)



While much of the Avon Valley character area is turned over to agriculture, with often irregular fields and areas of marsh and woodland present throughout its length, there is a notable split in land use between the northern and southern banks of the River Avon.

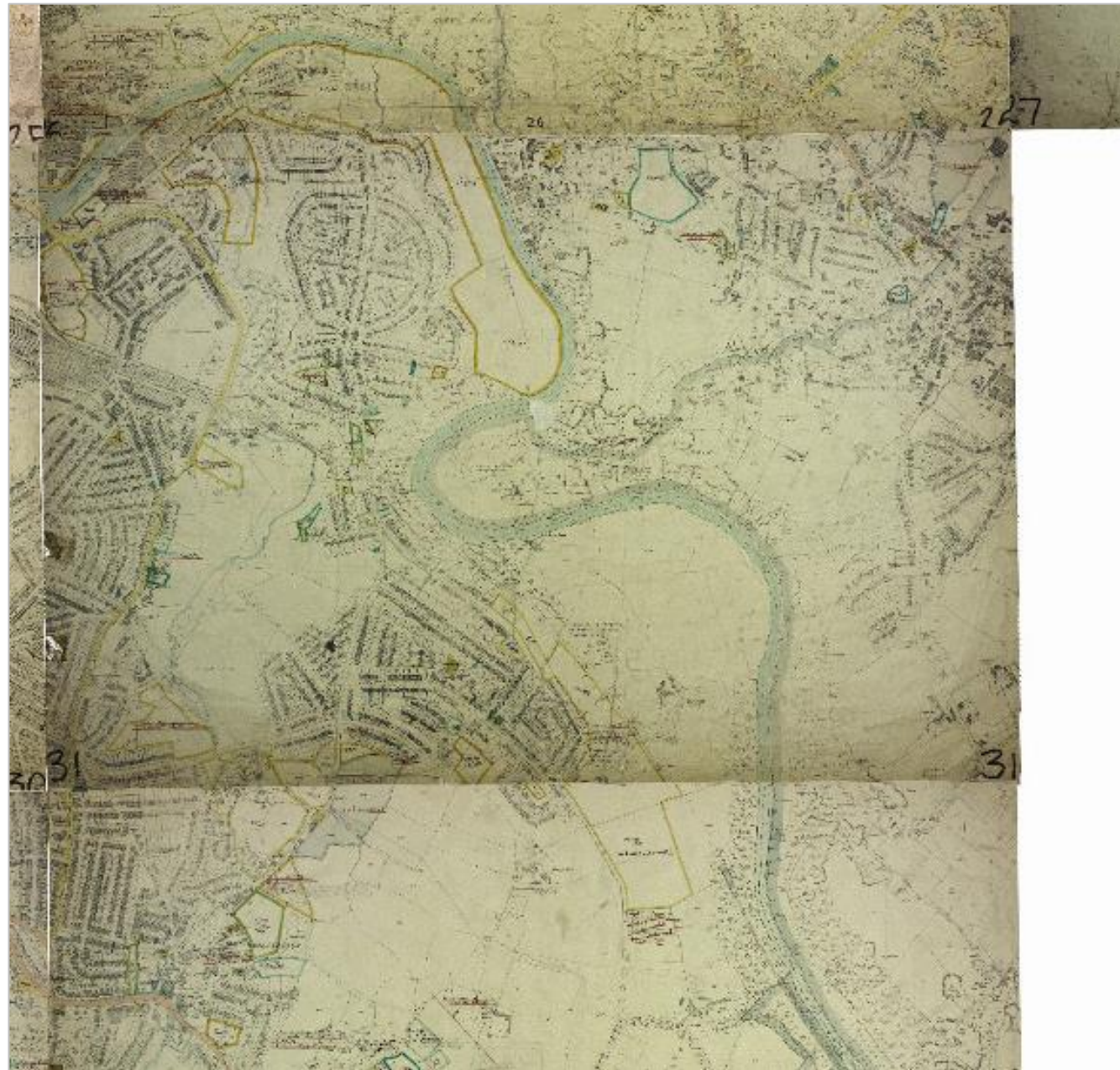
To the north of the river are large settlements and, toward its western end closer to the city of Bristol at the eastern end of the feeder, and propensity for industrial works, such as those at Netham and Black Swarth. The settlement at Crews Hole is marked and comprises small enclosures clearly associated with their principal buildings with the settlement then enclosed by larger fields to the north. Continuing eastward, the large settlement of Hanham is marked but does not yet extend fully to the northern bank of the River Avon. At the very eastern end of the study area, it is possible to distinguish Hanham Common and a lone Spelter (a Zinc-alloy) Works is marked at the apex of the meander east of Conham.

To the south of the river, settlements comprise individual farmsteads and small hamlets, often separated from one another by large areas of farmland with connections maintained through a web of small roads and trackways. The site of the Conham Ferry (Bristol HER: 2451M) is also marked. The only notable industrial structure identifiable to the south of the river is the route of the GWR with the Fox's Wood Tunnel (NHLE: 1409150) and St Anne's Tunnel (NHLE: 1201949 & 1201950) marked simply with the word 'Tunnel' in each instance.

The first edition of the OS map shows that the rural agricultural landscape of the Avon Valley shown on the earlier tithe maps remains largely unchanged south of the River Avon. There is little discernible change to the farmsteads and hamlets and many of the field divisions are also unchanged. There are some occasions, around the no longer extant St Ann's Farm (Bristol HER: 2820M) for instance, where several tithe fields appear to have been combined into fewer, larger fields – although this is by no means a common occurrence within the wider area. The improved cartography of the OS map over the tithe map also reveals evidence of likely orchards near some of the larger farms (St Ann's Farm (Bristol HER: 2820M), Eastwood Farm, and Heath Farm for example) of the area and suggests that the boundaries of larger fields are often tree lined. In the northeast of the character area, adjacent to the eastern end of The Feeder, the site of St Ann's Chapel (Bristol HER: 1815M) is marked.

At the eastern end of the character area, south of the settlement of Conham on the northern bank of the River Avon, the site of the Conham Ferry (Bristol HER: 2451M) is still marked and presumably still in use. To the north of the river, the settlement of Crew's Hole has expanded eastward and joined with the western extent of Hanham which has also spread further north over Whites Hill. The northern bank of the River Avon continues to be favoured for industry. Chemical works, a resin distillery, lead, and some brickworks are all marked along its course, undoubtedly using it for water, transport, and as a discharge for waste. A considerable number of large and small quarries are also marked along the northern bank of the river with a large cluster notable around the Conham meander. Although not marked with a particular material, like stone or gravel, it is probable that they were established as a source of building stone for not only local buildings but also for the wider region. The River Avon appears remain the principal mechanism for the movement of industrial materials and products to, from, and within the character area as there is a notable absence of railway mainlines and branch lines north of the river – even within the now considerable urban centres – and no way of connecting with the GWR outside of Bristol.





This edition of the OS map from c.1949 shows a dramatic change in use of the land south of the River Avon with the extensive, planned urbanisation of the areas of St Ann's in the northwest and Broom Hill at the eastern end of the character area. The developments are almost exclusively residential terraces set back from the bank of the River Avon and other water courses with a hinterland of woodland and marshland.

Although slight, there is a reduction in the number and type of industrial sites located along the northern and southern banks of the River Avon along its course through the character area when compared with the first edition of the OS. Almost all the quarry sites first marked on the OS first edition are still marked, however, it is unlikely that all – if any – are still in use. Several now have structures marked within them and others are labelled as 'Old Quarry'. To the south of the character area, at Conham, a sewage works has been constructed within the meander of the River Avon, most likely in response to the area's increased residential development.

There is no further notable change to the composition of the character area, and its wider landscape.



## Historic Assets and Significance

1

Figure 23: Heritage assets  
1 Heritage assets

There are four nationally designated heritage assets within the character area –one Grade II\* listed building, two Grade II listed buildings and one conservation area.

- Riverside, Grade II (NHLE: 1116831)
- Crew’s Hole Garden Building, Grade II (NHLE: 1202182)
- Fox’s Wood Tunnel West Portal, Grade II\* (NHLE: 1409150)
- Avon Valley Conservation Area (CA 24)

There are also 65 non-designated heritage assets within the character area or its immediate surroundings (i.e., within the study area for this report).

- Brislington House, locally listed park or garden – wider non-designated extent beyond Grade II\* registered park and garden beyond the study area (NHLE: 1001529)
- Quarries (South Gloucestershire HER: 15893, 15891, 7104; 18618 Bath and NE Somerset HER: 63298, 68334, Bristol HER: 2326M, 2606M, 2607M, 2608M)
- Railway tunnel (South Gloucestershire HER: 18585)
- Boundary Stones and bollards (South Gloucestershire HER: 19301, 15866)
- The settlement of Riverside Cottages (South Gloucestershire HER: 14493), including 18-21 Riverside Cottages (South Gloucestershire HER: 14754) and Quarry Cottage (South Gloucestershire HER: 13760)
- Conham Ferry (Bristol HER: 2451M) and associated landing Steps (South Gloucestershire HER: 14795)
- Settlement – the Batch, Hanham (South Gloucestershire HER: 14492), including Stone Cottage (South Gloucestershire HER: 13474)
- Non-designated houses and gardens (South Gloucestershire HER: 12892, Bristol HER: 2123M, 2126M, 2870M, 3029M, 3240M)
- Farms (South Gloucestershire HER: 12891, Bristol HER: 2820M)
- Tow Path on the Avon (South Gloucestershire HER: 7105)
- Brick, pottery and tile works (South Gloucestershire HER: 3476, Bristol HER: 1816, 1983M, 2318M, 2319M, 1985M, 2325M, 2610M, 3123M)
- Chapels (South Gloucestershire HER: 3472, Bristol HER: 1815M, 2122M, 2125M)
- St Anne’s ferry (Bristol HER: 1813M)
- Mills (Bristol HER: 1814M, 1986M))
- Crew’s Hole Colliery (Bristol HER: 1817M)
- St Anne’s Well (Bristol HER: 1818M)
- Metalworks (copper, lead and brass) (South Gloucestershire HER: 2288, Bristol HER: 1848M, 1849M, 1850M)
- Glassworks (740Bristol HER: 1977M, 1948M)
- Pumping stations/pump houses (Bristol HER: 2117M, 2226M)
- Public Houses (Bristol HER: 2121M, 2124M))
- Chemical works (Bristol HER: 2609M, 2611M, 2869M)
- Civil defence headquarters building (war room) (Bristol HER:2765M)
- Avon View Cemetery, including war memorial (Bristol HER: 2946M, 2947M)

