



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset Council

6.25, Environmental Statement, Volume 4, Appendix Series 8 Cultural Heritage

The Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009, regulation 5(2)(a)

Planning Act 2008

Author: CH2M

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**6.25, Environmental Statement, Volume 4, Appendix 8.1 Cultural Heritage
Gazetteer**

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SECTION 1

Gazetteer of Cultural Heritage Assets

1.1 Introduction

- 1.1.1 This technical appendix presents two gazetteers of cultural heritage assets along the Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme (“the DCO Scheme”), one for the proposed facilities and disused railway section between Portishead and Pill and one for assets along the existing operational railway between Royal Portbury Dock and Parson Street Junction, referred to as the Portbury Freight Line.
- 1.1.2 The two gazetteers include all designated assets (statutory and non-statutory) within a 500 m study area from the centreline of the two railway routes and non-designated asset data within 50 m of the permanent land-take and temporary occupation of the land during construction.
- 1.1.3 Designated assets (such as conservation areas, listed buildings, scheduled monuments, and registered parks and gardens) that have been considered in the assessment have been identified by name in this Gazetteer, in the ES Chapter 7 Cultural Heritage and on Figure 8.1 Sheets 1 to 5 in Volume 3 Book of Figures in the Environmental Statement (DCO Document Reference 6.24). While all the designated assets within 500 m within the study are shown on Figure 8.1, only those assets (individual assets and groups of assets) considered in the assessment are named, in order to provide a proportionate assessment of the impact of the DCO Scheme on designated heritage assets. Further information on these assets can be searched on the Historic England website: <https://historicengland.org.uk/listing/the-list>.
- 1.1.4 The non-designated assets have been referenced using the North Somerset and Bristol City Council Historic Environment Record (“HER”) reference numbers. These assets are all marked on Figure 8.1 Sheets 1 to 5 in Volume 3 Book of Figures in the Environmental Statement (DCO Document Reference 6.24). The relevant figure numbers are provided for ease of cross-referencing in the gazetteers. The assets have been reproduced below in directional terms: for the Portishead Branch Line they have been listed from west to east (Portishead to Pill Station), and for the Portbury Freight Line from north to south (Pill Station to Parson Street Junction).
- 1.1.5 Annex A comprises a gazetteer of heritage features identified along the railway by the heritage specialist, many of which do not appear in the HER.
- 1.1.6 Annex B provides photographs showing the inter-visibility between heritage sites of interest and the DCO Scheme.
- 1.1.7 The location of photographs presented in Annexes A and B is shown on Figure 1 in Annex C.

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
2522	The White Lion Public House – the building lies at the junction of Portishead High Street and Wyndham Street. The designation includes part of the former sea wall. The building lies at the western edge of the study area	Grade II listed building	The building has no inter-visibility with the scheme	Neutral	Neutral	1
40653	The former site of a boundary stone on the west side Portbury Rhyne – marked on a 1931 map	n/a	n/a	Neutral	Neutral	1
40652	The former site of a boundary stone on the east side of Portbury Rhyne in Portishead – marked on a 1931 map	n/a	n/a	Neutral	Neutral	1
43583	Moor Farmhouse – a building adjacent to Portbury Common and dates to 1837 from an inscription on the stacks. The building features a number of moulded decorations and is purportedly built in a 17th century ‘revival’ style.	Grade II listed building	No inter-visibility with the Scheme from ground level, though there may be some from the upper windows on the north side of the property	Neutral	Neutral	1

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
6993	Enclosures West South West of Shipway Gate Farm - a contiguous group of thirteen rectangular enclosures defined by ditches. Two of these features are small and suggest settlement enclosures, possibly a deserted farm site.	n/a	n/a	Neutral	Neutral	1
N/A	Historic railway bridges carrying Sheepway over the DCO Scheme. These are still extant structures and function as road bridges.		These are key pieces of railway architecture and have a relationship, both visual and historic, with the railway line. Preservation by record.	Neutral	Slight (beneficial)	1
43584, 43586 and 43587	The historic core settlement of Sheepway – in this area, 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.	n/a	n/a	Neutral	Neutral	1
40204	The historic farmsteads of Shipway Gate Farm.	n/a	n/a	Neutral	Neutral	1

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)		Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40205	Site of building north of Shipway Gate Farm	n/a	n/a	n/a	Neutral	Neutral	1
5027	The site of Portbury Station, which was constructed in 1867 and still displays extant remains.	n/a	n/a	n/a	Neutral	Neutral	1
41852	WW2 siding at Portbury station, unloading pit props, shells etc	n/a	n/a	n/a	Neutral	Neutral	1
42567	1872 Water works, Portbury Road	n/a	n/a	n/a	Neutral	Neutral	1
40662	The site of a signal box at Portbury Station.	n/a	n/a	n/a	Neutral	Neutral	1 and 2
9275	The Thatched Cottage – an early 17th century cottage in Sheepway, built in rubble, with thatched roof and brick stacks.	Grade II listed building		Slight inter-visibility with areas of temporary land occupation during construction	Neutral	Neutral	1
9036	Elm Tree Farmhouse - dates to circa 1830-40. The building has rich 19th century detail, including carved arms above the first floor windows and unusual crow-step gables.	Grade II listed building		Slight inter-visibility with areas of temporary land occupation during construction	Neutral	Neutral	1

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
9034	Portbury Priors - a mid-17th century building, incorporating a medieval building, altered in the 19th century. Gabled, with many 17th century details including windows and roof details surviving. Internal details such as fireplaces reasonably intact. The late medieval building may be related to the former priory.	Grade II listed building	The M5 lies on an embankment creating a visual barrier to the north of the property. Consequently there is no inter-visibility with the Scheme.	Neutral	Neutral	1
452	Portbury Priory and Boundary Wall to the South East – a medieval church and priory. Ruins of the Priory are apparently 15th century. The existing building is essentially 15th century with Victorian restoration and additions.	Grade II listed building	The M5 lies on an embankment creating a visual barrier to the north of the property. Consequently there is no inter-visibility with the Scheme.	Neutral	Neutral	1
9035	The Priory dates to the post-medieval period (post circa 1540).	Grade II listed building	The M5 lies on an embankment creating a visual barrier to the north of the property. Consequently there is no inter-visibility with the Scheme.	Neutral	Neutral	1

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Conygar Hill. This is the site of a univallate hillfort which lies on top of the most prominent geographical location in Portbury. The hill is wooded and no public access was identified during the site walkover survey.	Scheduled Monument	Inter-visibility would likely be blocked or greatly reduced by the M5 corridor and its vegetation screens, and/ or the wooded environment of the hill. The monument also lies almost 600 m from the Scheme.	Neutral	Neutral	1
731	The Church of St Mary, Portbury. A medieval church with Norman origins.	Grade I listed building	The M5 and churchyard hedge block any inter-visibility with the Scheme.	Neutral	Neutral	2
33561	A monument to Davids and Maynard lying on the south side of St Mary's Church chest tomb. Earliest legible dates are Stephen Davids and Israel Maynard, died 1800, but the tomb is 18th century. Sandstone ashlar with limestone ashlar ends	Grade II listed	Set within the churchyard as a low lying structure. No inter-visibility with the Scheme – vegetation screening and M5 embankment	Neutral	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
33562	A monument to the Ballard family: an 18th century limestone chest tomb.	Grade II listed	Set within the churchyard as a low lying structure. No inter-visibility with the Scheme – vegetation screening and M5 embankment	Neutral	Neutral	2
41450	The site of WWII Rail sidings & branch line to Marsh Lane camp	n/a	Adjacent to the extant disused railway	Neutral	Neutral	2
41842	The remains of Portbury Shipyard Signal Box, WWI and II sidings, etc.	n/a	Possible remnants of railway architecture still within the railway boundary	Neutral	Neutral	2
40667	Site of 'Stone' near Bradley Road	n/a	n/a	Neutral	Neutral	2
5039	Portbury Shipyard Station – a station along the DCO line that opened in 1918 and closed five years later	n/a	Possible remnants of railway architecture still within the railway boundary	Neutral	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40203	Portishead branch line - The dismantled remains of the Bristol and Portishead Pier Railway was the Portishead branch of the Bristol and Exeter Railway. It commenced at a junction with the Bristol - Exeter line 1.75 miles south-west of Bristol Temple Meads station to travel north to Long Ashton, Abbots Leigh, Easton-in-Gordano and on to Portbury and Portishead. The line was constructed after 1865 by the engineers McLean, Styleman and H. Barlow. The line was absorbed into the Great Western Railway in 1876.	n/a	Forms part of the DCO Scheme	Slight adverse	Neutral	2
7001	An historic fishpond North West of Court House Farm – dates to the medieval period	n/a	n/a	Neutral	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
2560	Court House Farmhouse – a farmhouse dating from the 16th or 17th centuries which has limited inter-visibility with the scheme	Grade II listed building	The property is partly surrounded by mature vegetation, and a line of trees lies alongside the railway, so inter-visibility is limited but there might be some views from the upper storeys of the property. The setting will change with the construction of the proposed cargo storage area in the fields west of the farmhouse. The cumulative effect of the DCO Scheme on setting of the farmhouse is not significant.	Slight adverse	Neutral	2
43589	Court House Farm, Easton-in-Gordano	n/a	As above	Slight adverse	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
736	Church of St George, Church Road, Easton-in-Gordano – 14th or 15th century but mostly rebuilt in the 19th century, leaving only the historic church tower. No inter-visibility with the scheme owing to modern residential development to the north and the M5 corridor	Grade II* listed building	No inter-visibility	Neutral	Neutral	2
5582	Warren north of Church	n/a	n/a	Neutral	Neutral	2
40558	Site of Manor Farm, Easton-in-Gordano	n/a	n/a	Neutral	Neutral	2
40602 / 43590	Post-medieval Lodway Farm, Easton-in-Gordano	n/a	The DCO Scheme and temporary land occupation areas will be visible from this asset to the north	Slight adverse (temporary)	Neutral	2
47401	Embankments north of Lodway Farm, Easton-in-Gordano – these have been identified from aerial photographs and lie just to the south of the dismantled railway	n/a	Within Lodway construction compound	Neutral following application of exclusion zone	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
47400	The former site of possible ridge and furrow near Morgan's Pill was identified on aerial photographs. This has since been removed by the recent excavation of a large pond area	n/a	n/a	Neutral	Neutral	2
46000	Site of two buildings at Morgan's Pill - 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	n/a	n/a	Neutral	Neutral	2
41853	WW2 sidings at Pill Station for an anti-aircraft emplacement.	n/a	n/a	Neutral	Neutral	2 and 3
43592	The historic core settlement of Pill (South), taken from 19th century maps	n/a	The Scheme runs through this area	Neutral	Neutral	2 and 3
43591	The historic core settlement of Pill (North), taken from 19th century maps	n/a	The Scheme runs through this area	Neutral	Neutral	2 and 3

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
45986	Site of Heywood Hall, Pill – documentary evidence for the building, which is no longer standing	n/a	n/a	Neutral	Neutral	2 and 3
40357	Site of coal yard, Pill - this site is located on the south side of the railway viaduct	n/a	n/a	Neutral	Neutral	2
5040	Pill Station – extant remains including the platform and some of the station buildings still exist, although they are in a state of advanced disrepair. The station opened in 1867 and closed finally in 1964.	n/a	Lies within the Scheme boundary	Neutral	Neutral	2 and 3
40671	The site of Independent Chapel on Chapel Row	n/a	No Scheme inter-visibility as the railway passes through a deep cutting adjacent to the Chapel	Neutral	Neutral	2 and 3
40954	Terrace of 6 houses and PO, Upper Myrtle Hill	n/a	Some limited inter-visibility from the northern end of the terrace	Neutral	Neutral	2 and 3
40014	Star Inn, Bank Place, Pill	n/a	Located adjacent to the railway viaduct	Neutral	Neutral	3

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40502	Harbour (Crockerne Pill) at Pill – historic maps suggest the construction of a viaduct, which altered the character of the creek. This alteration cut off the area on the south side from the tidal influences of the River Avon, which made the pill unsuitable for shipping. The creek to the north side remained relatively unchanged. The west side of the harbour remain unchanged, although 20th century developments has occurred on the banks of the creek. Survival of wooden holding struts suggest original features may survive	n/a	Inter-visibility with the Scheme, mostly with the large railway viaduct that severs the historic creek from the area to the south	Neutral	Neutral	2 and 3
40672	Site of smithy, Bank Place, Pill	n/a	n/a	Neutral	Neutral	2 and 3
40325	Railway viaduct, Pill	n/a	Forms part of the DCO Scheme	Neutral	Neutral	2
40356	The site of a 19th century boat-breakers yard in Pill. No evidence for the boatyard has survived	n/a	n/a	Neutral	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)		Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40327	The site of a 19th century dry dock in Pill. Cartographic analysis between the 1841 Tithe Map and the 1884 Ordnance Survey Map suggests a railway was designed to miss Cooper's Dry Dock on the west side of the creek. It is unknown when the dock ceased to function	n/a	n/a	n/a	Neutral	Neutral	2 and 3
40011	The site of a 19th century Union church in Pill, which was founded in 1787 but largely rebuilt in 1815. When the railway was constructed a wall of the chapel was a boundary of the Railway Company. The building fell into dereliction and was demolished along with the rest of the adjacent 'row' in the late 1950s.	n/a	n/a	n/a	Neutral	Neutral	2 and 3
40669	Station Hotel, Monmouth Road, Pill	n/a		The general area of the DCO Scheme is visible from this asset albeit it is within a cutting	Neutral	Neutral	2 and 3
40670	Site of The Waterloo, Marine Parade, Pill	n/a	n/a	n/a	Neutral	Neutral	2
40016	Site of Red Lion Inn, Pump Square	n/a	n/a	n/a	Neutral	Neutral	2

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40012	Site of medieval mill, Baltic Place - medieval mill is depicted on the 1841 dock plan for Pill, which is now on Baltic Way. The presence of the mill would explain the braided nature of the stream up-valley of the site, with a natural course and a leat.	n/a	n/a	Neutral	Neutral	2 and 3
40354	Victoria Park, Pill - depicted on the 1884 Ordnance Survey Map, the park has a high potential for archaeological remains, as it is connected to the Markham Brook, which has meandered across the mud flats into the River Avon for centuries. In the 1860s when a railway viaduct was constructed, waterlogged deposits reached a depth of at least 8 metres. The Brook was culverted under the park in the second half of the 20th century.	n/a	Lies adjacent to the railway viaduct	Neutral	Neutral	2

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NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)		Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40355	The former site of a Methodist chapel at Pond head - the Wesleyan Chapel was constructed between 1871 and 1872, and stood on the head of the pill on the north side of Mount Pleasant Road. The chapel is illustrated on the 1884 Ordnance Survey Map. A new church was built on the site in 1969 after the original was destroyed.	n/a	n/a	n/a	Neutral	Neutral	2 and 3
45987	The former site of the 'Friendly Home' public house in Pill.	n/a	n/a	n/a	Neutral	Neutral	2 and 3
40017	Former school, Church Place – this was built in the 19th century on a plot of land adjacent to Christ Church, with historic maps suggesting a construction date between 1841-8.	n/a	n/a	n/a	Neutral	Neutral	2
8910	Mulberry House and Cottage – a detached house now comprising two different properties. The structure dates to the 17th century and lies on the banks of the River Avon at Watchhouse Road and its adjacent creek.	Grade II listed building		There is no Scheme inter-visibility	Neutral	Neutral	2 and 3

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40190	The Watch House, with retaining walls to the river and garage – formerly a customs house, now a private house with retaining walls to the river and a former boathouse, now a garage. Dated 1850. Rubble build.	Grade II listed building	There is no Scheme inter-visibility	Neutral	Neutral	2 and 3
43591	Pill (north), Easton-in-Gordano – historic settlement core	n/a	n/a	Neutral	Neutral	2 and 3
43592	Pill (south), Easton-in-Gordano – historic settlement core	n/a	n/a	Neutral	Neutral	2 and 3
5482	Stone ferry slipway at Pill	n/a	n/a	Neutral	Neutral	2 and 3
N/A	Shirehampton: the main part of the Conservation Area comprises the core of the historic settlement of Shirehampton north of the A4 Portway and whose focus is a small village green. More relevant to this scheme, it also includes a smaller area to the south across the Portway, known as the Lamplighters. This area adjacent to the River Avon originated at the point where pilots boarded ships to guide them to the City Docks.	Conservation Area	There is no Scheme inter-visibility	Neutral	Neutral	2 and 3

Table 1.1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Four listed buildings at Lamplighters in the Shirehampton Conservation Area (above).	Grade II listed	These have no Scheme inter-visibility.	Neutral	Neutral	2 and 3
8905	Lodway Croft – an historic farmhouse dating to the mid-17th century, now a house and croft.	Grade II listed	No Scheme inter-visibility.	Neutral	Neutral	2 and 3
1228	The Lodway Brewery west of Pill	n/a	n/a	Neutral	Neutral	2

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
4857	An 18th century water gate at Ham Green dates to the mid-18th century and is part of the Ham Green House estate.	Grade II listed	No inter-visibility with the Scheme	Neutral.	Neutral	3
430569	A Gazebo within Ham Green Hospital dating to the mid-18th century and contemporary with the former Ham Green House.	Grade II listed	No inter-visibility with the Scheme	Neutral	Neutral	3
33456	Administrative block and two flats at Ham Green Hospital – the former country house of Ham Green House. Early to mid-18th century and altered and extended to the north circa 1800 and the mid-19th century.	Grade II listed	No inter-visibility with the Scheme	Neutral	Neutral	3
3198	Pottery kiln(?) west of Chapel Pill Farm	n/a	n/a	Neutral	Neutral	3
2981	Findspot: not an existing archaeological asset, but a location at Ham Green Farm where 13th century pottery kilns were cut through by the railway line during its construction in the 19th century.	n/a	n/a	n/a	n/a	2 and 3
40018	The site of Ham Green Farm, which has been built over in the 19th and 20th centuries by Pill and Ham Green settlements and cut through by the railway.	n/a	n/a	Neutral	Neutral	2 and 3
40679	Boundary stone 160 m east of railway tunnel entrance.	n/a	No Scheme inter-visibility	Neutral	Neutral	2 and 3

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
10703	Findspot: Palaeolithic implement (flint flake) found Ham Green Farm.	n/a	n/a	n/a	n/a	3
5041	Ham Green Halt – the site of the former railway station at Ham Green. The station opened in 1926 and closed in 1964.	n/a	Within the Scheme boundary	Neutral	Neutral	3
5042	Site of Ham Green station.	n/a	Within the Scheme boundary	Neutral	Neutral	3
5791	Large landscaped pond at Ham Green	n/a	Adjacent to the DCO Scheme and Ham Green construction compound	Neutral	Neutral	3
40228	Post medieval pottery from Rock Cottages	n/a	n/a	n/a	n/a	3
43601	Chapel Pill Farm, Abbots Leigh, post-medieval farmstead	n/a	Limited inter-visibility with the DCO Scheme although haul roads will pass this asset	Neutral	Neutral	3
40235	Site of boundary stone, Chapel Pill	n/a	n/a	Neutral	Neutral	3
40238	Site of former farmhouse at Rock Cottages	n/a	n/a	Neutral	Neutral	3

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40676 / 40677	Hydraulic ram at Chapel Pill	n/a	n/a	Neutral	Neutral	3
41846	Ham Green Railway Tunnel – still a complete structure and it has historic use as a WWI air raid shelter.	n/a	Pill tunnel is an integral feature in the DCO Scheme	Neutral	Slight beneficial	3
44796	Railway spoil heap south east of Ham Green – presumably construction waste from the groundworks during the original construction of the railway in the 19th century, including (presumably) the excavation of Pill Tunnel and the cutting to the east of it. The waste now forms a well-established and well-vegetated landscape feature abutting the railway corridor.	n/a	Scheme inter-visibility exists, with the spoil heaps being located either side of the cutting at the eastern portal	Neutral	Neutral	3
195	Ham Green Hospital non-designated park and garden around the historic Ham Green Hospital complex. They are late 18th-century pleasure grounds and park, laid out for Richard Bright, a chemist and horticulturalist. The gardens cover approximately 16 hectares.	n/a	Some Scheme inter-visibility	Slight adverse	Neutral	3
43600	The Folly, Easton-in-Gordano, core settlement identified from historic mapping.	n/a	Some Scheme inter-visibility	Neutral	Neutral	3
426029	An 18th century water gate in Ham Green.	Grade II listed building	No Scheme inter-visibility	Neutral	Neutral	3

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
44801	Railway spoil heap opposite Sea Mills – presumably the original construction waste from the excavation of the railway corridor in the 1860s.	n/a	Some Scheme inter-visibility	Neutral	Neutral	3
N/A	Leigh Court Park and Garden comprising 19th century pleasure grounds and park around a country house for which Humphry Repton produced a ‘Red Book’ (for landscape design). The Portbury Freight Line passes through the eastern side of the designation, which extends almost to the edge of the River Avon.	Registered Historic Park and Garden – Grade II listed	The Scheme runs through the eastern edge of the area designation	Neutral	Neutral	3
3533	Ventilation chimney for a coal mine. The Chimney on the surface now supports a small cylindrical water tank but was formerly used as part of the ventilation system for a coal mine. The furnace for the chimney would have been situated in the mine itself.	n/a	Unknown, but potentially some Scheme inter-visibility	Neutral	Neutral	3 and 4
N/A	Sea Mills: Sea Mills Housing Estate was constructed in the aftermath of the First World War to provide ‘homes for heroes’ and ‘dwellings for the working classes’. It has the characteristic of a suburb influenced by the ideas of the Garden City Movement; a planned estate of cottage style dwellings in a landscaped environment. it	Conservation Area	There is very limited inter-visibility between the Scheme and the housing estate and riverside area.	Neutral	Neutral	3

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
	includes the low lying areas of the Avon valley to the southwest.		There are views from the Freight Line to the Conservation Area where there are gaps in the vegetation. Similarly there are views across to the Freight Line from Sea Mills, including the Sea Mills/ Abonae SM. The railway embankment visible is partly obscured by vegetation.			

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Sneyd Park: A gently undulating area located just to the north of Durdham Down in Bristol and bounded by the Avon Gorge and Valley (which it also occupies) to the west. It is mostly a residential suburb of north Bristol. There are four listed buildings within 500 m of the centreline of the railway.	Conservation Area	There are views to and from the Scheme.	Neutral	Neutral	3
N/A	Harbour Walls of Sea Mills Docks is dated to circa 1715-20 and is composed of rock-faced rubble walls. The walls comprised part of the first floating harbour on the Avon, in use from 1712, and was the third in the country after Rotherhithe and Liverpool. It was used as a whaling station and by privateers until its closure in 1766.	Grade II listed building	Some limited Scheme inter-visibility	Neutral	Neutral	3
N/A	Part of the Roman Settlement of <i>Abonae</i> , the scheduled monument covers the former Nos. 17-29 Hadrian Close and includes the adjacent area extending to the banks of the River Avon. The monument comprises buried remains from part of the first to fourth century AD Roman town and port, known as <i>Abona</i> or <i>Abonae</i> , which stood at the confluence of the rivers Avon and Trym. The site is not visible at ground level but survives as buried features. The Roman settlement overlooks the River Avon at Sea Mills.	Scheduled monument	There is limited inter-visibility between the two in places, subject to gaps in the existing vegetation along the railway embankment.	Neutral	Neutral	3

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	The Coach House at 4, Cook's Folly Road – the carriage house circa 1860, now a house and garage.	Grade II listed	No inter-visibility noted during walkover survey	Neutral	Neutral	4
N/A	Trinder House – part of Cook's Folly House dating to 1858, now attached pair of properties, 6 and 8 Cook's Folly Road.	Grade II listed	No inter-visibility noted during walkover survey	Neutral	Neutral	4
N/A	The gateway for Greystone a local house	Grade II listed	No inter-visibility noted during walkover survey	Neutral	Neutral	4
3538	The remains of Miles Dock, East of Pill – this is the site of a small barge dock built in 1795 to unload freestone for the building of Leigh Court, which was completed in 1814. Shortly after 1900 the dock was used by the Bristol Strontia Co. to ship the crystal mineral celestine into barges. The celestine was transported to the dock by a tramway along Paradise Bottom, where some earthworks still remain. Perhaps the only surviving dock of its kind in the county. The east wall has collapsed into the dock and the west wall appears to have been rebuilt since the dock went out of use.	n/a	No inter-visibility noted during walkover survey	Neutral	Neutral	3 and 4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40360	Post-medieval quarry site opposite Walcombe Slade, Avon Gorge, depicted on the 1916 Ordnance Survey map.	n/a	Lies alongside the railway	Neutral	Neutral	4
40361	As above.	n/a	Lies alongside the railway	Neutral	Neutral	4
40362	Former quarry opposite the Sea Walls, Avon Gorge.	n/a	Lies alongside the railway	Neutral	Neutral	4
40363	Site of wharf at former quarry opposite Walcombe Slade.	n/a	n/a	Neutral	Neutral	4
41311	Old quarry 770 m east-northeast of parish church, Abbots Leigh.		n/a	Neutral	Neutral	4
33397	The Gateway and West Gateway, Central Archway, Flanking Walls and Piers, Abbots Leigh Road.	Grade II listed	Adjacent to proposed access to Leigh Woods for geotechnical works to cliff faces in the Avon Gorge	Slight adverse (temporary)	Neutral	4
N/A	The Downs Conservation Area mainly covers the Clifton and Durdham Down on the east side of the Avon Gorge. The designation also covers the river channel at the base of the gorge, abutting	Conservation Area	There is some inter-visibility with the DCO Scheme.	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
	the eastern boundary of the footpath that runs along the Portbury Freight Line boundary. Within the limits of the scheme's study area, there are four listed buildings comprising buildings at the edge of Dudham Down, the A4, Clifton Down Camp and the Clifton Suspension Bridge. Clifton Down Camp is also a scheduled monument (see below). These lie within the CA and 500 m of the centreline of the DCO Scheme.		There are clear views down to the Portbury Freight Line from the top of the Avon Gorge and some views from the railway line in areas, where the current vegetation allows. The Conservation Area boundary also abuts the edge of the DCO Scheme, covering the base of Avon Gorge			
N/A	Towerhirst – a large building at the North West corner of Clifton Downs.	Grade II listed	Unknown, but likely to be limited inter-visibility with the upper storeys of the property	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	A drinking fountain lies at the edge of the A4 Portway.	Grade II listed	No Scheme inter-visibility	Neutral	Neutral	4
N/A	Cook's Folly, a house on Cook's Folly Road which lies to the south of Knoll Hill.	Grade II listed	Limited Scheme inter-visibility	Neutral	Neutral	4
41310	The former site of a signal box on the Portbury Freight Line at Leigh Woods.	n/a	n/a	Neutral	Neutral	4
40123	Right-angled ditch, 260 m SW of ex-rifle range, Leigh Woods	n/a	Adjacent to proposed haul route	Neutral	Neutral	4
40037	Old quarry 300 m north west of the New Zigzag pumping station. It is the northernmost large quarry on the Leigh Woods Estate in the Avon Gorge and is annotated as 'Quarry' with buildings mapped in the OS 1888 map but not on 1903 or subsequent maps.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4
40035	Slab Quarry Cave, Leigh Woods is a small cave situated immediately north of the top of the large slab which gives Quarry 5 its alternative name. The feature is undated.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4
40359	Old (post-medieval) quarry north of Stokeleigh Camp: the second northern-most large quarry on the Leigh Woods Estate in the Avon Gorge.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
40038	Old quarry 100 m south west of New Zigzag pumping station - the parish boundary between Abbots Leigh and Long Ashton was marked on the edge of the River Avon by a large rock called the Shaking Rock. In 1772, it was reduced in height to facilitate the towage of river traffic. This feature was annotated as 'Old Quarry' on 1888 and 1903 Ordnance Survey maps.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4
42497	Old quarry east of Stokeleigh hillfort – the feature is shown on the 1888 Ordnance Survey map.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4
42499	Quarry at the bottom of Nightingale Valley – a small quarry on the north side of the lower end of Nightingale Valley close to Nightingale Valley railway halt. Generally post-medieval in date.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4
42502	The former site of a 17th century lime kiln, Nightingale Valley – an indenture document mentions the lime kiln is dated 19th March 1626. The reference mentions a cottage, lime kiln, and quarries in the slade under Stockley Wood with common pasture. This is presumably somewhere near the lower end of Nightingale Valley and may have been destroyed by the construction of the railway embankment.	n/a	n/a	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
42501	Site of a 17th century cottage at Nightingale Valley – the cottage is mentioned in the 1626 indenture document mentioned above and similarly likely to have been removed in the 19th century during the construction of the railway.	n/a	n/a	Neutral	Neutral	4
42500	Site of the 'Cupiloe' at Nightingale Valley - a smelting house is given in an indenture dated 10th August 1684, when the structure was presumably new. This building may have been associated with the Stockley Vale Copper Works [HER 2206], also run nearby. Cupolas were a late 17th century invention described as a reverberatory, coal-fired furnace used for smelting lead.	n/a	n/a	Neutral	Neutral	4
5052	Nightingale Valley Halt - opened in 1928. This was a summer only service which ran on the Portishead line North of Clifton Bridge Halt. It was used mainly by tourists and closed on 12 September 1932. Nothing substantial survives of this Halt apart from a walled ramp that probably led down from the platform to the valley bottom path on the west side of the railway bridge. There is a slightly wider trackside margin on the west side of the line where the platform may have stood.	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
4903	Findspot: the former location of a silver coin – a stater – dated to the Iron Age (800 BC – 42 AD) and with an inscription.	n/a	n/a	n/a	n/a	4
2206	The site of Stockley Vale Copper works - this lead smelting works was established in the late 17th century, and probably the site of early experiments in the smelting of copper in late 1680s. About 1720 John Hobbs took over the old lead works site and again began to smelt copper there, supplying the Bristol brass company for about five years. Construction of the Portishead Railway in the 1860s is believed to have cleared the last remains from the area.	n/a	n/a	n/a	n/a	4
41843	Clifton Bridge rail tunnel, used in WWII as an air raid shelter.	n/a	The structure is part of the Portbury Freight Line	Neutral	Slight beneficial	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
1030	Clifton Suspension Bridge – an iconic structure and a nationally significant heritage asset, significant not only for its architecture but also as its landmark status and its integration as an historic element in the local landscape, and its association with the historic buildings in Clifton. The bridge dates to 1864. Twelve vaults discovered in the abutments, which were previously assumed to be infilled.	Grade I listed	There are views up and down the Portbury Freight Line from the bridge and from the Freight Line up to the bridge	Slight adverse	Neutral	4
33607	House (“Alpenfels”), built around 1872 for Francis F. Fox, the Chief Engineer of the Bristol and Exeter Railway from 1872. This lies 20-25 m from the Clifton Suspension Bridge.	Grade II listed	The house has no inter-visibility with the Portbury Freight Line.	Neutral	Neutral	4
42465	Burwalls – a large house which lies just to the south of the Clifton Suspension Bridge abutment on the west side of the Avon Gorge. The building dates to 1873 and features an extension dating to 1906. Constructed as a house, the building is now a college.	Grade II listed	The house has no inter-visibility with the Portbury Freight Line.	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
42473	Site of the Scarlet Well, Burwalls. A reference in a deed of 1649 to the Scarlett Well which is described as a stream which rises in a cavern near the summit of Burwalls cliff and flows down to the river. There is a wet area within the Burwalls part of the Estate that may be this site though at present it is not much more than a damp hollow. By 1699 the waters of the Scarlett Well seem to have been diverted to drive a grist mill.	n/a	n/a	Neutral	Neutral	4
42475	19th century landscaping features and garden, Burwalls house	n/a	n/a	Neutral	Neutral	4
165	Burwalls, Leigh Woods - late C19 terraced garden. Iron Age earthworks. Non-designated (unregistered) Historic Park or Garden.	n/a	Limited inter-visibility due to topography and vegetation	Neutral	Neutral	4
42476	Burwalls cave (a spacious cave with side chambers with possible prehistoric origins) and breccia deposits, Burwalls house – a spacious cave with entrance 2 m high by 5 m wide opening directly onto a large chamber 10.6 m deep and up to 7 m wide with further low passages leading westwards and northwards off main chamber. The potential for Pleistocene deposits and evidence of Palaeolithic occupation is very high.	n/a	No Scheme inter-visibility	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
42477	Construction pillar base south of Clifton Suspension Bridge - a square based, tapering, stone pier base constructed with mortared, red sandstone, surviving up to 1.85 metres high. This structure lies at the top of the Avon Gorge, some distance from the Portbury Freight Line.	Possibly within curtilage of the Grade I listed Clifton Suspension Bridge	No Scheme inter-visibility	Neutral	Neutral	4
43498	Burgh Walls (Fort), Abbots Leigh – this is the location of an historic settlement.	n/a	No Scheme inter-visibility	Neutral	Neutral	4
5808	Ruins of a 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 a former griste mill. The site is shown on the 1888 OS map.	n/a	Unknown	Neutral	Neutral	4
4223	University Botanic Garden	n/a	Limited inter-visibility due to topography and vegetation	Neutral	Neutral	4
71	Stokeleigh Camp - the monument includes an Iron Age fort and an associated linear earthwork situated on a carboniferous limestone promontory	Scheduled Monument	The monument overlooks the Avon Gorge to the east and the	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
	in Leigh Woods, overlooking the Avon Gorge to the east and the Nightingale Valley to the south		Nightingale Valley to the south. The topography and trees ensure no inter-visibility with the DCO Scheme			
N/A	Leigh Woods Conservation Area lies at the top of Avon Gorge, to the west and south west of the Clifton Suspension Bridge.	Conservation Area	While the CA extends to within approximately 80 m of the Portbury Freight Line, there is no inter-visibility between the CA and the Scheme. The Scheme lies at a much lower elevation in the bottom of the gorge.	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Clifton Down Camp – the location and remains of an Iron Age hillfort at Clifton immediately to the north east of the Clifton Suspension Bridge. The site mainly comprises buried archaeology and emparked (turned into a park from farmland or wasteland). The Clifton Observatory is located on the edge of the designation.	Scheduled Monument	There is some inter-visibility between the SM and the railway from the western edge of the designation, specifically from the listed Clifton Observatory and the cliff-side paths nearby. The inter-visibility is limited due to vegetation alongside the railway.	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Clifton & Hotwells Conservation Area – this designation covers the most spectacular built landscape in the city of Bristol, characterised by the location along the eastern side of the Avon valley with its steep escarpments and cascading residential terraces. It chiefly comprises imposing formal classical terraces linked with grand Victorian Rubble Villas, built well back from the scenic edges, utilising the local topography for effect.	Conservation Area	The designation has some inter-visibility with the Scheme, which is currently intermittent given the extent of the mature vegetation screening the Portbury Freight Line.	Slight adverse	Neutral	4
N/A	There are nine listed structures along Clifton Down Road (north end) within 500 m of the centreline of the railway consisting of six residential buildings (Promenade House, Engineer's House, Taylor Maxwell House, Trafalgar House, Chatford and merchant Hall), two lampposts and a drinking fountain.	Grade II listed	No Scheme inter-visibility due to the topography and mature vegetation on the Bristol side of the Avon Gorge	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Eleven listed buildings along Clifton Down (south end) near Clifton Down Camp. These include Dorset / Alva House, Nos. 3, 6 and 7 Clifton Down, and St Angela's Convent.	5 x Grade II* and 6 x Grade II listed buildings	No Scheme inter-visibility due to the topography and mature vegetation on the Bristol side of the Avon Gorge	Neutral	Neutral	4
N/A	Clifton Down Observatory – the designation lies within the scheduled monument of Clifton Down Camp and forms a local landmark in the area north east of Clifton Suspension Bridge. The structure is a former windmill and is built from limestone rubble. The structure dates to the 18th century with 19th century additions.	Grade II* listed	There is inter-visibility with the Scheme	Slight adverse	Slight adverse	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Sion Hill: a road featuring 37 listed buildings and which sits at the western edge of the Clifton Conservation Area.	Grade II* and II listed	There are prominent views over the Avon Gorge. The road is inter-visible with the Clifton Suspension Bridge, and the upper floors of some of the properties fronting on to the road have inter-visibility with the scheme	Slight adverse	Slight adverse	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Clifton Conservation Area encompasses the majority of the Georgian and later development in Clifton, as well as the Clifton Suspension Bridge and Clifton Down Camp. The designation includes the River Avon and abuts the Scheme in places.	Conservation Area	There are a number of areas within the Clifton Conservation Area where the Portbury Freight Line is visible from street level. These are from: Hotwells Road Sion Hill Prince's Lane Windsor and Victoria Terraces The bottom of Freeland Place The bottom of Branby Hill	Neutral	Neutral	4 and 5

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	The Paragon: Nos 1-14, a Georgian Terrace, are listed under one designation.	Grade II* listed	Oblique views to the Cumberland Basin and DCO Scheme	Slight adverse	Slight adverse	4
N/A	The Paragon: No. 15, 1814 attached house	Grade II* listed	Part of the important view of Clifton from the south across the Avon with views west towards the DCO Scheme	Slight adverse	Slight adverse	4
N/A	Windsor and Victoria Terraces.	Grade II listed	No Scheme inter-visibility	Neutral	Neutral	4
N/A	Nos. 1-10 Windsor Place: this comprises a terrace of 10 late 18th century four-storey (including basements and attics) residences.	Grade II listed	There is some limited inter-visibility with the Portbury Freight Line.	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Nos. 16-10 and 20 and 21 Freeland Place – this is a terrace of four houses, dating to circa 1825. Stucco with limestone.	Grade II listed	Some Scheme inter-visibility – at an angle for some of the windows.	Slight adverse	Slight adverse	4
N/A	The Colonnade, Hotwell Road, with its front railings.	Grade II* listed	The building has inter-visibility with the scheme in parts, despite the vegetation screen along the Portbury Freight Line.	Slight adverse	Slight adverse	4
N/A	Clifton Rocks Railway, an underground funicular railway built in 1893 and closed in 1934 linking Hotwells and Bristol Harbour at the bottom with Clifton at the top of the gorge.	Locally listed	The façade faces across Hotwells, the River Avon towards the DCO Scheme on the western side of the gorge.	Neutral	Neutral	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Hotwells Paddle Steamer landing stage located opposite the bottom stage of the Clifton Rocks Railway.	n/a	The site fronts the River Avon with an open aspect across the river with views towards the DCO Scheme and western flank of the Avon Gorge	Neutral	Neutral	4
N/A	Rock House, Hotwell Road and its attached railings.	Grade II listed	The building has inter-visibility with the scheme in parts, despite the vegetation screen along the Portbury Freight Line.	Slight adverse	Slight adverse	4

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	St Vincent's Parade, Hotwell Road and its front railings and gates.	Grade II listed	The building has inter-visibility with the scheme in parts, despite the vegetation screen along the Portbury Freight Line.	Slight adverse	Slight adverse	4
N/A	Nos. 1-21 Freeland Place, Nos. 302 and 304 Hotwell Road, Freeland Court.	Grade II and II* listed	There are varying degrees of inter-visibility with the Portbury Freight Line.	Slight adverse	Slight adverse	5
N/A	2 to 9 Albemarle Row, Bristol	Grade II* listed	Limited and oblique views down the street towards Cumberland Basin and DCO Scheme	Neutral	Neutral	5

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
N/A	Ashton Court: an 18th and 19th century park on an earlier deer park, laid out after designs by Humphry Repton (circa 1802) and formal gardens (late 19th century) around a former country house. Since 1960 the site has been used as a public park.	Registered historic park and garden: Grade II* listed	There is some Scheme inter-visibility	Neutral	Neutral	4 and 5
N/A	The City Docks: the City Docks Conservation Area incorporates the low lying land adjacent to the Floating Harbour and the New Cut, between Junction Lock and the Bathurst Basin. The area once formed the working heart of Bristol's dock and commercial activities.	Conservation Area	Views to and from these designations are present but are limited in places because of mature vegetation.	Neutral	Neutral	5
2022M	The extant remains of Clifton Bridge Station. The station opened in 1867 and closed to passengers in 1964.	n/a	Adjacent to Portbury Freight Line	Neutral	Neutral	5
2054M	Ashton Junction Signal Box. The box, built to a standard Great Western Railway (GWR) design in use between the late 1890s and the 1920s, was opened on 20 May 1906. It is a surviving example, now rare in the Bristol area, of a GWR signal box. The box is currently boarded up.	n/a	Adjacent to Portbury Freight Line	Neutral	Neutral	5

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
2023M	Ashton Gate Halt. The station was opened on 15 September 1906 for football crowds as Ashton Gate Platform. It was renamed Ashton Gate in August 1928 and became Ashton Gate Halt on 29 October 1962. It was staffed between November 1929 and October 1962. There was limited use for football specials after 1964, but the station is now closed. The remains of the platform still exists.	n/a	Adjacent to Portbury Freight Line	Neutral	Neutral	5
N/A	The Swing Bridge over Brunel's North Entrance Lock, the Swing Bridge over Brunel's South Lock and Brunel's South Entrance Lock, located adjacent to the modern carriageway over the historic Cumberland Basin, in the City Docks Conservation Area.	Grade II* listed	Limited inter-visibility with the Portbury Freight Line due to mature vegetation along the railway.	Slight adverse	Neutral	5
N/A	The A, B and C Bond Tobacco Warehouses across the City Docks area.	Grade II listed	All three buildings have very limited inter-visibility, if any, with the Portbury Freight Line because of the elevated	Neutral	Neutral	5

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
			A3029 Brunel Way.			
N/A	Bower Ashton Conservation Area: this is an area of rural character and comprises open pastureland on the south facing slopes leading to Leigh Woods. It forms the setting to Ashton Court, and is part of the historic Smythe Estate associated with the house.	Conservation Area	<p>The Conservation Area boundary abuts the West side of the Portbury Freight Line at Ashton Gate.</p> <p>There is very limited inter-visibility between the Conservation Area and the Portbury Freight Line except at the Bedminster Cricket Club along the eastern border.</p> <p>The railway line is in a cutting so there is no inter-visibility</p>	Neutral	Neutral	5

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
			between the listed properties within the Conservation Area and the Portbury Freight Line.			
N/A	Seven listed structures within the historic core of Bower Ashton village and lying west of the A369.	Six Grade II listed and one Grade II* listed	Six of these listed structures do not have inter-visibility with the Portbury Freight Line but the Bower Cottage Double House may have views of the railway.	Neutral	Neutral (possible slight adverse for the Bower Cottage Double House)	5
N/A	Bower Cottage Double House lies east of the A639.	Grade II listed	This property has some inter-visibility with the Scheme	Neutral	Neutral	5
2285M	The former site of a modern garage located on the eastern side of Winterstoke Road.	n/a	n/a	Neutral	Neutral	5

Table 1.2: Cultural Heritage Assets along the Portbury Freight Line

NSC or BCC HER Reference	Asset name and description	Designation type (if relevant)	Inter-visibility	Construction Phase (effect)	Operation Phase (effect)	Figure 8.1 Sheet Number
2215M	The former location of Malleable Nail Works, constructed 1884-1906.	n/a	n/a	Neutral	Neutral	5
2064M	The former site of Frayne's Colliery. This pit apparently worked both the Bedminster and Ashton Group of seams. The colliery was disused by the time of the Ordnance Survey in 1894. The site is now occupied by the Cala Trading Estate.	n/a	n/a	Neutral	Neutral	5
6432	Ashton Junction Signal Box: the extant remains of a 1906 timber signal box. This design dates from the late 1890s and was probably the most common type of GWR timber signal box.	n/a	n/a	Neutral	Neutral	5

SECTION 2

Acronyms and Abbreviations

DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
GWR	Great Western Railway
HER	Historic Environment Record
NRIL	Network Rail Infrastructure Limited
NSDC	North Somerset District Council

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Annex A Cultural Heritage Walkover Gazetteer

ANNEX A

Summary

Cultural Heritage Surveys

- 1.1.1 To date, surveys of the Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme (“the DCO Scheme”) have been undertaken on three occasions by a heritage specialist. The first walkover was undertaken in winter 2014 along the disused section of the railway between Portishead and Pill at the start of the project to identify non-designated historic railway assets not recorded by the North Somerset and Bristol Historic Environment Records (“HER”). At that time, the project consisted of the reconstruction of the disused section of the railway line. Following the decision to include the works to the operational railway line between Pill and Ashton Gate within the DCO Scheme, the heritage specialist walked along the operational railway in 2015.
- 1.1.2 In early 2018, the cultural heritage specialist undertook a walkover of the entire route to record the extant features within the railway corridor. The live freight section of the DCO Scheme from Pill to Ashton Gate was inspected on the 6th February 2018. The disused section of the DCO Scheme was inspected on the 7th February 2018.
- 1.1.3 Historic railway assets were identified and photographed. A short description of each asset was made, its location was logged, and a heritage value was ascribed. The assessment of heritage value for each identified asset was undertaken in accordance with the criteria provided by the Design Manual for Roads and Bridges (“DMRB”) Volume 11, Section 3, Part 2. Further details on DMRB criteria are provided in the Environmental Statement, Volume 2, Chapter 8, Table 8.4 (DCO Document Reference 6.11).
- 1.1.4 An overview of the historic railway assets present within each section of the DCO Scheme (Portishead to Pill (disused) and Pill to Ashton Gate (live freight line)) is provided below. Assets referred to in the text are identified by their unique asset number (prefixed with a CH) provided in the gazetteer.

Portishead to Pill

- 1.1.5 Residual railway track (CH3) is present along almost the entire length of this section and is mostly associated with wooden sleepers in poor condition. This is of negligible heritage interest.
- 1.1.6 The main historic railway features remaining within this section, not identified by the HER, comprise engineering structures and include: historic bridges (Sheepway Overbridge (CH14), Station Road Overbridge (CH22) and Marsh Lane Overbridge (CH32)); a series of culverts (CH9, CH15, CH19, CH23, CH27 and CH28); a cattle underpass (CH33); and the Avon Road Underbridge (CH48).
- 1.1.7 These assets are of **low** value.
- 1.1.8 Two former buildings were also identified comprising: a small structure to the west of Portbury Station (CH20) and a small building (CH30) at the

former Portbury Shipyard Station. Both assets are in a very advanced state of decay and are of **low** value.

- 1.1.9 Further assets include: occasional mileposts or the vestiges thereof (CH7, CH12, CH16 and CH21); a signal post (CH17); a whistle post (CH18); and two buffer stops (CH1 and CH2). These assets are of **low** value at best.


- 1.1.10 The remainder of the identified features are of relatively modern date and include: former electrical boxes (CH5, CH6 and CH13); dumps of *ex-situ* track (CH4); a breeze block structure (CH31); and modern danger signs (CH8, CH24, CH26 and CH29). These assets are of **negligible** value.


Pill to Ashton Gate

- 1.1.11 The main historic railway assets remaining within this section comprise engineering structures and include: historic bridges (Cages Overbridge (CH34), Clifton Overbridge (CH45) and Purells Overbridge (CH47)); and a series of underbridges (CH35, CH36, CH39, CH40, CH41, CH43 and CH44). These assets are of **low** value.
- 1.1.12 Further assets include: a boundary wall (CH37); a culvert (CH38); a modern rifle range (CH42); and a footbridge (CH46). These assets are of **low** value.
- 1.1.13 Numerous sections of retaining wall were also noted along this section, both fronting onto the River Avon and along the edge of the Avon Gorge cliff face. While these assets may date to the construction of the railway they are of **negligible** heritage interest.
- 1.1.14 The majority of the historic railway assets identified during the walkover represent engineering structures including overbridges and underbridges. These structures are integral to the DCO Scheme and will be repaired and retained.
- 1.1.15 The remainder of the assets identified are of limited historical and/or architectural interest. No further mitigation is proposed in respect of these assets.
- 1.1.16 However, there would be opportunities for the retention and reuse of some of these assets within the DCO Scheme. For example, the two buildings (CH20 and CH30) could be repaired and reused (note one of these is used by bats and its value is discussed in the Environmental Statement, Chapter 9 Ecology and Biodiversity, DCO Document Reference 6.12); and assets such as the two buffer stops (CH1 and CH2), the signal post (CH17) and whistle post (CH18) could be relocated and adapted to form heritage features.


Conventions


- 1.1.17 The location of assets refers to the metric referencing system adopted for the railway design. These are shown in the Environmental Statement, Book of Figures, Figure 4.2 (DCO Document Reference 6.24).
- 1.1.18 All photographs were taken on an automatic setting.
- 1.1.19 Reference to the condition of structures and other features is based on the cultural heritage specialist's professional opinion in relation to the state of conservation of the heritage features. This is not intended as a comment on the structural soundness of features.



Asset Number	CH1
Asset Name	Buffer Stop
Description	Disused buffer stop located at the terminus of the Portishead to Pill section of the Railway. The metal framework of the asset remains, but is significantly rusted. The wooden bar typically found across the top of a buffer stop is missing, though the bolts which would have held such a bar are still present on the south side of the asset.
Location	ST 47271 76442
Value	Low
7/2/2018 Photograph Number 234	


Asset Number	CH2
Asset Name	Buffer Stop
Description	Disused buffer stop adjacent to the <i>in-situ</i> track. The buffer stop is connected to a piece of railway track separate from the main line. The structure of the buffer stop is intact and retains its wooden bar. The metal parts of the structure are rusted and the wooden bar is in moderate condition with some signs of weathering.
Location	ST 47327 76429
Value	Low
7/2/2018 Photograph Number 232	



Asset Number	CH3
Asset Name	Track – Portishead to Pill – <i>in-situ</i>
Description	Track along the disused railway line from Portishead to Pill. The track retains its wooden sleepers along most of its length. The track itself is rusted and overgrown with vegetation in places. The wooden sleepers are in a poor condition. The track is intact for almost the full length of the disused section of the line. Two small sections (c.10m in length) have been removed where the track is crossed by Quays Avenue and at 18+150m. A small length (c.20m) containing concrete sleepers was noted at 15+100m. Where the track is crossed by footpaths or cycle paths, it has been buried but remains <i>in-situ</i> . Residual track is of negligible heritage interest.
Location	ST 47271 76442 to 13+550m
Value	Negligible
7/2/2018 Photograph Number 223	
19/3/2014 Photograph No. DSCIO155	


Asset Number	CH4
Asset Name	Track- <i>ex-situ</i>
Description	Three layers of track placed one on top of the other adjacent to the main line. The tracks are the same as the track on the disused line, and their wooden sleepers are also intact. The tracks are rusted. Trees have grown up in gaps in the tracks. Residual track is of negligible heritage interest.
Location	17+975m
Value	Negligible
7/2/2018 Photograph Number 222	


Asset Number	CH5
Asset Name	Electrical Boxes
Description	Two electrical boxes (consisting of only the casings, the electrical wiring seems to have been removed) that have been knocked off their pedestals and left adjacent to the disused railway line. Some areas of rusting are visible on both.
Location	17+800m
Value	Negligible
7/2/2018 Photograph Number 221	



Asset Number	CH6
Asset Name	Electrical Boxes
Description	Two electrical boxes adjacent to the railway line. These assets are still <i>in-situ</i> and seem to be intact. The boxes are slightly rusted on their top side and have graffiti on their south facing side. Similar electrical boxes were found during the 2014 survey of the railway line in the same area, though were significantly overgrown with ivy and had more rusting. These may be the same boxes. These are of negligible heritage interest.
Location	17+725m
Value	Negligible
7/2/2018 Photograph Number 218	
19/3/2014 Photograph Number DSCI0156	


Asset Number	CH7
Asset Name	Milepost
Description	The remains of a milepost adjacent to the disused railway line. The stake and bottom part of the milepost is still extant, but nothing else remains. The remains are in poor condition with the metal stake significantly rusted and the wooden milepost bottom weathered.
Location	17+675m
Value	Negligible
7/2/2018 Photograph Number 217	



Asset Number	CH8
Asset Name	Danger Sign
Description	Concrete post with a sign warning of overhead electrical tables and providing an emergency contact number. Located adjacent to the disused railway line. The sign shows some weathering, but is still legible. Recorded during the 2014 survey of the disused railway line. This modern sign is of negligible heritage interest.
Location	17+625m
Value	Negligible
7/2/2018 Photograph Number 216	
19/3/2014 Photograph Number DSCI0165	



Asset Number	CH9
Asset Name	Culvert
Description	Culvert under the disused railway line. A brick wall forms the lintel of the culvert, though the sides seem to be cut from the railway bank. The brick wall seems to have two phases, with the bottom two courses being significantly more weathered than the upper courses.
Location	17+400m
Value	Low
7/2/2018 Photograph Number 215	



Asset Number	CH10
Asset Name	Brick Structure
Description	Brick Structure adjacent to the disused railway line. Little is visible of the structure as it is covered in ivy. Bits of broken timber are scattered around the structure, but do not seem to be related to it.
Location	17+280m
Value	Negligible
7/2/2018 Photograph Number 213	


Asset Number	CH11
Asset Name	Timber Structure
Description	This timber structure appears to be constructed from sleepers erected on a concrete slab. The timber is rotting and the base of the structure is overgrown. The structure was photographed during the 2014 survey of the disused railway line, the timber appears to be the same to how it appeared in the 2014 walkover.
Location	17+270m
Value	Negligible
7/2/2018 Photograph Number 211	 A photograph showing a weathered, dark brown timber structure, possibly a small shed or enclosure, situated in a grassy field. The structure is surrounded by bare trees and shrubs, suggesting a rural or semi-rural setting. The ground around the structure is overgrown with low-lying vegetation.
19/3/2014 Photograph Number WP_000286	 A photograph of the same timber structure, showing its decayed state. The structure is partially obscured by bare trees and branches. In the background, a high-voltage power line tower is visible against a clear sky. The ground is covered with dry grass and some green plants.



Asset Number	CH12
Asset Name	Milepost
Description	Milepost recorded in this location, a metal stake is located in this position and seems to be the remains of the milepost. It is rusted and has been spray painted pink on its top half.
Location	17+265m
Value	Negligible
7/2/2018 Photograph Number 210	



Asset Number	CH13
Asset Name	Electrical box
Description	The shell of an electrical box, still <i>in-situ</i> adjacent to the disused railway line. The door has been removed along with the interior elements. The box has been slightly graffitied and is badly weathered. Recorded during the 2014 survey, it still had its door attached at this time with thin metal bars across it to keep the door attached. This modern feature is of negligible heritage interest.
Location	17+265m
Value	Negligible
7/2/2018 Photograph Number 209	
19/3/2014 Photograph Number WP_000288	


Asset Number	CH14
Asset Name	Sheepway Overbridge
Description	Single-span bridge which carries the Sheepway road over the disused railway line. The bridge is constructed from stone with an arch constructed from red brick. In good condition, with some weathering and vegetation on the parapet on the west side. There is a pipeline attached across the east parapet. Some of the red bricks in the arch seem to have been replaced since the original construction. Recorded on the 2014 survey and passage under the bridge is blocked by fencing at that time.
Location	17+175m
Value	Low
7/2/2018 Photograph Number 207	
19/3/2014 Photograph Number WP_000290	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH15
Asset Name	Culvert
Description	Culvert under the disused railway line. A brick wall forms the lintel and arch over the culvert, though the sides seem to be cut from the railway bank. The arch bricks seem to be of an earlier date to the bricks that form the upper lintel part of the culvert, and are in worse condition. Much of the culvert and the stream itself are hidden in overgrown vegetation. Recorded in the 2014 survey.
Location	16+900m
Value	Low
7/2/2018 Photograph Number 202	
19/3/2014 Photograph Number WP_000313	



Asset Number	CH16
Asset Name	Milepost
Description	Milepost adjacent to the disused railway line. In very poor condition, with only a metal stake and part of the wooden signage left (the former is very rusted and the latter has been damaged).
Location	16+875m
Value	Negligible
7/2/2018 Photograph Number 200	



Asset Number	CH17
Asset Name	Signal Post
Description	Disused signal post. Metal post with ladder and holder for electrical equipment on top, all of which have become rusted due to disuse. Electrical elements have been removed. Photographed during the 2014 survey and there does not seem to have been any significant change to the asset since that time.
Location	16+750m
Value	Low
7/2/2018 Photograph Number 198	
19/3/2014 Photograph Number WP_000319	



Asset Number	CH18
Asset Name	Whistle Post
Description	Metal post and sign with the letter “W” on it. Both badly rusted. In a similar condition to when it was recorded on the 2014 survey. This most likely represents a whistle post, which were installed to instruct drivers to sound the whistle as they approached crossings. These continue to be referred to as 'whistle boards', despite modern trains having two-tone horns instead of whistles [1].
Location	16+460m
Value	Low
7/2/2018 Photograph Number 195	
19/3/2014 Photograph Number WP_000323	
References	http://www.railsigns.uk/sect15page1/sect15page1.html


Asset Number	CH19
Asset Name	Culvert
Description	Culvert under the disused railway line. A brick wall forms the lintel of the culvert, though the sides seem to be cut from the railway bank. The culvert is very overgrown, and the stream and much of the brick structure are not visible due to the vegetation.
Location	16+340m
Value	Low
7/2/2018 Photograph Number 193	



Asset Number	CH20
Asset Name	Building
Description	Abandoned building in extremely poor condition. Single room with brick walls (with significant gaps) and a decaying wooden roof. There was a chimney in the interior but this has been opened up. The exterior of the building is completely covered in ivy. A structure in this location appears on the 1921-1945 revised edition of the OS map [1].
Location	16+150m
Value	Low
7/2/2018 Photograph Number 186	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH21
Asset Name	Milepost
Description	Intact milepost (mile 128) found by Station Road Overbridge. The milepost is of precast concrete and is in good condition, except for some damage on the top left corner of the front face. The milepost is of a type used by British Rail and would have been painted when in use [1], some black paint does remain in the grooves of the numbers on the front face and some white paint is visible on the stake. The milepost was photographed during the 2014 survey and more of the white paint was visible on the stake at that time.
Location	16+075m
Value	Low
7/2/2018 Photograph Number 184	
19/3/2014 Photograph Number WP_000332	
References	http://www.railsigns.uk/sect28page1/sect28page1.html


Asset Number	CH22
Asset Name	Station Road Overbridge
Description	Single-span bridge which carries the Station Road over the disused railway line next to the old Portbury station, which is now a private residence. The bridge is constructed from stone with an arch constructed from red brick (which has become discoloured with age). In good condition, with some weathering. The sides of the bridge are covered with ivy. Recorded on the 2014 survey with similar amounts of vegetation covering the bridge.
Location	16+050m
Value	Low
7/2/2018 Photograph Number 181	
19/3/2014 Photograph Number WP_000340	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom



Asset Number	CH23
Asset Name	Culvert
Description	Culvert under the disused railway line. The lintel and arch over the culvert are made from brick, and the sides are cut from railway bank. The arch bricks seem to be of an earlier date to the bricks that form the upper lintel part of the culvert, being more discoloured and the mortar in these courses having eroded away. Photographed on the 2014 survey from the rear; more vegetation present around the culvert at that time.
Location	15+650m
Value	Low
7/2/2018 Photograph Number 176	
19/3/2014 Photograph Number WP_000348	


Asset Number	CH24
Asset Name	Danger Sign
Description	Concrete post with part of a sign, in poor condition. The sign has been folded onto its self, obscuring the writing on the sign. The top of the concrete post has been knocked off. It is located adjacent to the disused railway line and is surrounded by dense vegetation. This modern sign is of negligible heritage interest.
Location	15+625m
Value	Negligible
7/2/2018 Photograph Number 174	


Asset Number	CH25
Asset Name	Structure- Sleepers on brick platform
Description	The remains of a structure built from sleepers on a brick platform. On the site of a structure recorded on the 1921-1943 OS 25" Revised Edition, no description is available and it may not relate to this feature [1]. Only the bottom two courses of the structure are still intact on the brick platform (which is covered by vegetation), the sleepers which have come loose are situated on and around the remains of the structure. All of the sleepers are in a state of decay. The 2014 survey also recorded the structure, which was more intact at the time. The structure, at that time, appeared to take the form of a small hut without a roof (one may have been in place at one time, as indicated by the damaged sleeper that makes up the top course on the west side).
Location	15+340m
Value	Negligible
7/2/2018 Photograph Number 171	
19/3/2014 Photograph Number WP_000354	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH26
Asset Name	Danger Sign
Description	Concrete post with a sign warning of overhead electrical tables and providing a emergency contact number. Located adjacent to the disused railway line. The post is in good condition, but the sign has two thick bands of rusting down its face and has been slightly warped on each side; it is only partially legible. This modern sign is of negligible heritage interest.
Location	15+325m
Value	Negligible
7/2/2018 Photograph Number 168	



Asset Number	CH27
Asset Name	Culvert
Description	Culvert under the disused railway line. The lintel and arch over the culvert are made from brick, and the sides seem to be made from drystone walling; though they may have had mortar previously and it has simply been washed away. The sides may predate the brick culvert, as they seem to be more overgrown and a worse state of repair.
Location	15+280m
Value	Low
7/2/2018 Photograph Number 166	



Asset Number	CH28
Asset Name	Culvert
Description	Culvert under the disused railway line. The lintel and arch over the culvert are made from brick, and the sides are cut from railway bank. The culvert is in good condition. Also recorded on the 2014 survey.
Location	15+150m
Value	Low
7/2/2018 Photograph Number 163	
19/3/2014 Photograph Number WP_000357	


Asset Number	CH29
Asset Name	Danger Sign
Description	Concrete post with a sign warning of overhead electrical tables and providing a emergency contact number. Located adjacent to the disused railway line. The post is in good condition, the sign is has two limited areas of rusting and is mostly legible. Ivy is beginning to grow around the sign. This modern sign is of negligible heritage interest.
Location	14+780m
Value	Negligible
7/2/2018 Photograph Number 158	

Asset Number	CH30
Asset Name	Building
Description	<p>Roofless brick building (in English bond). The building has a large chimney and is partitioned into two separate cells. Each cell has a doorway and adjacent window with a second window in the respective gable ends. Internally each cell was furnished with a fireplace, although one of these had been bricked-up. Sections of brickwork have been removed or decayed from the structure. Windows and doors have been removed and the structure has become overgrown with vegetation, including a tree inside of the building itself. No building is recorded in this location on available historic maps. However, the building is likely to relate to the Portbury Shipyard Station and date to the mid-20th century. The building includes a large chimney and there is no roof remaining.</p>
Location	14+800m
Value	Low
7/2/2018 Photograph Number 237	

Asset Number	CH31
Asset Name	Structure – by Marsh Lane Bridge
Description	Structure constructed from breeze blocks, rectangular in shape with one of the short sides missing. Unknown function.
Location	14+520m
Value	Negligible
7/2/2018 Photograph Number 156	


Asset Number	CH32
Asset Name	Marsh Lane Overbridge
Description	Single-span bridge which carries Marsh Lane over the disused railway line. The bridge is constructed from stone with an arch constructed from red brick. In good condition, with some weathering. Vegetation on the bridge has recently been cleared away. Recorded on the 2014 survey with more vegetation covering the bridge.
Location	14+500m
Value	Low
7/2/2018 Photograph Number 149	
19/3/2014 Photograph Number WP 000369	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH33
Asset Name	Cattle Creep Underbridge
Description	Single-span underbridge under the disused railway line, probably put in place to allow animals and people to move between fields on either side of the railway line. The top of the bridge and its arch is made from red brick while the courses lower than the arch and the sides are made out of building stone. Some of the red bricks seem to be more recent additions, being less weathered and discoloured, these newer bricks make up the top six courses and the arch; another new addition is a metal rail on top of the bridge parapets. A gate is present on one side of the bridge tunnel. The path under the bridge was flooded during the visit. The bridge is present on the 1844-1888 OS 25" 1st Edition and was most likely built at the same time as the railway. The underbridge was also recorded in the 2014 survey, at which point it had more vegetation covering it, but was otherwise the same.
Location	14+135m
Value	Low
7/2/2018 Photograph Number 141	
19/3/2014 Photograph Number WP_000386	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH34
Asset Name	Cages Overbridge
Description	Single-span bridge carrying Chapel Pill Lane over the railway (active in this section). The bridge has three spans and is constructed from three types of materials: masonry blocks make up the main bulk of the structure, the piers and main body of the bridge, the arches are made from red brick and the parapets are made from Staffordshire Blue Brick. The bridge is in good condition, with some signs of weathering.
Location	11+175m
Value	Low
7/2/2018 Photograph Number 14	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH35
Asset Name	Underbridge
Description	Single-span underbridge, in place to allow animals and people to move between fields on either side of the railway line. Not visible from the railway line due to dense treeline on the railway embankments.
Location	10+520m
Value	Low
2018 Photograph Number	Not Photographed

Asset Number	CH36
Asset Name	Miles Dock Underbridge
Description	Single-span underbridge, in place to allow animals and people to move between fields on either side of the railway line. Not visible from the railway line due to dense treeline on the railway embankments.
Location	9+800m
Value	Low
2018 Photograph Number	Not Photographed


Asset Number	CH37
Asset Name	Boundary Wall
Description	Drystone wall along the boundary of Leigh Court Registered Park and Garden (NHLE: 1000407). In poor condition, with stones missing and overgrown sections.
Location	9+450m
Value	Negligible
7/2/2018 Photograph Number 22	


Asset Number	CH38
Asset Name	Culvert
Description	Culvert between Railway line and the River Avon. Constructed from brick and in adequate condition, bricks seem to be weathered and are covered in ivy.
Location	9+860m
Value	Low
7/2/2018 Photograph Number 25	

Asset Number	CH39
Asset Name	Quarry Underbridge 6
Description	Single-span underbridge constructed from stone with brick arch. The bridge is in good condition, though does show signs of weathering. There is a metal rail on each side of the parapet, which may have been added when the line was reinstated.
Location	9+300m
Value	Low
7/2/2018 Photograph Number 28	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH40
Asset Name	Quarry Underbridge 5
Description	Single-span underbridge constructed from stone with brick arch. The bridge is in good condition, though does show signs of weathering. There is a metal rail on each side of the parapet, which may have been added when the line was reinstated. Some graffiti is visible on the wing walls.
Location	8+700m
Value	Low
7/2/2018 Photograph Number 30	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH41
Asset Name	Quarry Underbridge 4
Description	Single-span underbridge constructed from stone with brick arch. The bridge is in good condition, though does show signs of weathering. There is a metal rail on each side of the parapet, which may have been added when the line was reinstated. The underbridge was recorded on the 1844-1888 OS 25" 1st Edition and led into Leigh Wood at this time. It was most likely built at the same time as the railway [1].
Location	8+475m
Value	Low
2018 Photograph Number	No photograph taken.
References	http://maps.bristol.gov.uk/kyp/?edition=nsom


Asset Number	CH42
Asset Name	Rifle Range
Description	Disused police rifle range constructed from an old quarry to the west of the Portishead Railway. The site is described as a quarry up to the 1946 6" OS map [1], indicating it only became a rifle range in the mid-twentieth century. As a quarry it contained two buildings and had its own dedicated rail track to transport stone away. Police association is given in the local media, no exact dates given for use by them [2]. The range is covered extensively in graffiti and has become a hotspot for would be artists [3].
Location	Ch. 8250m
Value	Low
7/2/2018 Photograph Number 31	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom http://www.alamy.com/stock-photo-a-former-police-shooting-range-now-a-scene-of-anti-social-behaviour-23142738.html https://legal-walls.net/wall/235



Asset Number	CH43
Asset Name	Quarry Underbridge 2
Description	Single-span underbridge constructed from stone with brick arch. The bridge is in good condition, though does show signs of weathering. There is a metal rail on each side of the parapet and metal sheets have been added to extend the length of the parapets, these may have been added when the line was reinstated in the 2000s. Fencing has been placed on each side of the bridge arches to prevent people accessing the former quarry. Some graffiti is visible on the wing walls and the gate. The National Trust uses this bridge to access the quarry to manage the woodland.
Location	7+900m
Value	Low
7/2/2018 Photograph Number 33	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom

Asset Number	CH44
Asset Name	Quarry Underbridge 1
Description	S Single-span underbridge constructed from stone with brick arch. There is a metal rail on each side of the parapet, which may have been added when the line was reinstated.
Location	7+730m
Value	Low
2018 Photograph Number	No photograph
References	http://maps.bristol.gov.uk/kyp/?edition=nsom

Asset Number	CH45
Asset Name	Clifton Overbridge
Description	Single-span sandstone masonry bridge. The road is supported by rigid steel joists, rather than the arch design found elsewhere on the Portishead Railway line.
Location	6+175m
Value	Low
7/2/2018 Photograph Number 44	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom https://www.old-maps.co.uk/#/Map/356282/172991/13/100765

Asset Number	CH46
Asset Name	Footbridge
Description	Late 19th century Railway Footbridge at the south end of the former Clifton Bridge Station. Plain metal footbridge, painted green. In good condition, though some graffiti has been painted on its sides. Originally used for passengers to access both platforms, now in use for pedestrians to cross the railway line to and from Clainage Lane and the Avon Bridge. The footbridge was constructed in 1880 during the expansion of Clifton Bridge Station, coinciding with the track being upgraded to 4 ft. 8 1/2 in. (1,435 mm) standard gauge, and on a passing loop was brought into use through the station [1].
Location	5+975m
Value	Low
7/2/2018 Photograph Number 47	
References	Bristol Railway Stations and Halts: 1840 - 2005 http://maps.bristol.gov.uk/kyp/?edition=nsom

Asset Number	CH47
Asset Name	Purells Overbridge
Description	Single-span bridge over the Bristol-Portishead Line. Constructed from masonry with a red brick arch. In good condition.
Location	5+475m
Value	Low
7/2/2018 Photograph Number 50	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom

Asset Number	CH48
Asset Name	Avon Underbridge
Description	Underbridge located on the outskirts of Pill. Constructed primarily from red brick, but the top is made from concrete. The footpath has three wooden stakes on each side of the bridge. An underbridge is recorded in this location from the 1844-1888 OS 25" 1st Edition [1], but this may not be the same one, as it has a more modern design than would be expected for a late 19th century railway bridge (for example most bridges and underbridges contemporary with the railway use arches in their design, this bridge does not). Considering the expansion of Pill in the 20th century, a new bridge more appropriate for higher pedestrian foot traffic may have been built. Also recorded during the 2014 survey.
Location	13+425m
Value	Low
7/2/2018 Photograph Number 130	
19/3/2014 Photograph Number WP_000406	
References	http://maps.bristol.gov.uk/kyp/?edition=nsom

Annex B Scheme Inter-visibility

ANNEX B

Set 1: Court House Farmhouse (2560), Marsh Lane,
Easton-in-Gordano



a: View from Court House Farmhouse (off Marsh Lane, Easton-in-Gordano) towards the Portishead Branch Line (MetroWest Phase 1) DCO Scheme. Photograph taken October 2015.



b: View towards Court House Farm and fields to the west from Marsh Lane during the construction of the new cargo storage depot for Royal Portbury Dock. Photograph taken 7/2/2018.



c: View along the disused section of the DCO Scheme, with Court House Farmhouse off to the right. Photograph taken 19/3/2014.

Set 2: Area of historic unregistered parks and gardens (HER 195) around Ham Green Hospital



The limited view from the Portbury Freight Line east of Ham Green Tunnel, looking towards the unregistered parks and gardens (HER 195) that are part of the Ham Green Hospital complex. Photograph taken 14/10/2015

Set 3 Leigh Court Registered Park and Garden



The partial view from the Portbury Freight Line through the vegetation to the North East corner of Leigh Court Registered Park and Garden. Photograph taken 14/10/2015.



The Portbury Freight Line passes along an area of terracing into the cliffs along the Avon Gorge. This section is within the Leigh Court Registered Park and Garden. In this picture the River Avon lies to the left of the railway line. Photograph taken 14/10/2015.

Set 4: The Downs Conservation Area

Views from The Downs (cliff top footpath) across Avon Gorge to the DCO Scheme. Photographs taken on 14 and 19/10/2015.



a: Looking North West



b: Looking West



c: Looking South West



d: Looking South



e: View South along Avon Gorge and the DCO Scheme from the Sea Walls Black Rocks viewing area.



f: Looking East across the Avon Gorge from the Portbury Freight Line – Clifton Down is situated at the top of the Gorge.



g/h: Views across the Avon Gorge and Clifton Down Conservation Area from the Portbury Freight Line where gaps in the vegetation allow site lines across the Gorge.

Set 5: Sion Hill, Clifton



a: One available sightline from Sion Hill across to the Portbury Freight Line. October 2015.



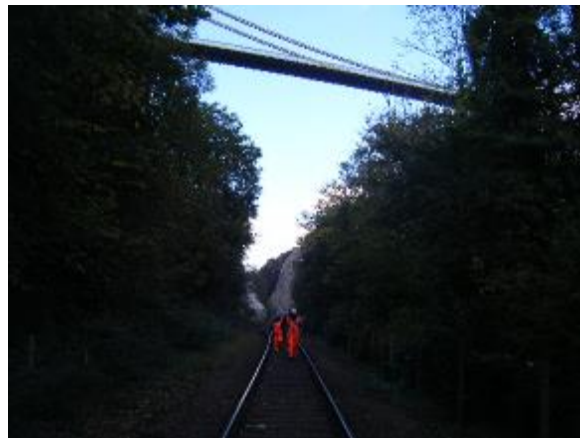
b/c: Views from Portbury Freight Line to Sion Hill. Photographs taken on 19/10/2015.

Set 6: Hotwell Road and Wellington Terrace



Views to the Portbury Freight Line from Hotwell Road (top (a/b)) and vice versa (bottom (c/d)) – note some inter-visibility with the southern end of Wellington Terrace on the hill above. Photographs taken on 19/10/2015.

Set 7: The Clifton Suspension Bridge



Views from the Clifton Suspension Bridge down to the Portbury Freight Line (top) looking North (left) and South (right). Photographs taken on 14 and 19/10/2015.

Set 8: Hotwells and Clifton Conservation Area



Southern side of the Hotwells and Clifton Conservation Area, with the DCO Scheme to the left in these photographs. Photograph taken 19/10/2015.

Set 9: City Docks Conservation Area



City Docks: Listed Swing Bridge and City Locks in the middle distance, with the railway line to the far right and middle distance in the photograph – all within the City Docks Conservation Area. Photograph taken 19/10/2015.

Set 10: Tobacco Bond Warehouses



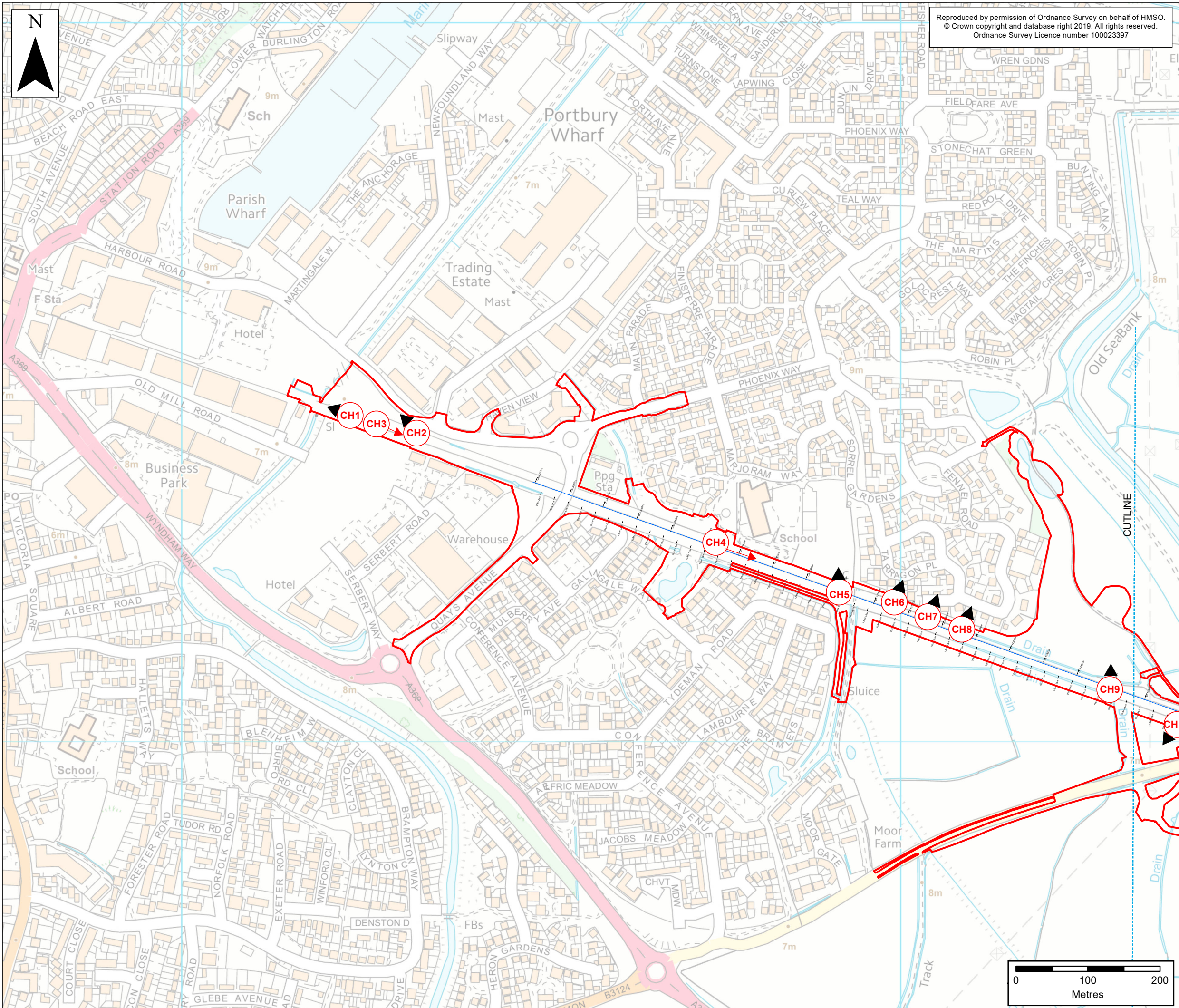
Looking East from the Portbury Freight Line across to a Tobacco Bond Warehouse. Photograph taken 19/10/2015.

Set 11: Bower Ashton Conservation Area

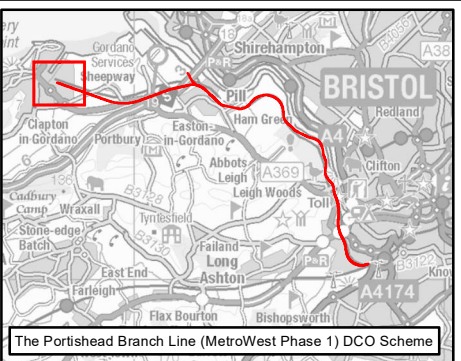


Looking West across Bedminster Cricket Club sports field. Photograph taken 19/10/2015.

Annex C Photograph Location Map



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- - - Section in Tunnel

Other Works

- Network Rail Permitted Development Rights

Existing Railway

- Existing Railway Line

▲ Direction of Photo

➔ Direction of Inter-visibility photo

CH1 Indicative Photo Locations - Cultural Heritage Feature

CH1 Cultural Heritage Feature (not photographed)

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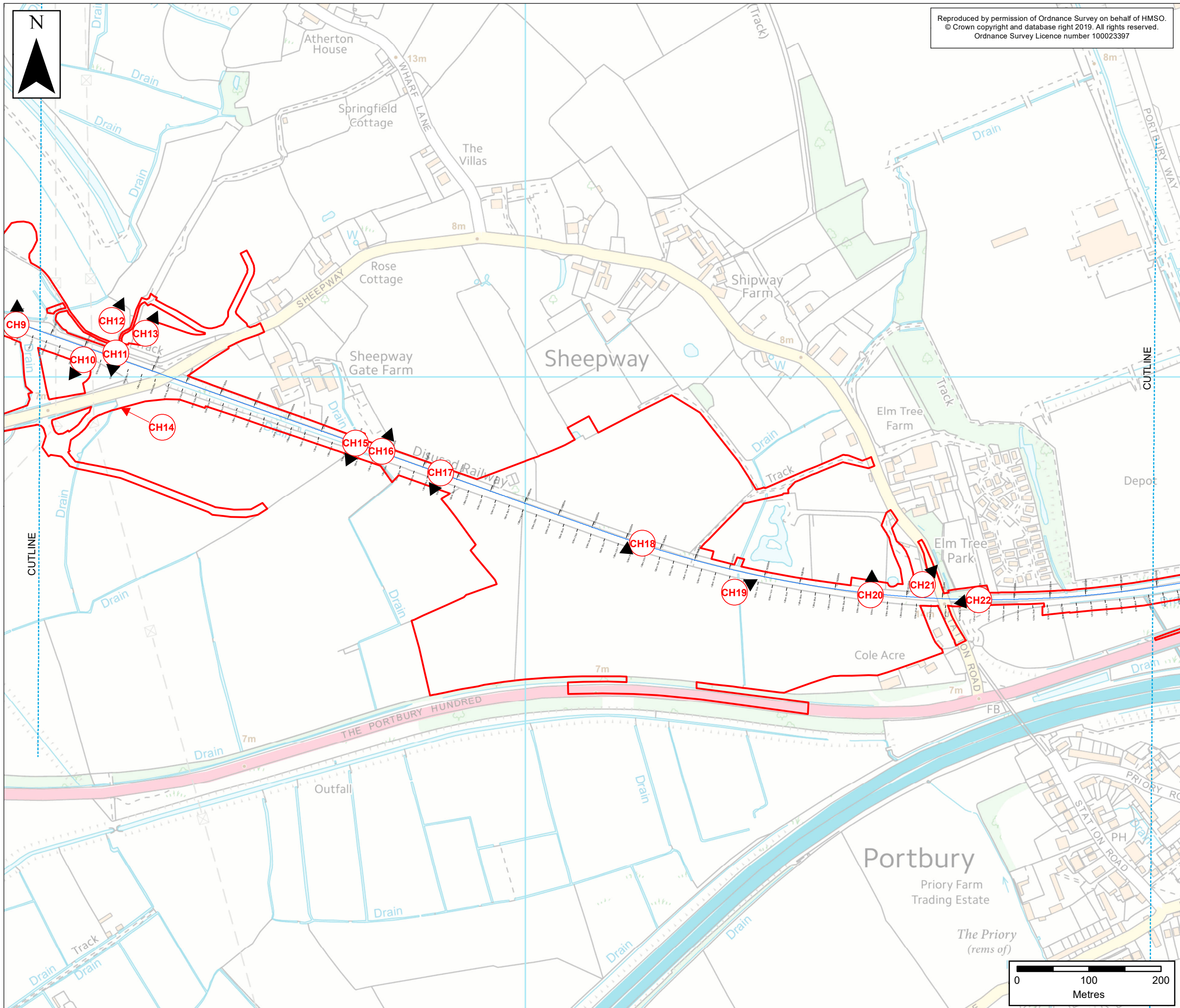
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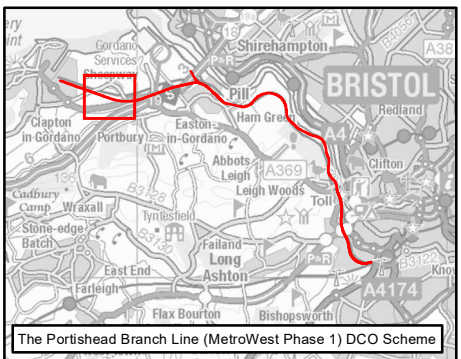
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Approved By : Carolyn Francis Date: 08/10/2019

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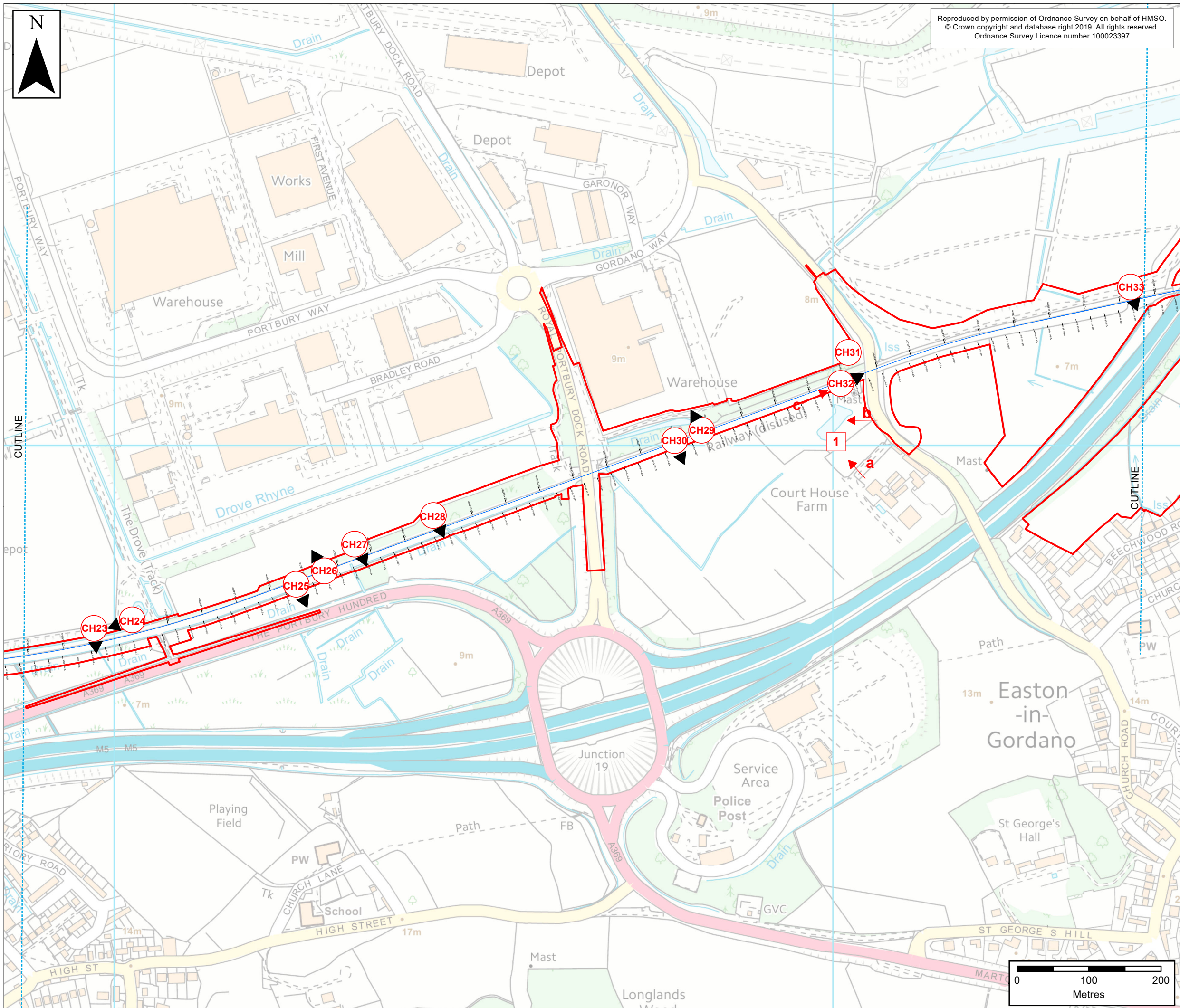
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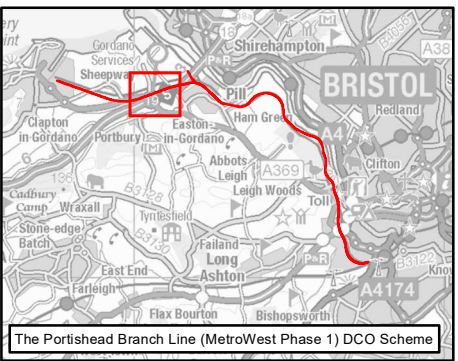
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Existing Railway

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Direction of Inter-visibility photo

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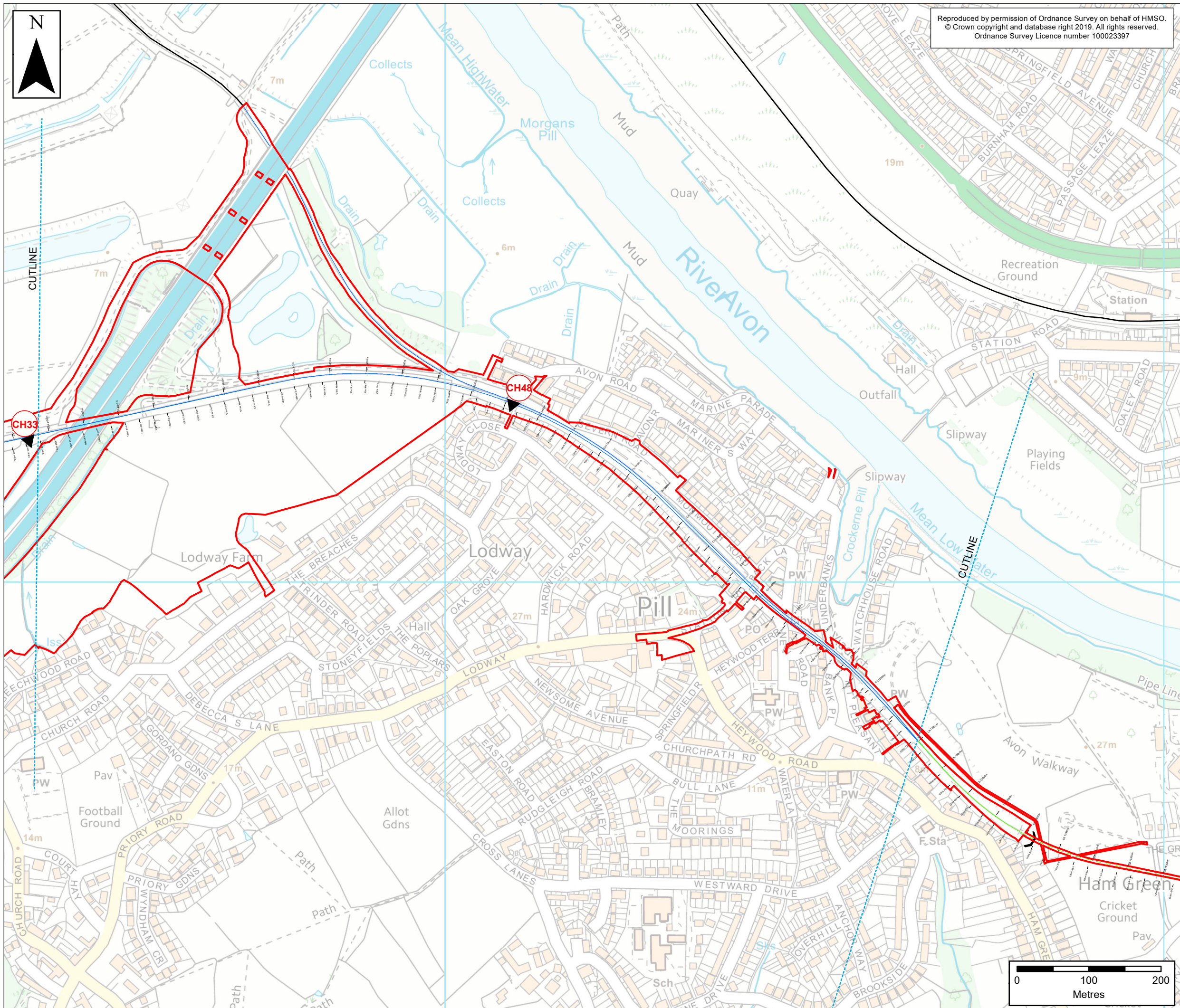
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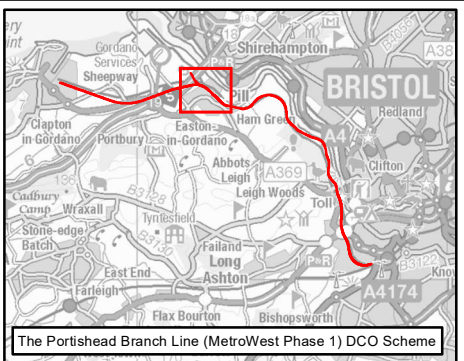
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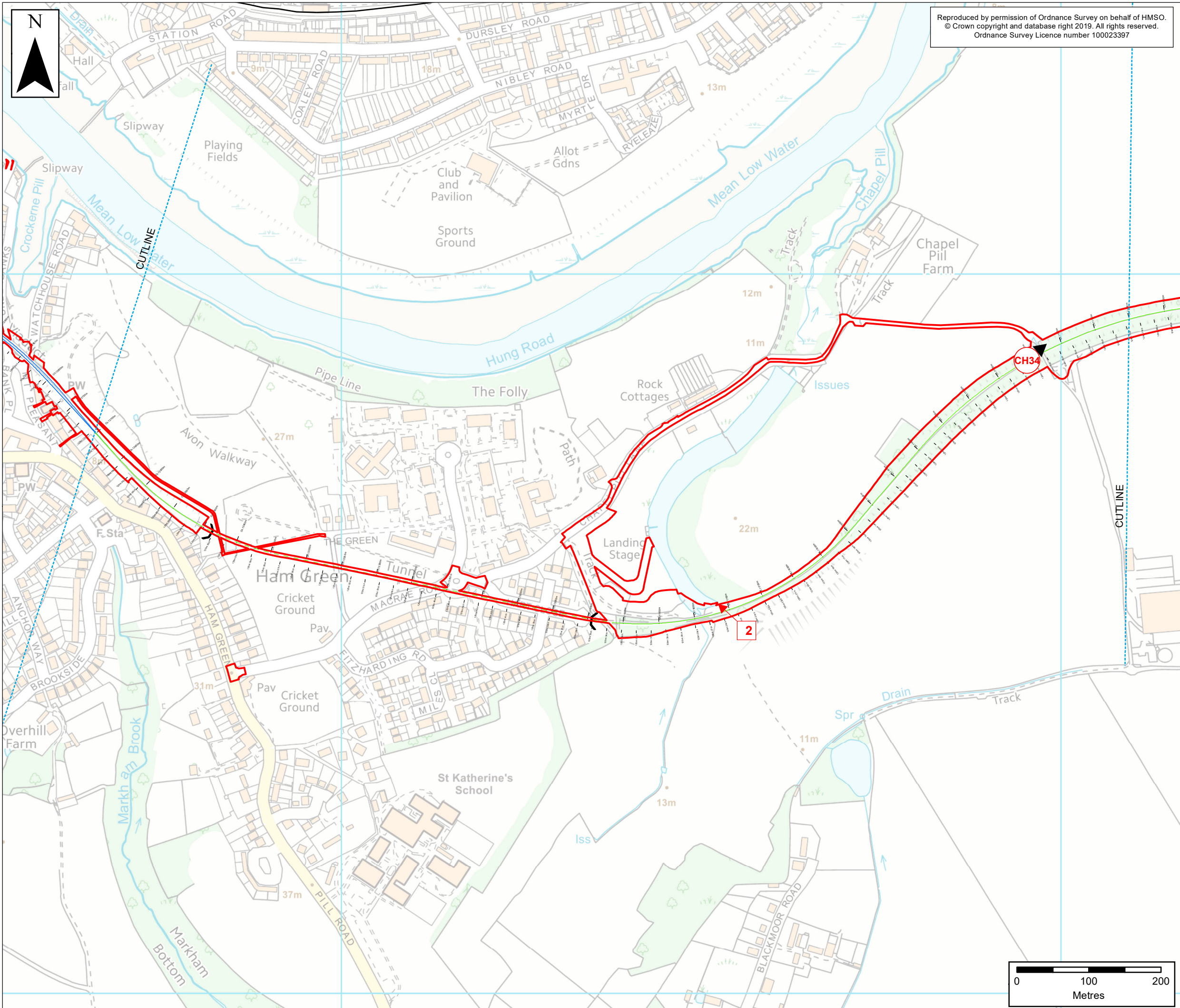
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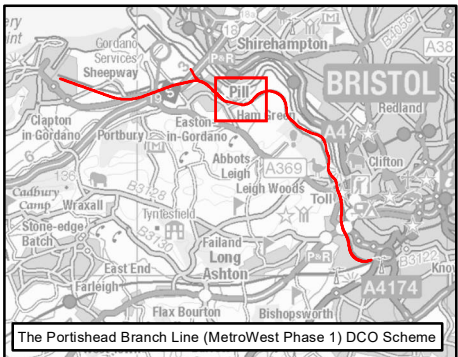
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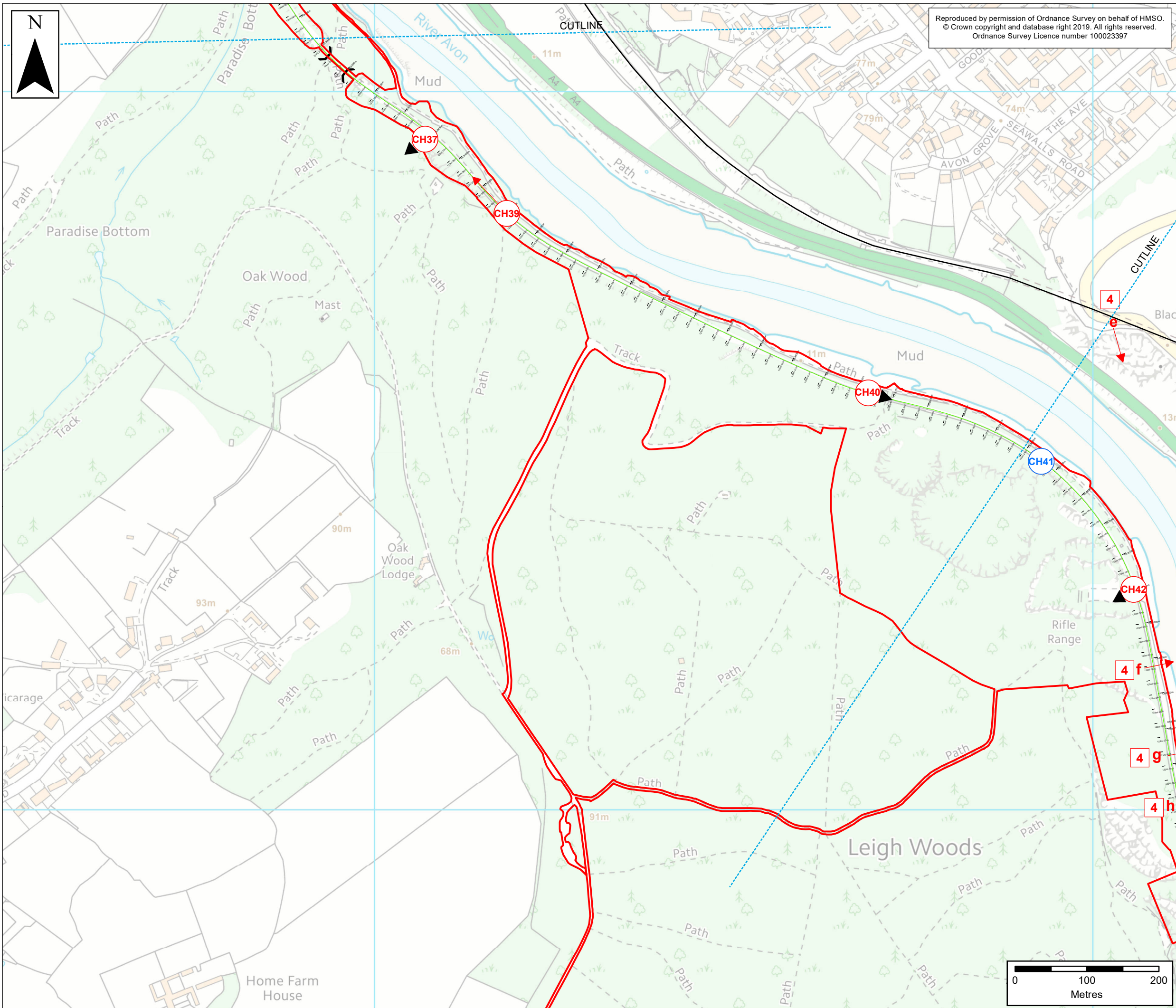
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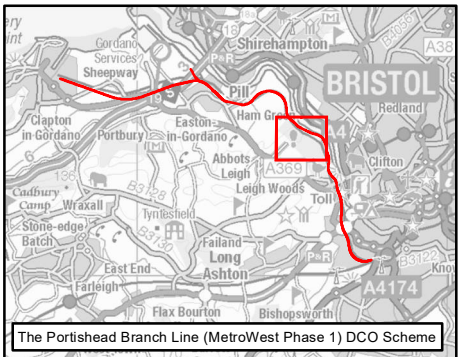
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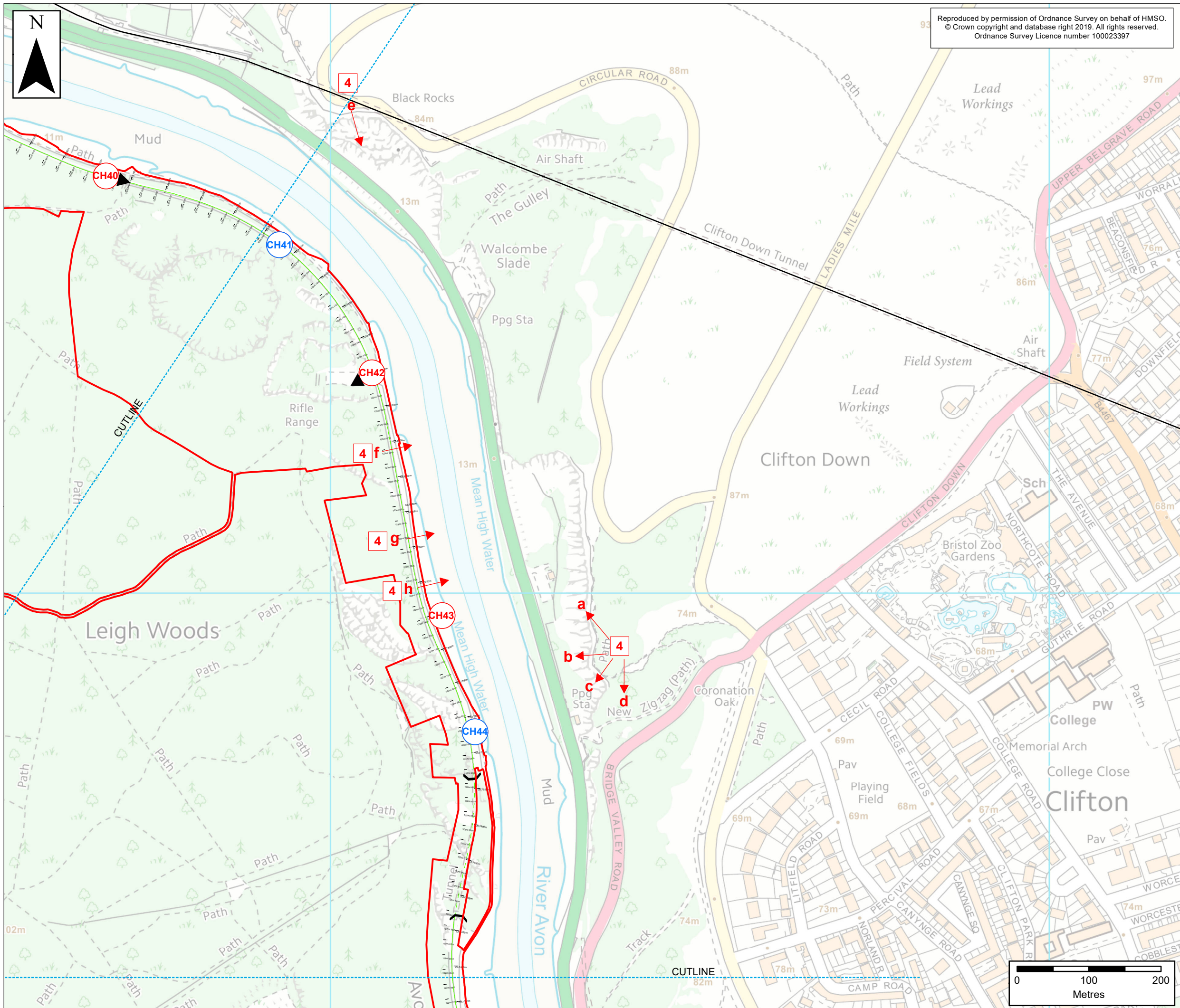
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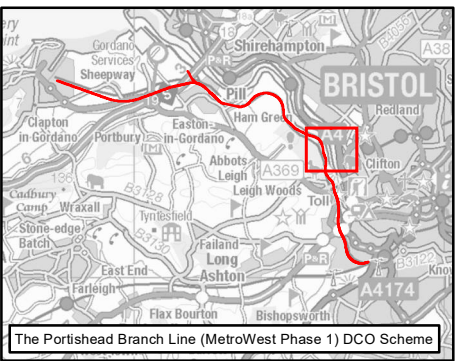
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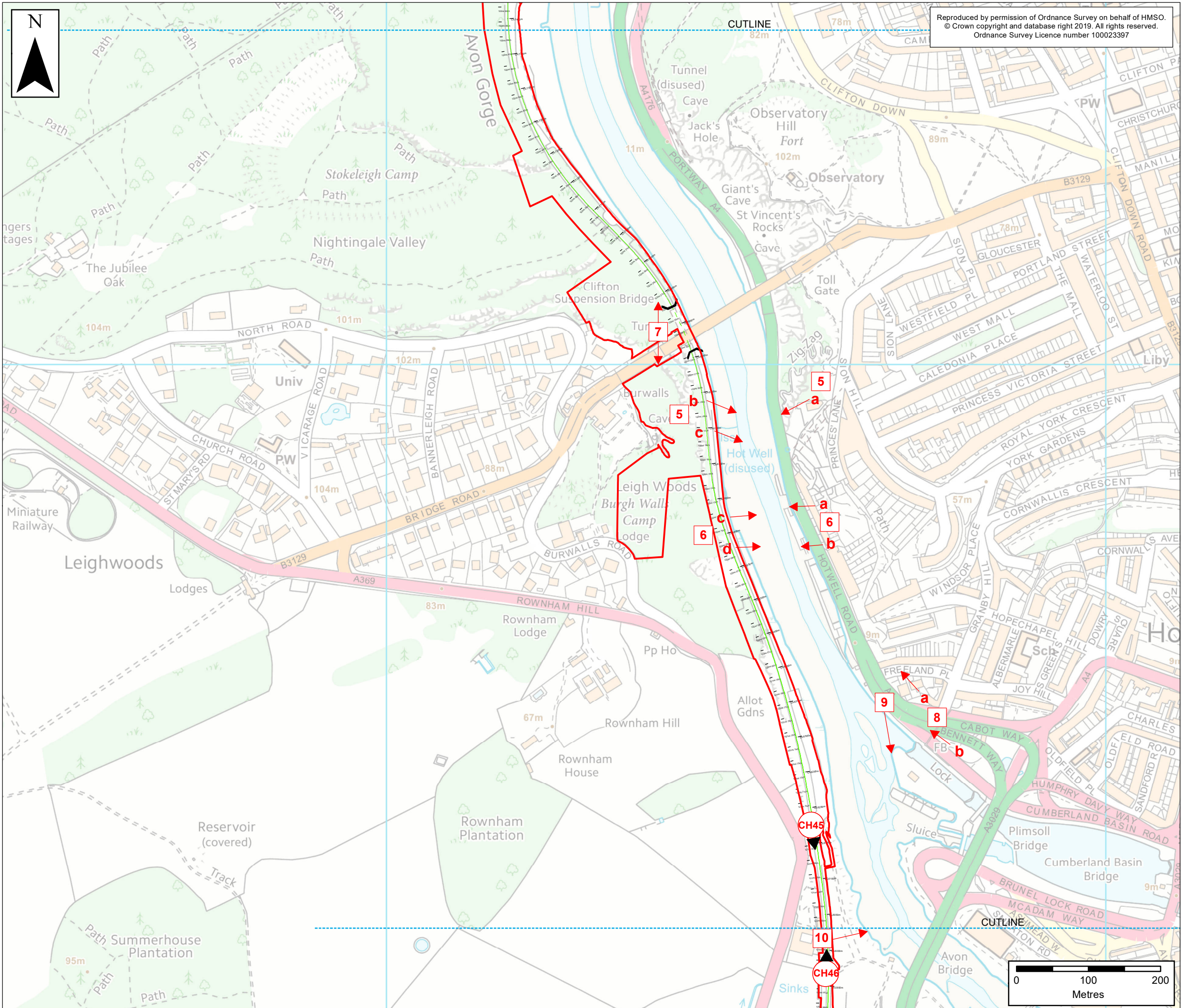
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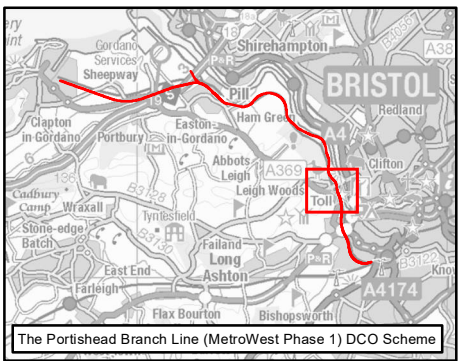
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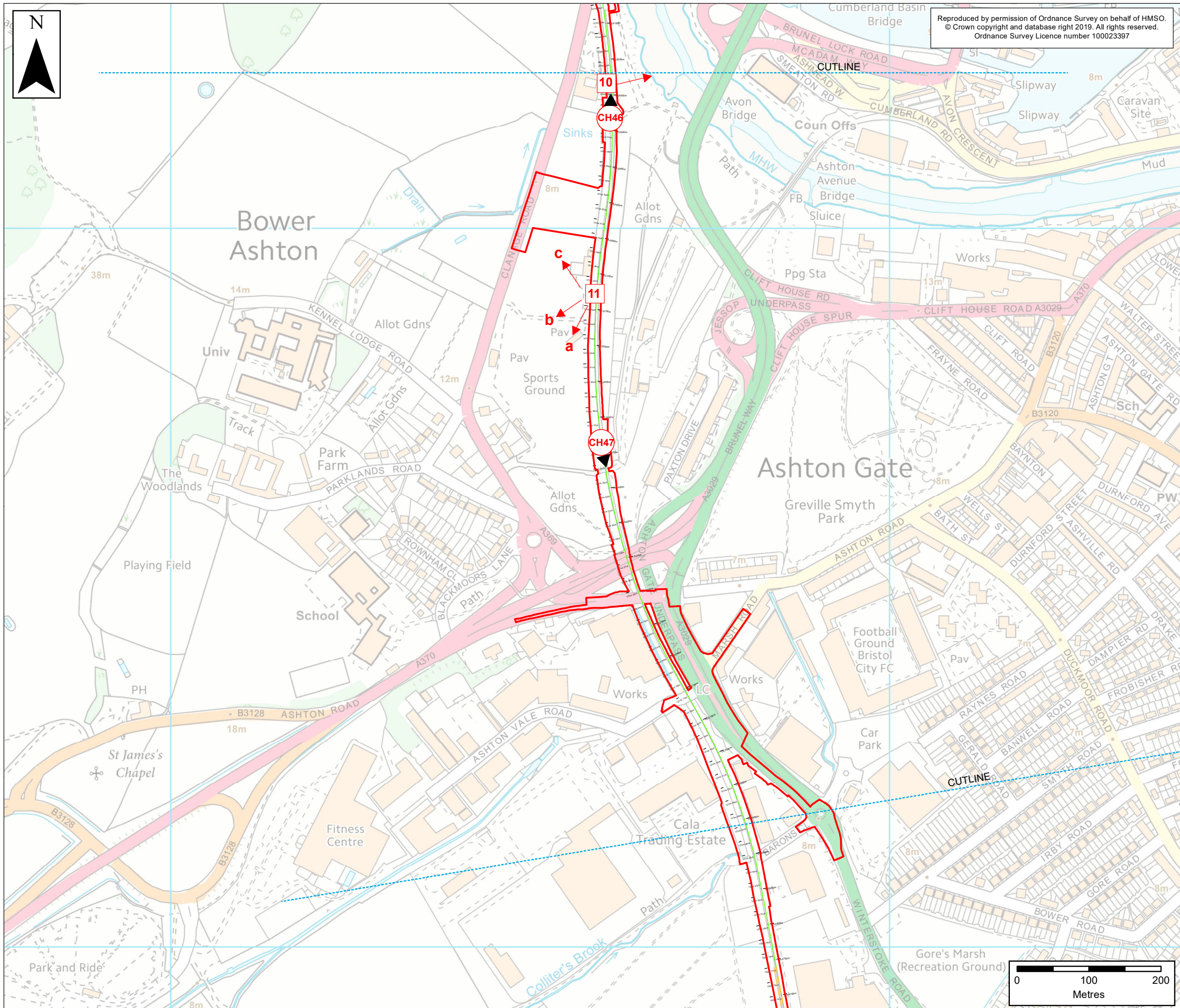
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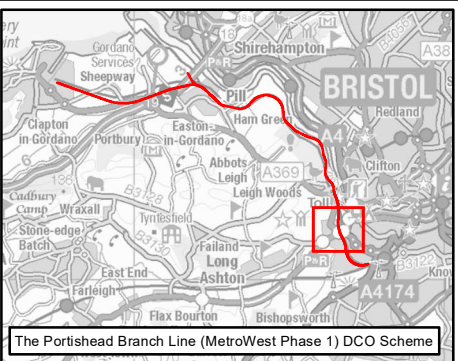
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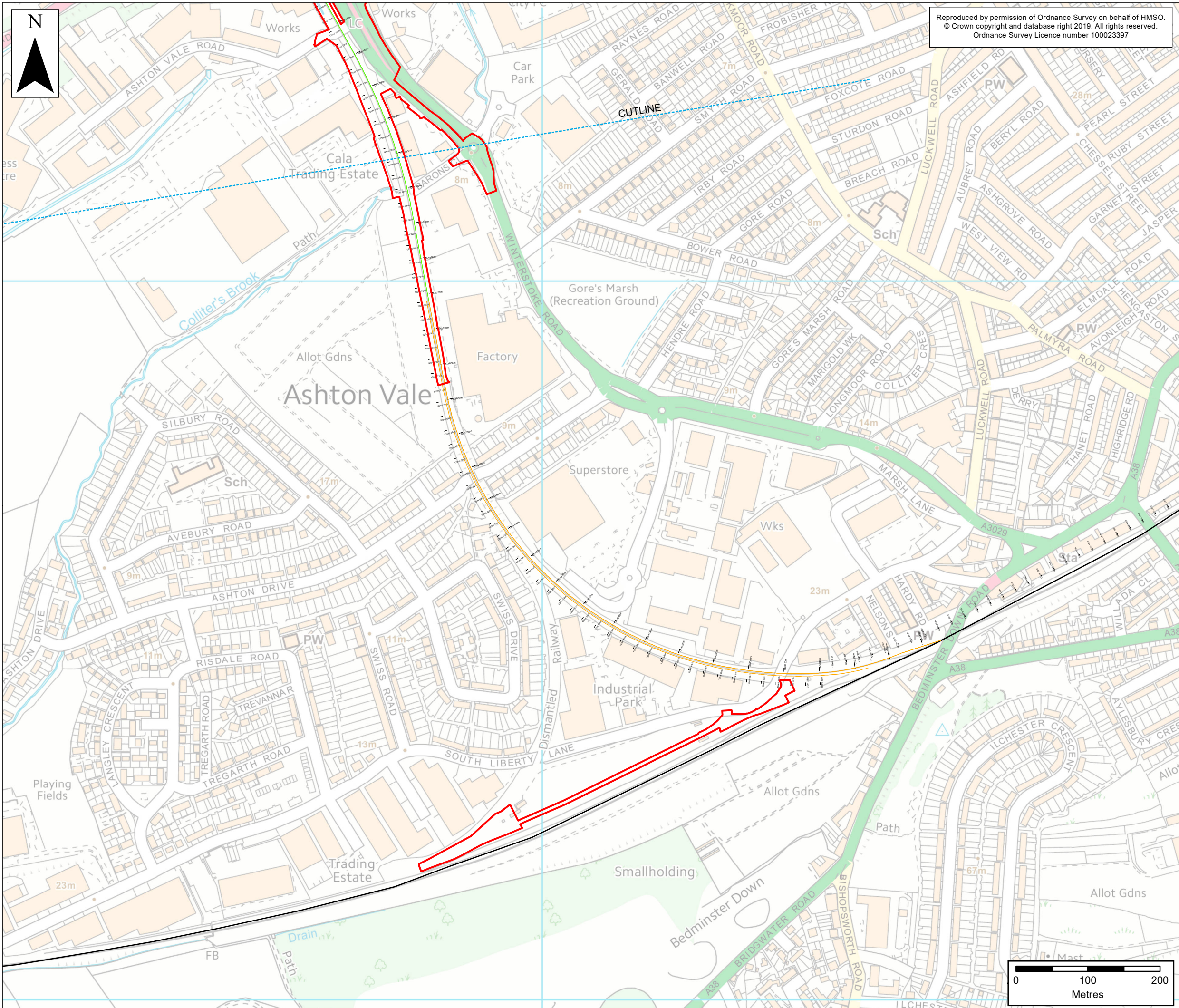
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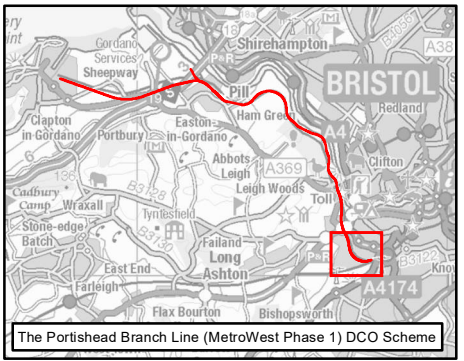
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MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

6.25, Environmental Statement, Volume 4, Appendix 8.2 Level 1 Historic Building

Record for Station House, 7 Station Road, Pill

The Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009, regulation 5(2)(a)

Planning Act 2008

Author: CH2M

Date: October 2019



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1.1 Background.....	1-1
2 Methodology	2-1
2.1 Historic Building Recording (Level 1)	2-1
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3.2 Heritage Designations.....	3-1
3.3 Historical Background	3-1
3.4 Station House	3-3
4 Conclusion	4-1
5 References	5-1

Annexe A: Additional Images of Station House

Figures

- 1 1840 Easton-in-Gordano Tithe Map.
- 2 1862 Bristol and Portishead Railway Plan.
- 3 1881 Ordnance Survey Map.

Plates

- 1 Looking north-west towards the asset from Station Road.
- 2 Looking south-west towards the asset from Pill footbridge.
- 3 Looking south-west towards the asset from Monmouth Road.
- 4 Original doorway within the Station Street frontage of the asset.
- 5 Looking north-east towards the rear of the asset from Sambourne Lane.

Acronyms and Abbreviations

HBR	Historic Building Recording
HER	Historic Environment Record (North Somerset)
NHLE	National Heritage List for England
NSDC	North Somerset District Council
NRIL	Network Rail Infrastructure Limited

SECTION 1

Introduction

1.1 Background

- 1.1.1 The Portishead Branch Line (MetroWest Phase 1) DCO Scheme is being led by North Somerset District Council (NSDC) on behalf of the four West of England authorities, also comprising Bristol City Council, South Gloucestershire Council, and Bath and North-East Somerset Council, as a third-party rail project, working with Network Rail Infrastructure Limited (Network Rail or NRIL).
- 1.1.2 CH2M has been commissioned by NSDC to undertake environmental studies for the proposed Portishead Branch Line DCO Scheme (hereafter 'the DCO Scheme'). The DCO Scheme will reinstate passenger service between Portishead and Bristol. The DCO Scheme includes the reconstruction of the disused railway between Portishead and Pill, improvement works along the existing operational railway between Pill and Bristol, a new station at Portishead and refurbishment of the existing dis-used station at Pill.
- 1.1.3 The proposed works along the railway will impact on historical railway assets. Structural assets, such as existing bridges, Pill Viaduct, retaining walls, and four tunnels, will be repaired as required and maintained for the DCO Scheme. Pill Station will be substantially re-furbished, including the demolition of Station House (7 Station Road) to make way for the new station forecourt on the south side of the railway, reconstruction of the southern platform, retaining wall, access to the station platform and shelter on the platform. The remains of some historical features built as part of the railway may be kept *in-situ* or removed and disposed of, depending on the proximity of the asset to the railway.
- 1.1.4 This report presents the results of a programme of Historic Building Recording (HBR) undertaken for the exterior of Station House, which is identified as a non-designated heritage asset (HER 5040) on North Somerset's Historic Environment Record (HER).
- 1.1.5 Very little information was known about Station House. The purpose of the HBR was to establish the heritage value of this building and provide mitigation through preservation by record.

SECTION 2

Methodology

2.1 Historic Building Recording (Level 1)

- 2.1.1 The HBR was undertaken in accordance with Historic England's *Understanding Historic Buildings: A Guide to Good Practice* (2016). The HBR comprised a Level 1 record of the exterior of Station House.
- 2.1.2 A Method Statement detailing the extent of the HBR was produced by CH2M (2017) and submitted to NSDC.
- 2.1.3 The photographic record was made using a digital camera capable of capturing images at 14-megapixel resolution.
- 2.1.4 The HBR was undertaken on the 13th December 2017.
- 2.1.5 Plates of Station House are provided within the text below. Additional images of the asset are also provided at Annexe A.

2.2 Archival Research

- 2.2.1 To provide further insight into the historical context of Station House archival research was also undertaken. This comprised a review of materials held at the Somerset Heritage Centre comprising:
 - Historic plans of the Bristol to Portishead Pier Railway;
 - Historic mapping (Tithe and Ordnance Survey); and
 - Local history/railway publications.

SECTION 3

Historic Building Record

3.1 Location

- 3.1.1 Station House is located on Station Road, within the village of Pill, North Somerset and is centred on National Grid Reference (NGR) 352402, 175985.

3.2 Heritage Designations

- 3.2.1 Station House (the asset) is not a designated heritage asset (Listed Building) nor is it a locally listed building.
- 3.2.2 However, the asset is recorded by the North Somerset HER to form part of a non-designated heritage asset comprising the former elements of Pill Station. The HER entry for the asset (HER 5040/MNS1445) is as follows:
- 3.2.3 *“Pill Station was opened on the 18th April 1867 by the Bristol and Portishead Pier and Railway Company. Closed to goods 10th June 1963. Closed Entirely on 7th September 1964.”*

3.3 Historical Background

- 3.3.1 A number of schemes had been planned for extending the railway to Portishead during the early 19th century. These included a plan by Brunel to build a floating pier at Portbury in 1845. In 1863, the Bristol and Portishead Pier Railway Company was granted an Act to construct a line from a junction at Bedminster (Parson Street) with the Bristol and Exeter Railway to a pier at Portbury. However, the plans had to be changed and the branch line was constructed to Portishead instead. The 9 ½ mile broad gauge single line track was opened in April 1867 and had stations at Clifton Bridge, Pill and Portbury (Maggs 1993).
- 3.3.2 Historic mapping, including the original plans of the railway, illustrate the development of the asset. The 1840 Easton-in-Gordano Tithe Map (Figure 1) shows the site of the asset, marked with a red dot, to form part of an orchard (Field 625). Similarly, the 1862 Bristol and Portishead Pier Railway Plan (Figure 2) shows the proposed centre line of the railway crossing through an undeveloped field which is identified to comprise part of an orchard (Field 30). Following the completion of the railway, the 1881 Ordnance Survey Map (Figure 3) shows the asset to have been built. Two rectangular passenger shelters, oriented north-west to south east, are also depicted on the respective platforms within the cutting to the north-west of the asset.
- 3.3.3 Further detail on the asset is provided by Oakley (2002) who states:
- “Sited in a cutting close to the centre of the old settlement of Pill, the station opened with the Portishead Branch in 1867. The main station building was built on Station Road adjacent to the road bridge and above the platforms at their eastern end. These platforms were extended first in January 1880 and again in 1912. A signal box was built on the down platform at the end of the First World War. Basic brick shelters were provided on both platforms.*

The station buildings on Station Road remain, now in commercial use, and remnants of both platforms can still be seen.”

- 3.3.4 Branch passenger services were withdrawn on the Portishead Branch on the 7th September 1964 and regular freight ceased on the 30th March 1981.



Figure 1: 1840 Easton-in-Gordano Tithe Map.



Figure 2: 1862 Bristol and Portishead Pier Railway Plan.

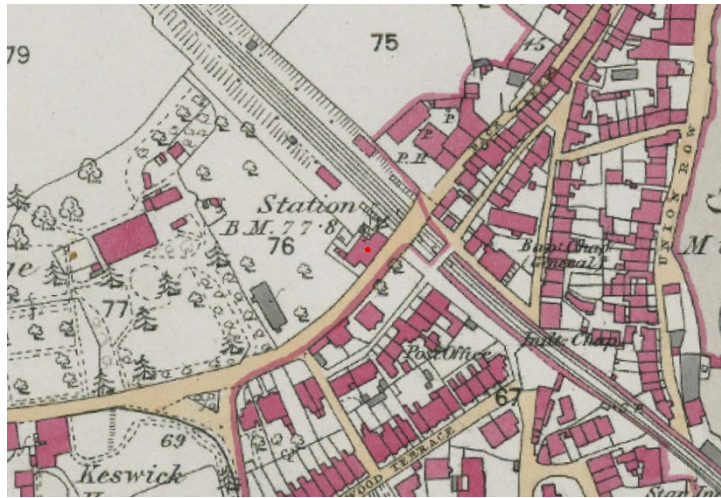


Figure 3: 1881 Ordnance Survey Map.

3.4 Station House

- 3.4.1 Station House comprises a brick built structure, on a principal north-east to south-west axis. The south-western part of the building is of two stories with L-shaped plan, and there is an original single-storey annexe to the north-east. All brickwork is in standard English bond, the roof comprises modern ceramic tiles, window and door lintels are of brick, window sills are of limestone and the majority of the doors and windows are modern UPVC/aluminium.
- 3.4.2 The asset is bounded to the north by the railway cutting, to the south-east by Station Road and residential dwellings, and to the south-west and west by Sambourne Lane and further residential and commercial buildings (Plates 1 and 2).



Plate 1: Looking north towards the asset from Station Road.

- 3.4.3 A number of modifications were noted within the historic fabric of the asset, the majority of which relate to alterations undertaken for commercial and residential conversions during the 1970s to 1990s. Four planning applications are recorded by the North Somerset Planning Map (2017 online), the earliest of which dates to 1974. These are: converting the asset to an ironmonger's shop with associated store and first floor flat (80751/E); change of use to a hairdressing salon (473/74); demolition of derelict stores and replacement with a larger store (3221/88); and a change of use from retail to office and new access from Sambourne Way (95/1753).
- 3.4.4 In the north-eastern single storey annexe, a former doorway was noted to have been blocked-up in the north-east facing gable-end. A modern extension and garage have also been constructed to the north-west of the single-storey annexe at the rear of the building (Plate 3).
- 3.4.5 The Station Road frontage of the annexe has also had large modern windows installed and pebble-dash rendering as part of its commercial conversion. The most notable architectural feature within the Station Road frontage is an original doorway facing onto the road (Plate 4).



Plate 2: Looking west towards the asset from Pill footbridge.



Plate 3: Looking south-west towards the asset from Monmouth Road.



Plate 4: Original doorway within the Station Street frontage of the asset.



Plate 5: Looking north-east towards the rear of the asset from Sambourne Lane.

- 3.4.6 To the rear of the asset further modern modifications were noted. These included another blocked-up original doorway on the ground floor, a blocked-up original window on the ground floor, a modern steel staircase, and a modern door and window on the upper storey (Plate 5). These modifications are in accordance with the above noted planning applications.
- 3.4.7 Vestigial walls were noted to the rear of the asset, and at its north-eastern extent, that reflect the locations of former stores/outbuildings shown on historic mapping.
- 3.4.8 No other features of architectural interest were identified.

SECTION 4

Conclusion

- 4.1.1 Station House was built between 1865-67 and formed the main building of Pill Railway Station. The building is unremarkable in terms of its architectural interest, although vestigial elements of the original fabric, for example the locations of former doorways, allow for a limited appreciation of its historical function. The asset survives in a moderate condition and has been subject to a number of modern modifications. These are documented in its planning history.
- 4.1.2 When considered in the context of the Department for Culture, Media and Sport's (DCMS) *Principles of Selection for Listing Buildings* (2010) and the criteria provided by the Design Manual for Roads and Bridges (DMRB HA208/07 2007) for assessing the value of cultural heritage assets, Station House, as a non-designated asset of limited architectural and historical interest, is considered to be of local (low) heritage value at best.

SECTION 5

References

Published Sources:

DCMS (2010) Principles of Selection for Listing Buildings available online from:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/137695/Principles_Selection_Listing_1_.pdf

DMRB (2007) HA 208/07 Volume 11 Section 3 – Cultural Heritage available online from:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/137695/Principles_Selection_Listing_1_.pdf

Historic England (2016) Understanding Historic Buildings: A guide to Good Practice available online from:

<https://content.historicengland.org.uk/images-books/publications/understanding-historic-buildings/heag099-understanding-historic-buildings.pdf/>

Maggs, C. G. (1993) The Branch Lines of Somerset

Oakley, M. (2002) Somerset Railway Stations

Historic Documents reviewed at the Somerset Heritage Centre:

Bristol and Portishead Pier and Railway Plans (1862) Q/RUP/284

Bristol and Portishead Pier and Railway Plans (1865) Q/RUP/325

Easton-in-Gordano Tithe Map (1840) Document Reference D\D/Rt/M/270

Easton-in-Gordano Tithe Map Apportionment (1841) A\BDZ/2

Ordnance Survey First Edition County Series (1881)

Portbury: construction of pier and railway by Bristol and Portishead Pier and Railway Company (1867) A\BKZ/19/1

Websites:

Know Your Place North Somerset available from:

<http://maps.bristol.gov.uk/kyp/?edition=nsom>

North Somerset Planning Map available from: <http://map.n-somerset.gov.uk/dande.html>

Annex A: Additional Images of Station House



Looking south-east towards the asset.



Looking south towards the asset.



Looking south-west towards the asset.



Looking north towards the asset.



Looking west towards the asset.



Looking south towards the asset.



Looking south towards the asset.

