

PORTISHEAD BRANCH LINE PRELIMINARY  
ENVIRONMENTAL INFORMATION REPORT  
VOLUME 4

APPENDIX 8.1

# Cultural Heritage Gazetteer





# Table of Contents

Section	Page
<b>1</b>	<b>Gazetteer of Cultural Heritage Assets .....1-1</b>
1.1	Introduction ..... 1-1
<b>2</b>	<b>Acronyms and Abbreviations .....2-1</b>



SECTION 1

# Gazetteer of Cultural Heritage Assets

## 1.1 Introduction

- 1.1.1 This technical appendix presents a gazetteer of cultural heritage assets along the Portishead Branch Line (MetroWest Phase 1) DCO Scheme, for the proposed facilities and disused railway section between Portishead and Pill and 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. Non-designated asset data have been assessed within 50 m either side of the centreline of the two routes.
- 1.1.3 The 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 of the PEI Report. 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).

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**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
40141	The site of the Portishead Gasworks, a mid-19th century construction	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
9833/33564	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
6993	Enclosures West South West of Sheepway 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
None	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	Neutral	1

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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
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 Sheepway Gate Farm.	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	Neutral	Neutral	1
40662	The site of a signal box at Portbury Station.	n/a	n/a	Neutral	Neutral	1
9275	The Thatched Cottage – an early 17th century cottage in Sheepway, built in rubble, with thatched roof and brick stacks.	Grade II listed building	Inter-visibility with the Scheme unlikely from ground level.	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	There is no inter-visibility with the Scheme due to the vegetation around the property	Neutral	Neutral	1
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



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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
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 Hotel 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
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 600m 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	Slight adverse	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	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

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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
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	Slight adverse (Neutral for cumulative effect)	Neutral	2
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
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	n/a	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
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	Close to potential site of construction compound	Slight adverse	Neutral	2
43590	Lodway Farm, Easton-in-Gordano. Historic core settlement identifiable on late 18th or early 19th century maps. Medieval or even earlier outlines and building fabric may survive.	n/a	n/a	Neutral	Neutral	2
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
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
45986	Site of Heywood Hall, Pill – documentary evidence for the building, which is no longer standing	n/a	No Scheme inter-visibility	Neutral	Neutral	2 and 3

**Table 1-1: Cultural Heritage Assets, Portishead to Pill section of the DCO Scheme**

<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>		<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
40357	Site of coal yard, Pill - this site is located on the south side of the railway viaduct	n/a	n/a	n/a	Neutral	Neutral	2 and 3
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	Moderate adverse	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
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
40356	The site of a 19th century boat-breakers yard in Pill. No evidence for the boatyard has survived	n/a	n/a	n/a	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
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		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		Neutral	Neutral	2 and 3
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
40114	The Star Inn, Bank Place is still a public house in Pill and lies close to the railway viaduct that passes through the town. The building is much altered but pre-dates the 19th century.	n/a	n/a		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
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 and 3
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	Neutral	Neutral	2 and 3
45987	The former site of the 'Friendly Home' public house in Pill.	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	Neutral	Neutral	2 and 3
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
740	Lamplighters’ ferry, Pill - the long established ferry at Pill took the name ‘Lamplighters’ in the 18th century from the hostel on the northern shore built by a supplier of oil-lamps for the streets of Bristol.	n/a	n/a	Neutral	Neutral	2 and 3
	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
	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



**Table 1-2: Cultural Heritage Assets along the Portbury Freight Line**

<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>	<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
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	2 and 3
8904	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	2 and 3
8903	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	2 and 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 160m east of railway tunnel entrance.	n/a	No Scheme inter-visibility	Neutral	Neutral	2 and 3
10703	Findspot: Palaeolithic implement (flint flake) found Ham Green Farm.	n/a	n/a	n/a	n/a	2 and 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

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
41846	Ham Green Railway Tunnel – still a complete structure and it has historic use as a WWI air raid shelter.	n/a	n/a. Pill tunnel is an integral feature in the design.	Neutral	Neutral	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
426029	An 18th century water gate in Ham Green.	Grade II listed building	No Scheme inter-visibility	Neutral	Neutral	3
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
1000407 (Historic England reference)	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

**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
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
	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 includes the low lying areas of the Avon valley to the southwest.	Conservation Area	There is very limited inter-visibility between the Scheme and the housing estate and riverside area.  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.	Neutral	Neutral	3
	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 500m of the centreline of the railway.	Conservation Area	There are views to and from the Scheme.	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
	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
	Part of the Roman Settlement of Abonae, 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 Abona or Abonae, 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
	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	3
	Trinder House at 6, Cook's Folly Road – part of Cook's Folly House dating to 1858, now attached pair of properties.	Grade II listed	No inter-visibility noted during walkover survey	Neutral	Neutral	3
	The gateway for Greystone a local house	Grade II listed	No inter-visibility noted during walkover survey	Neutral	Neutral	3

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<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>	<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
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
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

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
	<p>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 the eastern boundary of the footpath that runs along the Portbury Freight Line boundary.</p> <p>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 500m of the centreline of the Scheme.</p>	Conservation Area	<p>There is some inter-visibility with the Scheme.</p> <p>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</p> <p>The Conservation Area boundary also abuts the edge of the scheme, covering the base of Avon Gorge</p>	Neutral	Neutral	4
	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
	A drinking fountain lies at the edge of the A4 Portway.	Grade II listed	No Scheme inter-visibility	Neutral	Neutral	4
	Cook's Folly, a house on Cook's Folly Road which lies to the south of Knoll Hill.	Grade II listed	Scheme inter-visibility difficult to determine but the house backs on to Avon Gorge.			4
41310	The former site of a signal box on the Portbury Freight Line at Leigh Woods.	n/a	n/a	Neutral	Neutral	4

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<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>	<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
40037	Old quarry 300m 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
40038	Old quarry 100m 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

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
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
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



**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
5052	<p>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.</p> <p>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.</p>	n/a	Adjacent to the Portbury Freight Line	Neutral	Neutral	4
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	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
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 20-25m from the Clifton Suspension Bridge.	Grade II listed	The house has no inter-visibility with the Portbury Freight Line.	Neutral	Neutral	4
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
33608	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**

<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>	<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
42476	Burwalls cave (a spacious cave with side chambers with possible prehistoric origins) and breccia deposits, Burwalls house – a spacious cave with entrance 2 metres high by 5 metres wide opening directly onto a large chamber 10.6 metres deep and up to 7 metres 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
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
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

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
71	Stokeleigh Camp - the monument includes an Iron Age fort and an associated linear earthwork situated on a carboniferous limestone promontory in Leigh Woods, overlooking the Avon Gorge to the east and the Nightingale Valley to the south	Scheduled Monument	The monument overlooks the Avon Gorge to the east and the Nightingale Valley to the south. The topography and trees ensure no inter-visibility with the DCO Scheme	Neutral	Neutral	4
	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 80m 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
	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.	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
	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
	There are nine listed structures along Clifton Down Road (north end) within 500m 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
	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
	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
	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
	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
	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
	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

**Table 1-2: Cultural Heritage Assets along the Portbury Freight Line**

<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>	<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
	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
	Windsor and Victoria Terraces.	Grade II listed	No Scheme inter-visibility	Neutral	Neutral	5
	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
	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
	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.		The façade faces across Hotwells, the River Avon towards the DCO Scheme on the western side of the gorge.	Neutral	Neutral	4
	Hotwells Paddle Steamer landing stage located opposite the bottom stage of the Clifton Rocks Railway.		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
	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
	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
	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
	2 – 9 Albemarle Row, Bristol	Grade II* listed	Limited and oblique views down the street towards Cumberland Basin and DCO Scheme	Neutral	Neutral	5
	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
	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



**Table 1-2: Cultural Heritage Assets along the Portbury Freight Line**

<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>	<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
2354M	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
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.	n/a	Adjacent to Portbury Freight Line	Neutral	Neutral	5
	The Swing Bridge over Brunel's South Lock and Brunel's South Entrance Lock, both 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
	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 A3029 Brunel Way.	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
	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	The Conservation Area boundary abuts the West side of the Portbury Freight Line at Ashton Gate.  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.  The railway line is in a cutting so there is no inter-visibility between the listed properties within the Conservation Area and the Portbury Freight Line.	Neutral	Neutral	5
	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
	Bower Cottage Double House lies east of the A639	Grade II listed	This property has some inter-visibility with the Scheme	Neutral	Neutral	5
2225M	The former site of a modern garage located on the eastern side of Winterstoke Road.	n/a	n/a	Neutral	Neutral	5
2215M	The former location of Malleable Nail Works, constructed 1884-1906.	n/a	n/a	Neutral	Neutral	5

**Table 1-2: Cultural Heritage Assets along the Portbury Freight Line**

<b>NSC or BCC HER Reference</b>	<b>Asset name and description</b>	<b>Designation type (if relevant)</b>		<b>Inter-visibility</b>	<b>Construction Phase (effect)</b>	<b>Operation Phase (effect)</b>	<b>Figure 8-1 Sheet Number</b>
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
2214M	The former site of Ashton Rolling Mills – an 1880s Ordnance Survey map showed a large rectangular building with an apsidal North East end.	n/a	n/a		Neutral	Neutral	5
2557M	Ropewalk, located to the west of Frayne's Colliery (above). The ropewalk is recorded by the Ordnance Survey of 1894 and measured approximately 90 metres north-west to south-east by 10 metres wide. 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
2212M	West End Brick and tile Works, Bedminster. The works with clay pit at the north end is marked on the Ordnance Survey County Series map.	n/a	n/a		Neutral	Neutral	5



SECTION 2

# Acronyms and Abbreviations

DCO	Development Consent Order
GWR	Great Western Railway
HER	Historic Environment Record
PEIR	Preliminary Environmental Information Report

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