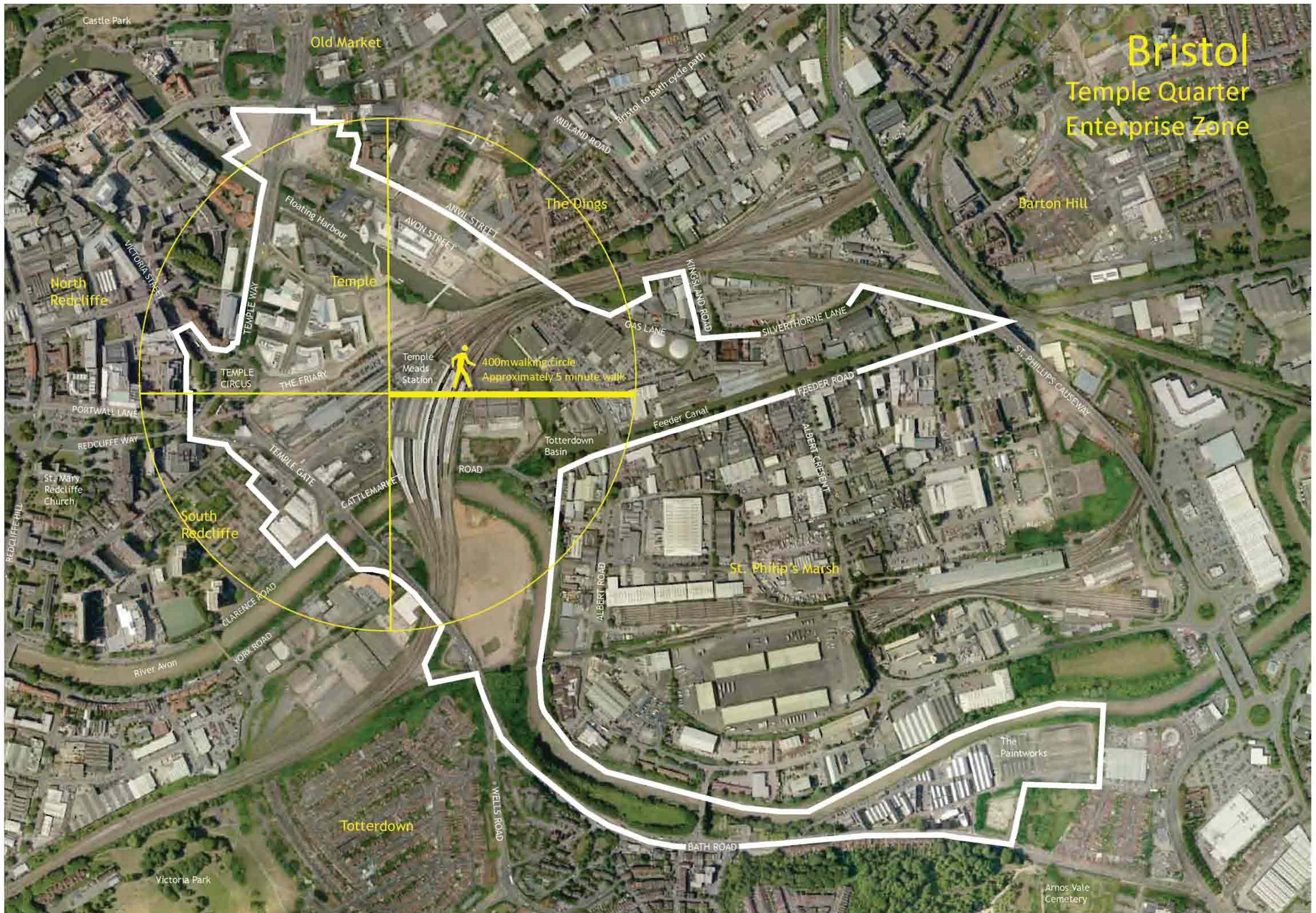


## Temple Quarter Enterprise Zone



# Bristol Temple Quarter Enterprise Zone



# Contents

## Preface

<b>1. Introduction</b>	<b>Page 3</b>
<b>2. Historic overview</b>	<b>Page 7</b>
<b>3. Character analysis</b>	<b>Page 13</b>
<b>4. Temple Quay</b>	<b>Page 17</b>
<b>5. Temple Meads City Gateway</b>	<b>Page 27</b>
<b>6. Silverthorne Lane</b>	<b>Page 39</b>
<b>7. Avon Riverside</b>	<b>Page 53</b>
<b>8. Recommendations</b>	<b>Page 63</b>
<b>9. References</b>	<b>Page 71</b>

This document has been produced by  
Peter Insole, Senior Archaeological Officer, City Design Group

No portion of this document can be reproduced without the  
permission of City Design Group, Neighbourhoods and City  
Development, Bristol City Council

© Crown Copyright and database rights 2012  
Ordnance Survey 100023406

© City Design Group December 2012

Cover image Temple Meads, 1920  
© English Heritage (Aerofilms Collection)

# Preface

## Towards an understanding of the context...

Temple Quarter has been identified as the key area for economic growth in Bristol over the next 25 years. As a result the area will potentially undergo a significant transformation in terms of its physical character as regeneration takes place. This level of change is not new to the area of Temple Meads and St Philips. Over the last 200 years the area has seen the dominance of the railway replace an agricultural landscape and then the conversion of areas of former railway infrastructure to commercial development like that at Temple Quay.

Temple Quarter has also witnessed the significant engineering project that created the Floating Harbour and Feeder canal and the rise and fall of important Bristol industries such as glassworks and ironworks.

These historic changes have left a physical legacy in the area much of which is recognised as being of national importance and are designated heritage assets.

The purpose of this document is to highlight this historic legacy and illustrate the opportunity that this context presents. These opportunities include the sustainable reuse of former industrial buildings and the spaces around them to create a distinctive, vibrant economic quarter with a blend of old and the new.

Examples of this type of new activity are already developing along the lines of the recommendations made towards the rear of the document. A bakery and a nightclub are using vaulted arches beneath the Temple Meads Station ramp and creative businesses are occupying units within Collett House.

This document and its recommendations are intended to inform the associated Spatial Framework for Temple Quarter and help to guide an approach that delivers quality places across the zone.

The Heritage Assessment is only an overview of significant heritage assets that exist within the Enterprise Zone and further more detailed studies will be required for some specific sites. Some of these further studies are referred to in the recommendations.

The document has the support of English Heritage who have helped with the understanding of the extent of designation for the Grade I Listed station complex as well as advising on issues concerning views to and the setting of heritage assets.



ENGLISH HERITAGE

# 1

## Introduction



## Introduction

### 1.1 The Enterprise Zone

The Temple Quarter Enterprise Zone lies on part of the River Avon flood plain, 1km southeast of Bristol City Centre.

The area contains significant heritage assets from Grade I Listed structures to nationally important buried archaeology. These assets create important opportunities for the regeneration of the area. These assets also define the distinctive character of Temple Quarter. A detailed understanding of this character will contribute to the creation of a quality environment that promotes economic vitality.

### 1.2 Purpose and scope of the assessment

The purpose of this document is to inform the creation of a spatial framework for the Enterprise Zone. It is not the intention of this assessment to be a comprehensive historical study. It does draw on the numerous previous desk-based assessments and archaeological reports for the area that are included in the references section.

The creation of the assessment has involved historic mapping and research of archive material, aerial photos, ground based images, historic reports etc. For the purposes of this heritage assessment the Enterprise Zone has been divided into four character areas. These have been largely defined by the historic development and modern interventions within each section of Temple Quarter. Physical or historic features (such as watercourses or railways) have defined the boundaries of these character areas.

Surviving historic fabric within each character area has been identified where possible and referred to in the text.

Based on desk-based research and site visits a series of conclusions and recommendations have been outlined for each area. These recommendations are intended to inform the development of the spatial framework.

### 1.3 Report structure

The heritage assessment provides an overview of the historic context of Temple Quarter before considering each character area in terms of:

- Heritage assets and significance including below ground significant features, above ground designated assets, other structures and spaces.
- Historic setting and opportunities for the heritage assets (designated and non designated) within each character area.
- Recommendations for specific elements of the historic environment identified during the assessment process. This includes a section on key views to landmarks in to, out of and within the Enterprise Zone.

### 1.4 Note on terminology

In this document 'heritage assets' refers to designated, non-designated, above ground, below ground and landscape elements of the historic environment.

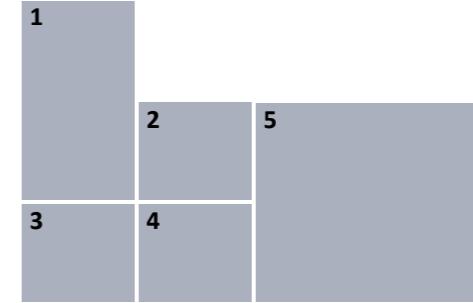


**Fig 1**  
Temple Quarter  
location plan



Not to scale

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



**Fig 2**  
**The Enterprise Zone**

- 1 Temple Meads, 1980s
- 2 Arch at the end of Freestone Road, Silverthorne Lane drawn by Samuel Loxton, c.1910 (Bristol Museums, Galleries and Archives)
- 3 The Feeder, Silverthorne Lane, 1920 (Bristol Museums, Galleries and Archives)
- 4 Brunel's Old Station, 1985
- 5 Temple Quarter, © Aerofilms 1990



2

## Historic overview



## Historic overview

### 2.1 Location

The Temple Quarter Enterprise Zone lies on part of the River Avon flood plain, 1km southeast of Bristol City Centre.

### 2.2 Historic background

Historically the area remained largely undeveloped until the eighteenth and nineteenth century. The exception to this was the construction of the Portwall and ditch in the thirteenth century (see below). Temple Meads and St Philip's Marsh to the east was partially drained for pasture land in the medieval period. The drainage ditches visible on historic plans like Plumley and Ashmead's survey of 1828 are likely to be medieval in origin. The medieval land surface has been recorded at a depth of about 7m above Ordnance Datum (over 3 metres below the present ground surface) underlain by a considerable depth of alluvial silts and clays.

The Portwall was a large stone structure that enclosed the areas of Redcliffe and Temple (fig.4-1). It has been recorded during archaeological excavation in several locations surviving close to the existing surface and measuring over 2 metres in width. In front of the wall was a berm (the area between a defensive and a moat) which was approximately 5 metres wide. Beyond this was a substantial ditch, known as the Portwall ditch around 15 metres wide and up to 5 metres deep.

By the late eighteenth century the area to the northwest of the Portwall and east of the Avon had been intensively developed for industry and housing. In many instances the structure of the Portwall was reused for cellars as the ground surface was artificially

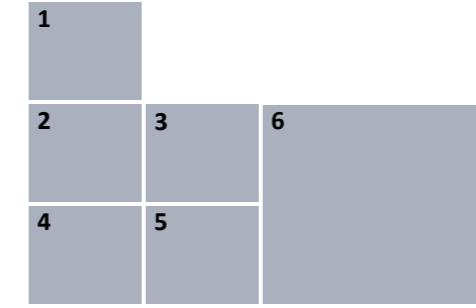
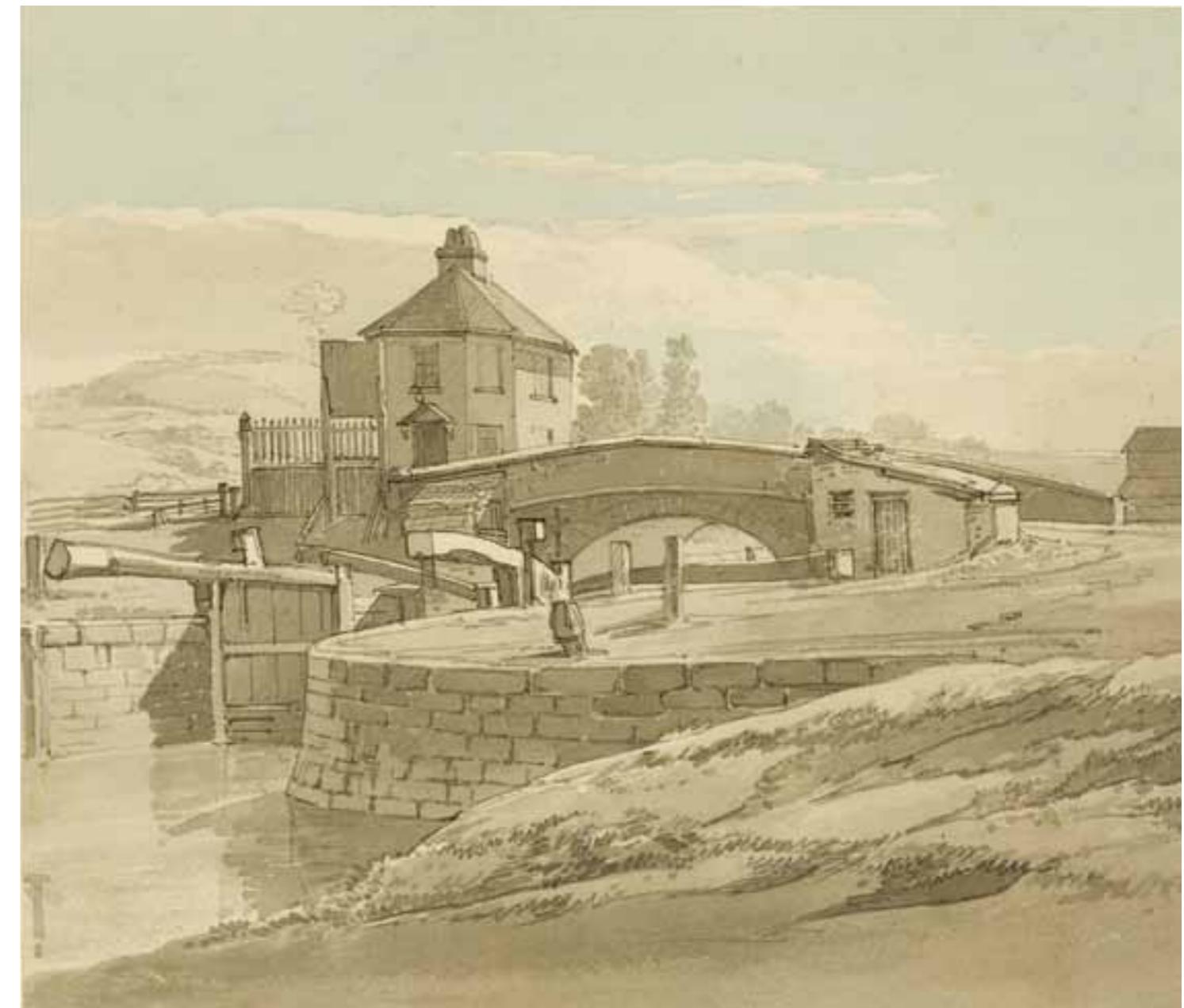
raised above potential flood levels. Industries in the area now occupied by Temple Quay included; ropewalks, timber yards, malthouses, glassworks and potteries.

These industries and associated residential dwellings were linked to the central area of Bristol by the narrow streets that had defined the medieval city; Temple Street, St Thomas Street or Redcliff Street further west. From the 1720s the Bath Road was a turnpike route with a toll house close to the site of the present Totterdown Bridge.

The creation of the Floating Harbour and Feeder canal completed in 1809 helped to stabilise the area, reducing the risk of flooding and enabling further industrial development. The area to the north of the Feeder became dominated by the Bristol Iron Works, the Avon Street Gas Works and other industries by 1828. The Feeder allowed the movement of large heavy loads by barge to and from the docks in the city centre. This barge transportation enabled the continued industrial development of the area even after the creation of the St Philips railway viaduct had effectively severed the area north of the Feeder from the rest of St Philips.

Contemporary with the creation of the Floating Harbour a Cattle Market was established at Temple Meads on, what was at the time, a large piece of open land at the edge of the city. Access to this market was provided by a new road from Bath Road along the Avon towards Totterdown Basin.





**Fig 4**  
**Historic overview** (images courtesy of  
Bristol Museums, Galleries and Archives)

**1** Ashmead's plan, 1828 with route of  
Portwall and ditch (red)

**2** Avon Street glass cones by Hugh O'Neil,  
1821

**3** John Rocque's plan of Bristol, 1750

**4** Plan of the 'new' Cattle Market, 1822

**5** Industries on Cheese Lane, 1920 (now  
the site of Temple Bridge)

**6** Totterdown Lock by Hugh O'Neil, 1821

## Historic overview

By the end of 1841, Brunel had created the first station at Temple Meads. This station and the associated tracks that led across St Philip's Marsh were built on a series of arches to carry the load of the construction above the flood plain.

Throughout the second half of the nineteenth century the railway infrastructure increased in scale with the construction of the Goods Shed in 1842, the Bristol and Exeter Railway Offices in 1852, further engine and goods sheds by 1854 to the south of the Avon on the site later occupied by the Diesel Depot, the Harbour Railway in 1866 (that involved the construction of a substantial viaduct to the north of the Brunel station) and in 1878 the Joint station consisting of the Digby Wyatt extension to the Brunel station and the curving Francis Fox shed.

The creation of the railway terminus at the southern fringe of the city was a significant impetus for the introduction of Victoria Street in the 1870s. This replaced Temple Street as the main route to the central area from the Bath and Wells Roads. The introduction of trams and a tram terminus at the station by the 1880s further improved links between the city centre and the station.

By the early decades of the twentieth century the area of the Enterprise Zone was almost entirely occupied by industry. Very few residential properties survived and these were confined to side streets off Victoria Street and along Bath Road.

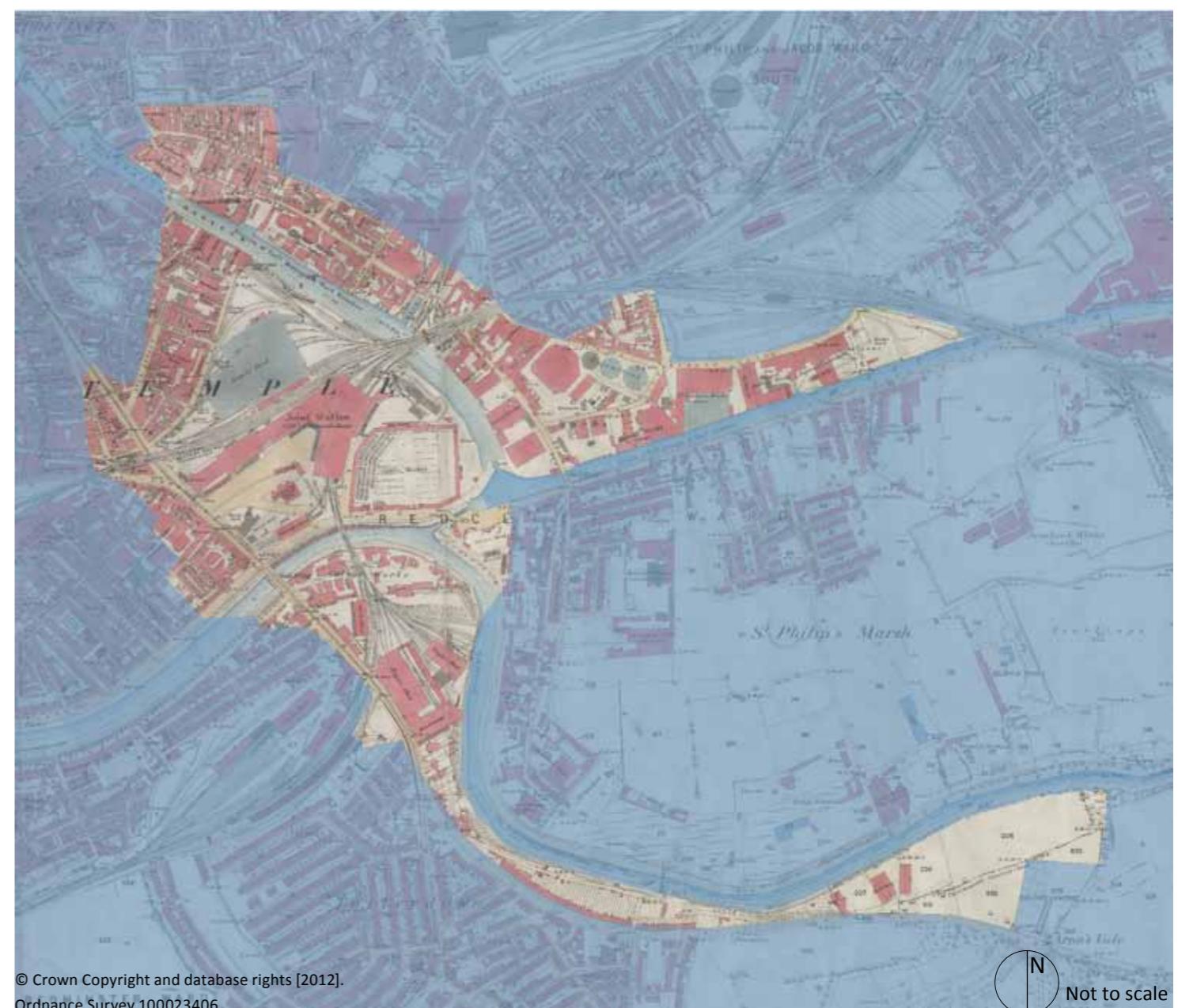
North of the Feeder, the area was dominated by the Lysaght Iron Works and the Bristol Gas Works, most of the buildings for these industries survive (see

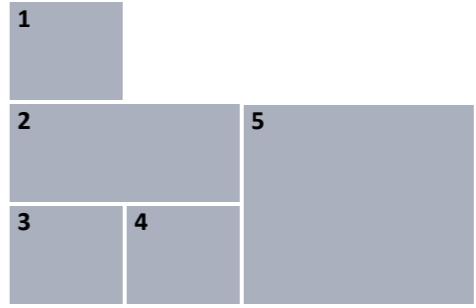
section 6). In the 1920s an enlarged goods shed was constructed that almost entirely covered the area of the present Temple Quay.

The station was further expanded in the 1930s over part of the former Cattle Market. This coincided with the establishment of the first Post Office Sorting Office to the east of the station. By the Second World War approximately 40% of the area of the Enterprise Zone was taken up by railway infrastructure or associated uses.

The original Temple Bridge and Temple Way were built in the 1930s as plans for the city circuit road (that included the road through Queen Square) were developed. Part of Temple Way followed the route of a former road (Avon Street) near Victoria Street, but near the Floating Harbour buildings along Temple Back and Cheese Lane were cleared for the new carriageway. By the mid 1970s Temple Way had developed into a broad dual carriageway that caused a degree of severance between Temple Meads and the Temple and Redcliffe areas.

The later decades of the twentieth century saw the development of large commercial buildings to the west of Temple Gate and along Temple Way including the creation of Temple Quay in the 1990s.





**Fig 6**  
**Historic overview** (images courtesy of  
Bristol Museums, Galleries and Archives  
unless otherwise stated)

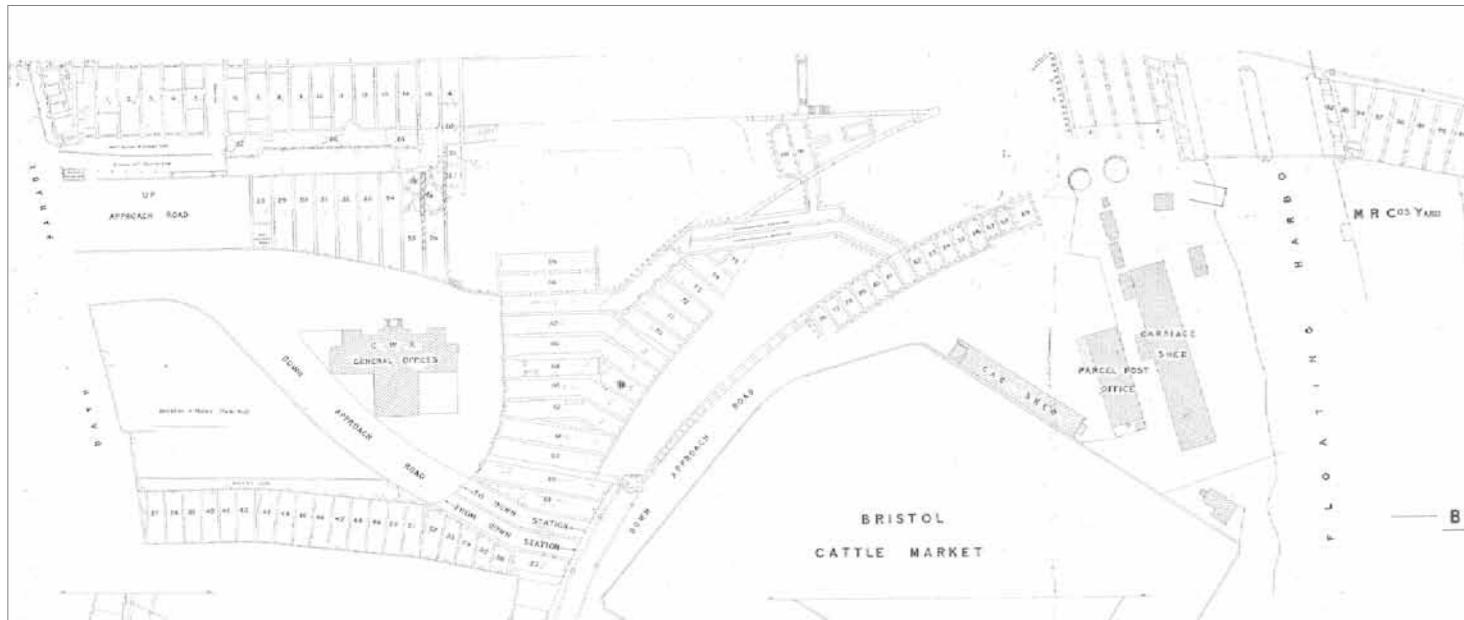
**1** Ordnance Survey plan, 1880s with plan  
of arches superstructure overlaid in blue

**2** Plan of arches superstructure  
(courtesy of Network Rail)

**3** View across Totterdown Basin, 1920

**4** Temple Way, 1940s

**5** View of station from  
Totterdown Lock, Samuel Loxton, 1919





# 3

## Temple Quarter Character Analysis



**Fig 7**  
Character Areas

- █ Temple Quay
- █ Temple Meads City Gateway
- █ Silverthorne Lane
- █ Avon Riverside

## Character Area summaries

### 3.1 Overview

Historically the character of the whole Enterprise Zone is defined by its low lying topography making it susceptible to flooding. Attempts to drain the marsh land in the medieval period are visible on historic plans, but are no longer visible in the modern landscape.

The existing landscape is entirely post 1800 in origin and no buildings within the area are earlier than 1841 in date, although fragments of the early nineteenth century iron works on Silverthorne Lane may survive.

The Enterprise Zone can be divided into four distinct historic character areas that can be summarised as:

#### Temple Quay:

- Predominantly modern commercial area.
- Historically an industrial area in the nineteenth and early twentieth century.
- The medieval Portwall passes through this area and has been preserved beneath Rivergate.

#### Temple Meads City Gateway:

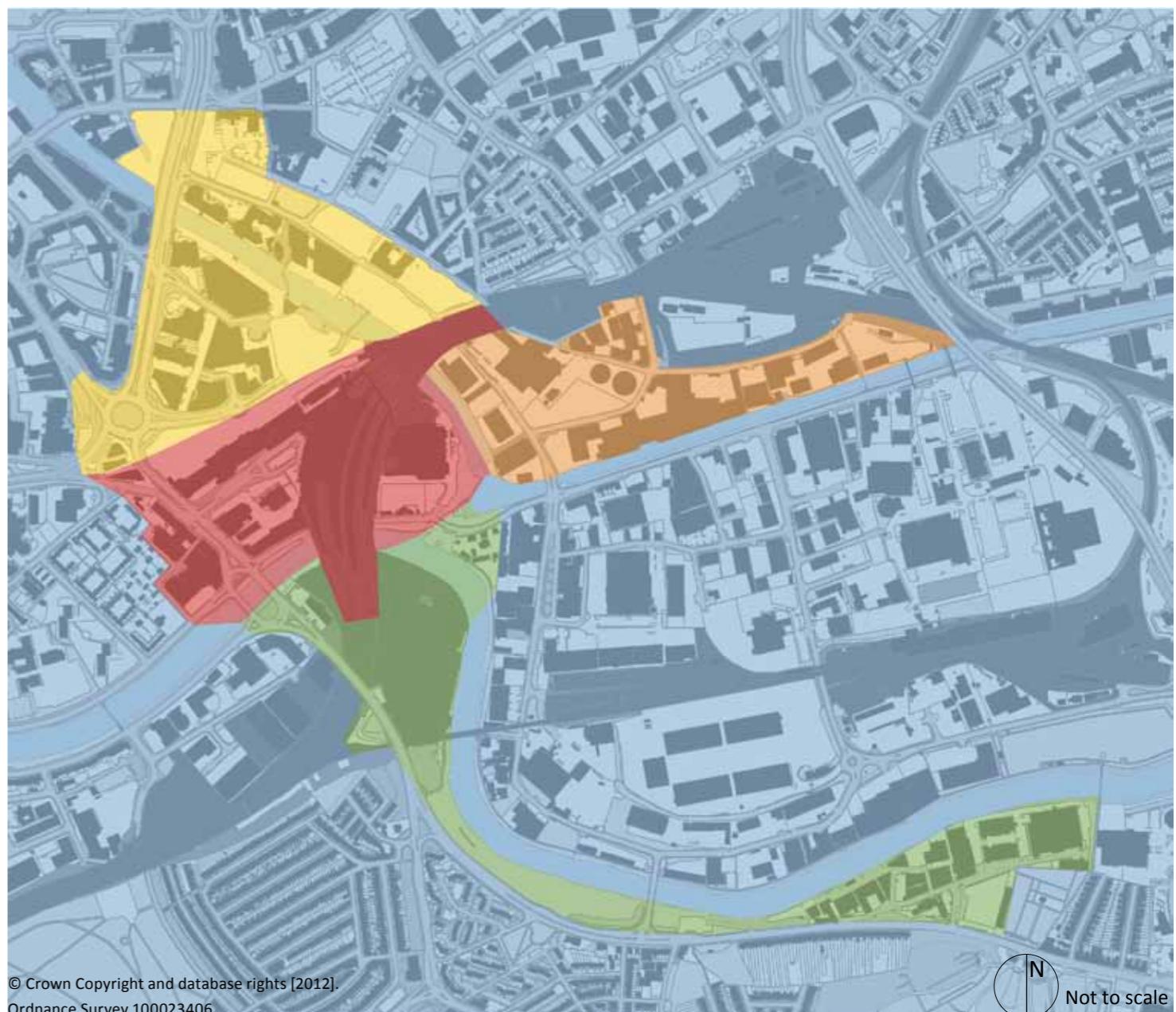
- Dominated by the Grade I Listed railway complex and associated infrastructure of nineteenth and twentieth century date.
- The dual carriageway of Temple Gate dominates the western area.

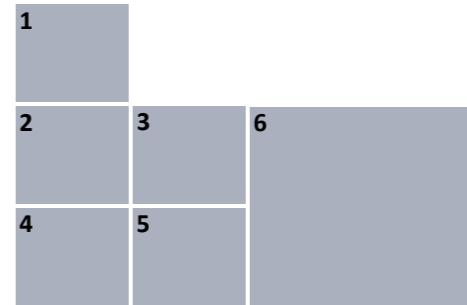
#### Silverthorne Lane:

- Dominated by the remains of former industrial use.
- High pennant sandstone Listed rubble walls characterise the area that is bounded by the Feeder, Floating Harbour and elevated railway.
- Access to this area from the north is largely restricted by the railway arches that form part of the significant railway heritage of the wider area.

#### Avon Riverside:

- This can be sub-divided into three areas.
- The former diesel depot site now an open space.
- The Paintworks site that is characterised by reused industrial sheds for a modern mixed use development.
- Between these sites is a green open space that was occupied by Victorian terraced housing until the later twentieth century.





**Fig 8**  
**The Enterprise Zone**

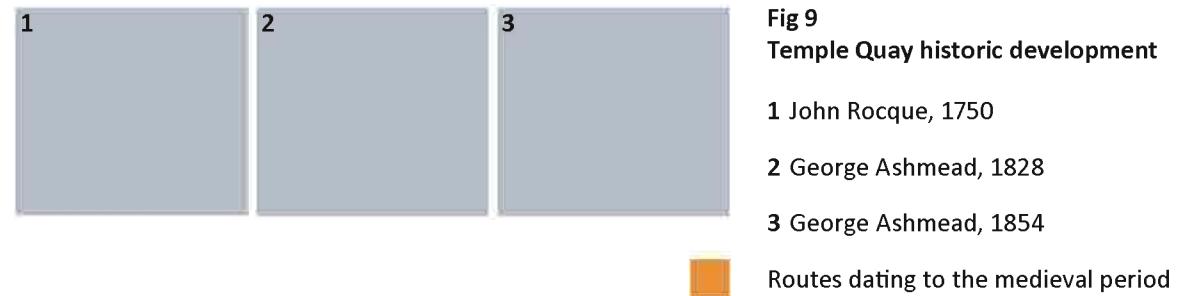
1 Temple Quay  
2 Temple Meads City Gateway  
3 The Feeder, Silverthorne Lane  
4 Avon Riverside  
5 Totterdown Basin  
6 Temple Quarter, © Blom Pictometry 2010



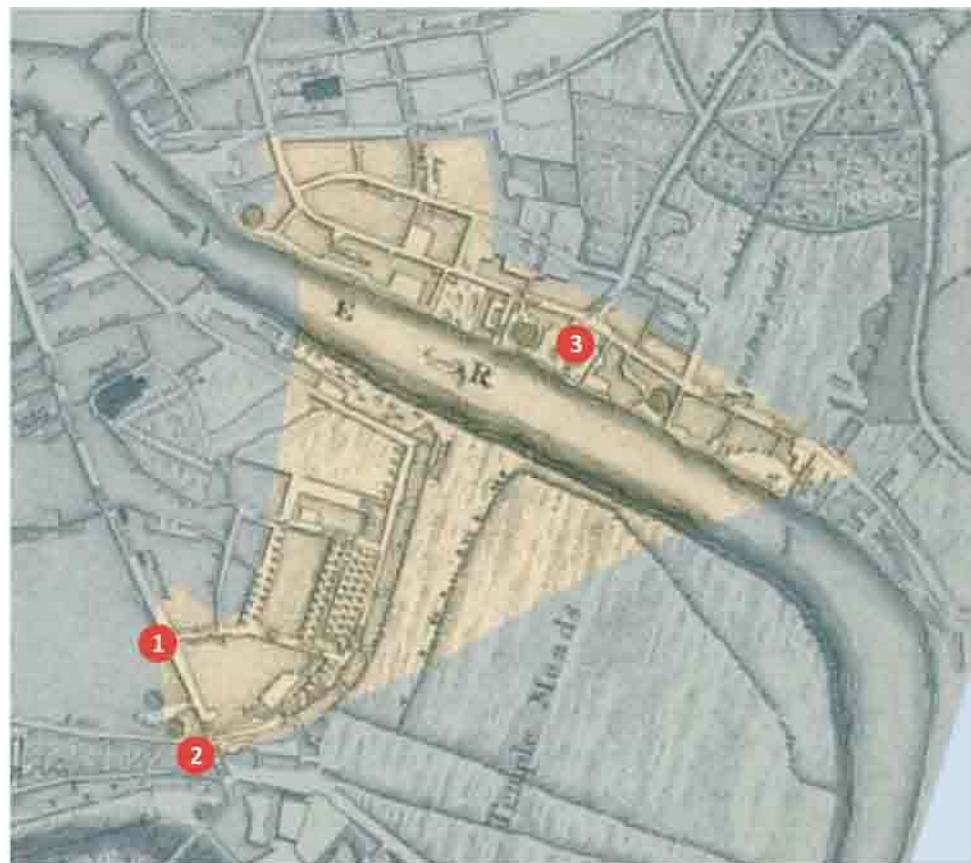
# 4

## Temple Quay





## Temple Quay historic development



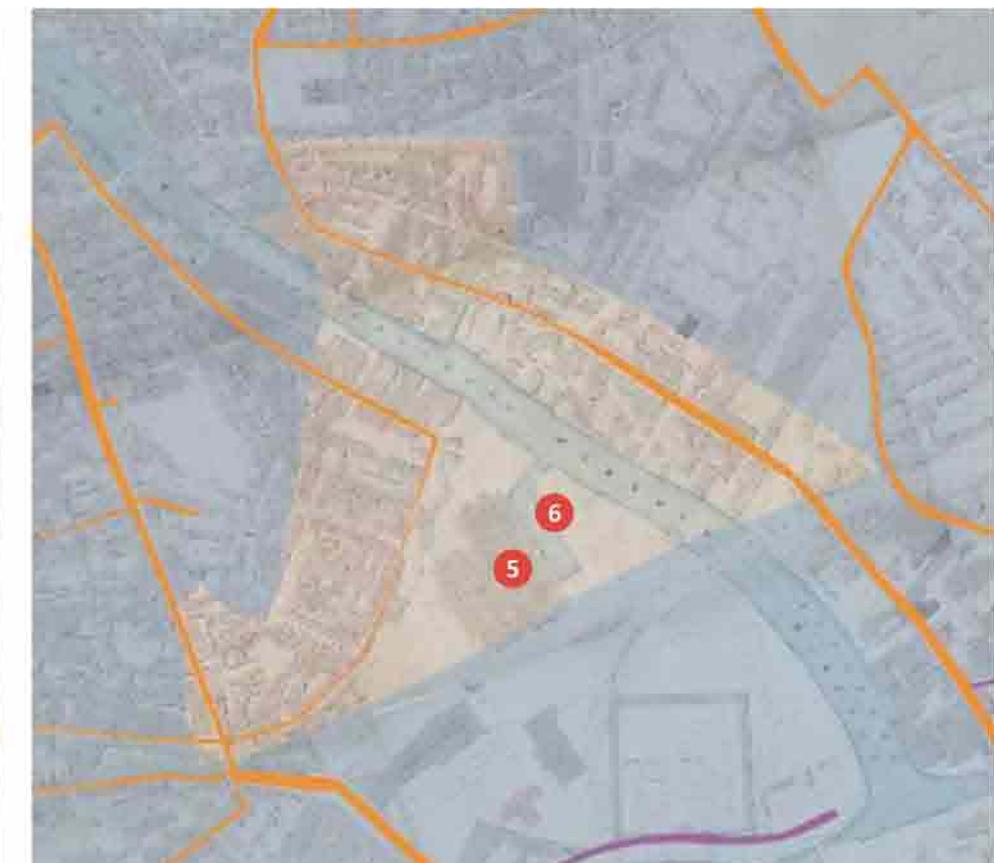
### 1750 main features:

- Development along the medieval route of Temple Street ①. This was a main route from Bristol Bridge to the Bath road. The alignment of Temple Street and the Bath road's approach to the city was defined by the location of Temple Gate ② that provided access through the medieval Portwall.
- Industries such as glass works had developed along the medieval route of Avon Street to the north of the river ③.
- Temple Meads to the southeast of the medieval city remained an enclosed area of drained pasture.



### 1828:

- The urban structure of the area remained defined by the medieval street pattern.
- The area to the east of the former Portwall ④ had become a residential area interspersed with industries such as clay tobacco pipe manufacturers and malthouses.



### 1854:

- The introduction of the railway initiated a period of rapid change in the area. By 1854 a large goods shed ⑤ and the Brunel Dock ⑥ occupied the north part of the former Temple Meads pastures.
- The surrounding area remained largely unchanged during the first half of the nineteenth century.



Fig 10  
Temple Quay historic development

1 Ordnance Survey, 1885

2 Ordnance Survey, 1949

3 Ordnance Survey, 2012

Routes dating to the medieval period

Routes dating to the Victorian period

Modern highways

## Temple Quay historic development



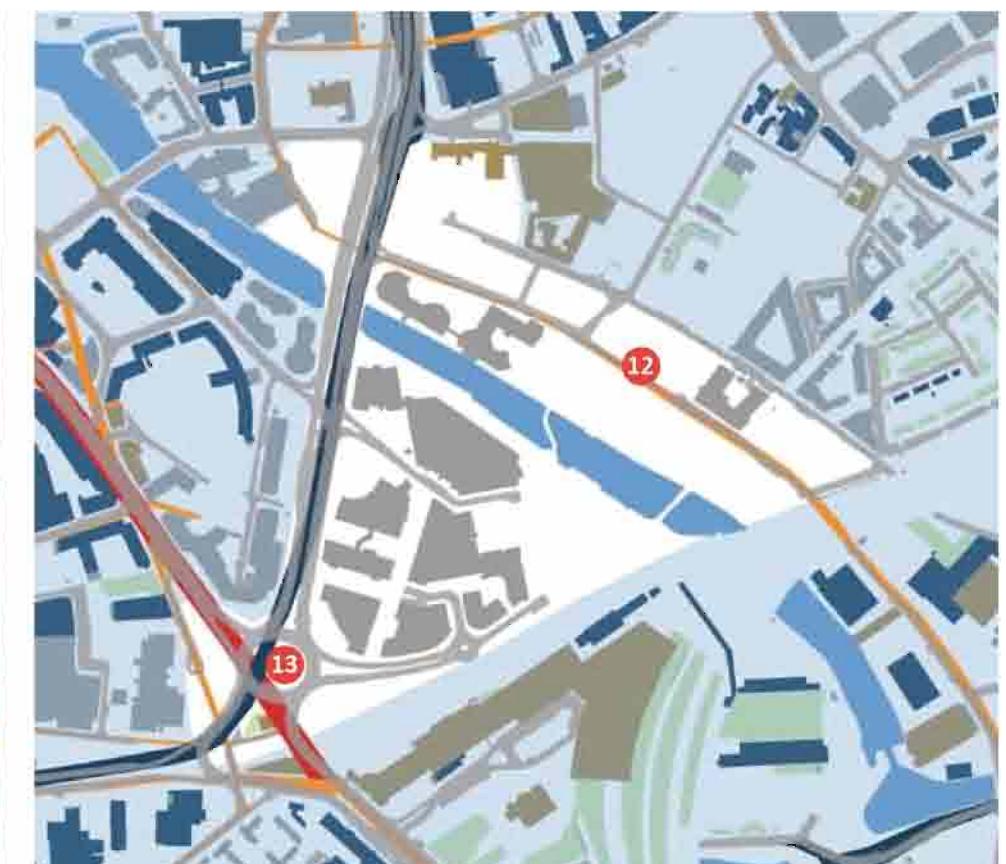
### 1885:

- The introduction of the harbour railway 7 in the 1860s removed the requirement for the Brunel Dock and allowed for further expansion of the goods shed.
- The most significant change to the area was the introduction of Victoria Street 8 to provide a direct route from the station to Bristol Bridge particularly for tram transport introduced in 1875.
- The combination of harbour railway and Victoria Street in the third quarter of the nineteenth century began the subdivision of the 'Island site' 9.



### 1949:

- The Goods Shed was rebuilt and extended in the 1920s resulting in the removal of almost all former residential and industrial properties in the area with the exception of dwellings by Rose Street 10.
- The creation of Temple Way 11 in the 1930s resulted in a new bridge over the Floating Harbour and further subdivision of the 'Island site'. This new highway in response to the increase use of private road traffic significantly changed the movement patterns in the area away from the medieval northwest-southeast axis to a northeast-southwest axis.



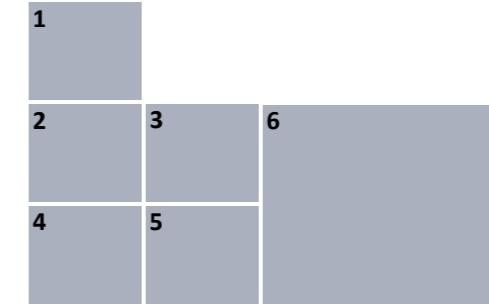
### 2012:

- The latter half of the twentieth century has seen a change from predominantly industrial to commercial use in the area. Along Avon Street 12 all remains of earlier structures have been removed since the Second World War.
- The Goods Shed was demolished in the 1980s and the area redeveloped by the Bristol Development Corporation for large commercial buildings.
- Temple Way has increased in scale and Temple Circus 13 added in the 1990s has completed the isolation of the 'Island site'.

## Temple Quay, 1885



Fig 11  
Ordnance Survey, 1885 with modern roads overlain



**Fig 12**  
**Temple Quay historic development**  
(images courtesy of Bristol Museums, Galleries and Archives)

1 Temple Gate, Marcus Henry Holmes, 1819

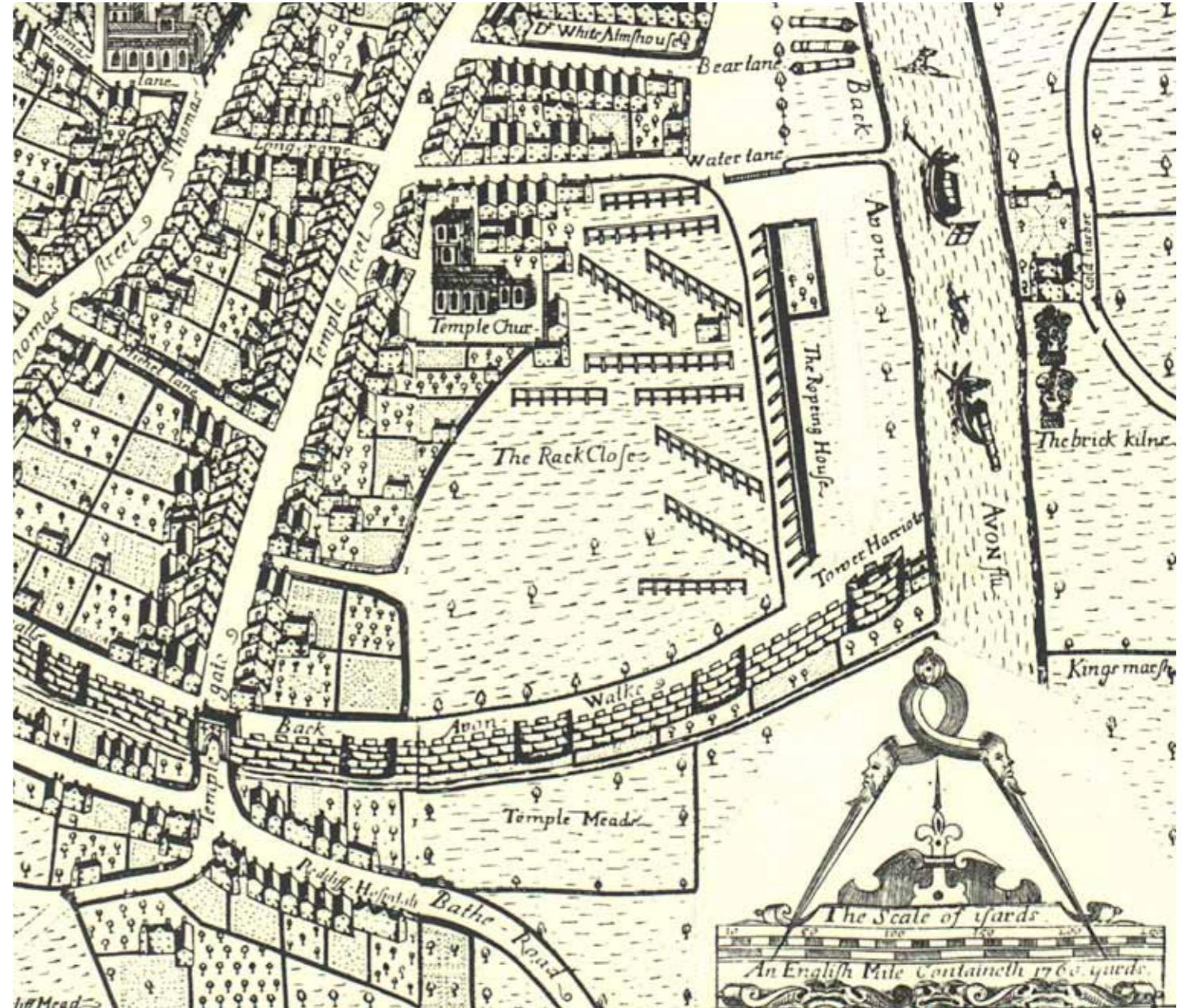
2 Temple Way under construction, 1970s

3 Tower Harratz at the end of the Portwall, excavated in the mid 1990s

4 Temple Meads Goods Shed photographed from Temple Back, 1980s

5 Temple Meads Goods Depot, roof of Goods Shed in background, 1920

6 Millerd's map of Bristol, 1673



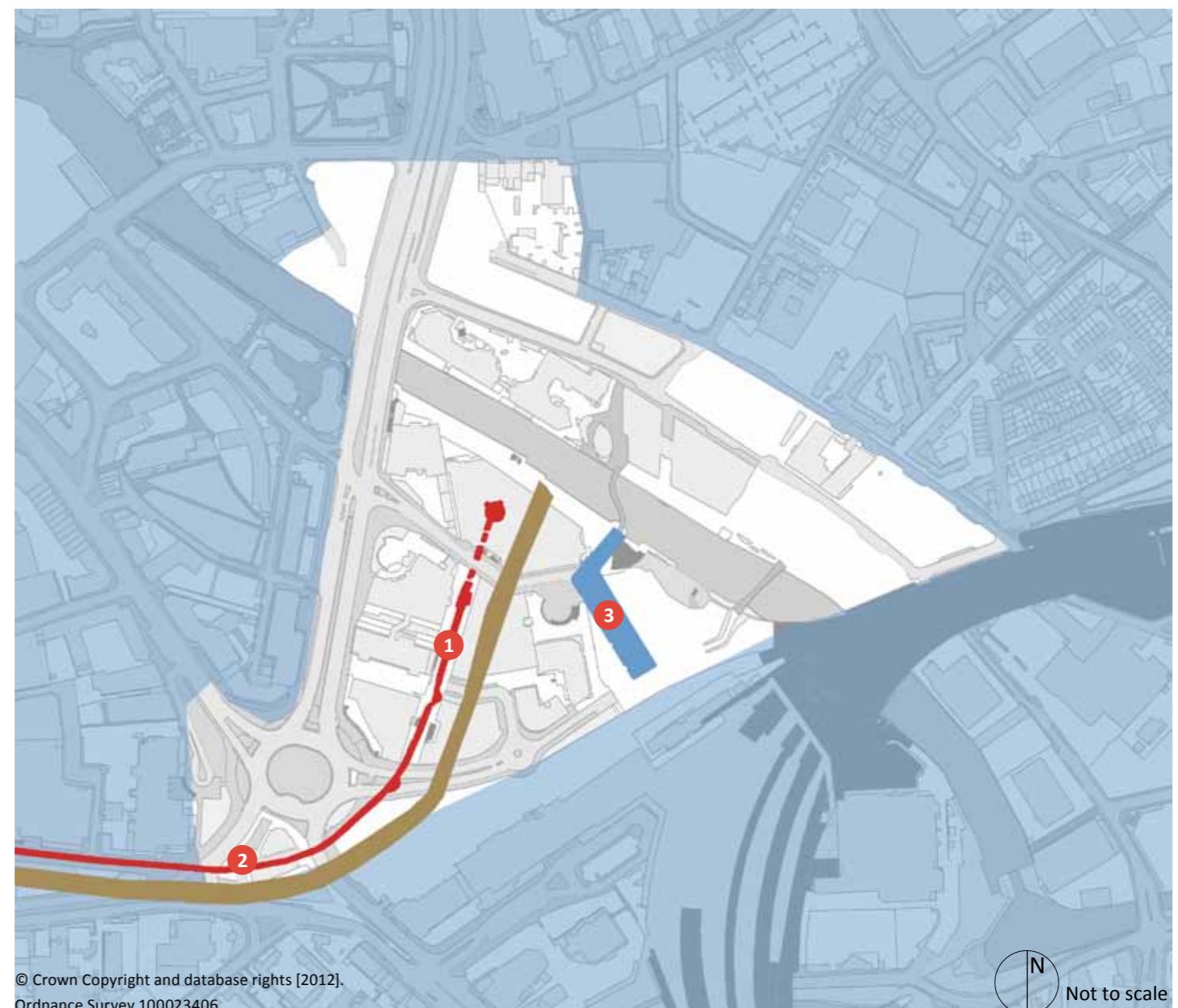
**Fig 13**  
Below ground significant features

- █ The Portwall
- █ The Portwall Ditch
- █ Brunel's Dock

## Temple Quay heritage assets and significance

### 4.1 Below ground significant features

- The Portwall 1 This is a highly significant buried heritage asset. The archaeological remains of this structure have been preserved *in situ* beneath Rivergate as well as beneath the Bristol and West building. Structural remains of the Portwall are very likely to underlie the northwest area of Plot 6 at an unknown depth. The associated Portwall ditch will certainly underlie Plot 6 to a potential depth of approximately 10m below the existing ground surface.
- Temple Gate 2 The remains of this medieval gateway through the Portwall will survive beneath the roadway to the west of the 'Island' site, although previous archaeological trenches have not been able to identify its precise location.
- Brunel's Dock 3 This is a substantial maritime structure that was built in association with the Goods Shed in the 1840s. With the construction of the Harbour Railway in the 1860s this dock went out of use and was infilled by 1874. Previous archaeological monitoring has established that this structure is faced with Bath limestone and survives to a maximum height of 9.4m aOD beneath a large area of Plot 3.



## Temple Quarter Character Analysis

Fig 14  
Above ground designated assets

- Listed Grade I
- Listed Grade II\*
- Listed Grade II

## Temple Quay heritage assets and significance

### 4.2 Above ground designated assets

The only designated heritage assets within the Temple Quay character area are the Listed Grade II buildings that front Broad Plain ①.

There are a series of designated heritage assets that lie on sites immediately adjacent to Temple Quay. These include:

- The Listed Grade I station buildings and the Listed Grade II George and Railway Hotel that lie within the Temple Meads character area and are discussed further in 5.2.
- Several Listed Grade II structures associated with the former soap works on Bread Street and Broad Plain ②.
- The Listed Grade II\* Church of St Philip and St Jacob ③.

Developments within the Temple Quay character area will have a potential impact on the setting of these assets.



 The Grovesnor Hotel

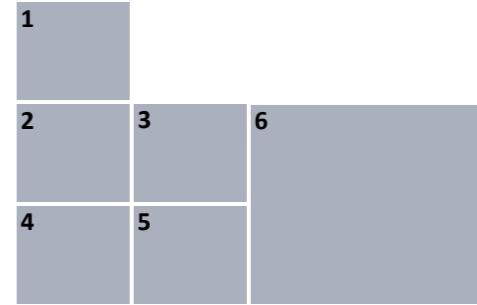
## Temple Quay heritage assets and significance

### 4.3 Other structures and spaces

Between the 1840s and later twentieth century the majority of the Temple Quay area was occupied by the Temple Meads goods shed. The original Goods Shed was completed to a design by Brunel in 1842. This was modified in the later nineteenth century before a complete rebuild in the 1920s. The building survived until the later twentieth century (fig.14-1) before it was demolished and replaced with surface car parking before the Temple Quay redevelopments in the 1990s.

- The Grovesnor Hotel. This is the only surviving undesignated pre twentieth century structure within the Temple Quay character area. The building was constructed in the mid 1870s with twentieth century extensions to the rear (west) of the building.





**Fig 16**  
**Temple Quay**

**1** Surviving rubble wall of the Goods Shed that forms the boundary between the Temple Meads and Temple Quay character areas

**2** Temple Quay from the Valentine's Bridge

**3** Portwall interpretation panel, Rivergate

**4** The Grosvenor Hotel

**5** Plot 3

**6** Temple Quay, © Blom Pictometry 2010



# 5

## Temple Meads City Gateway



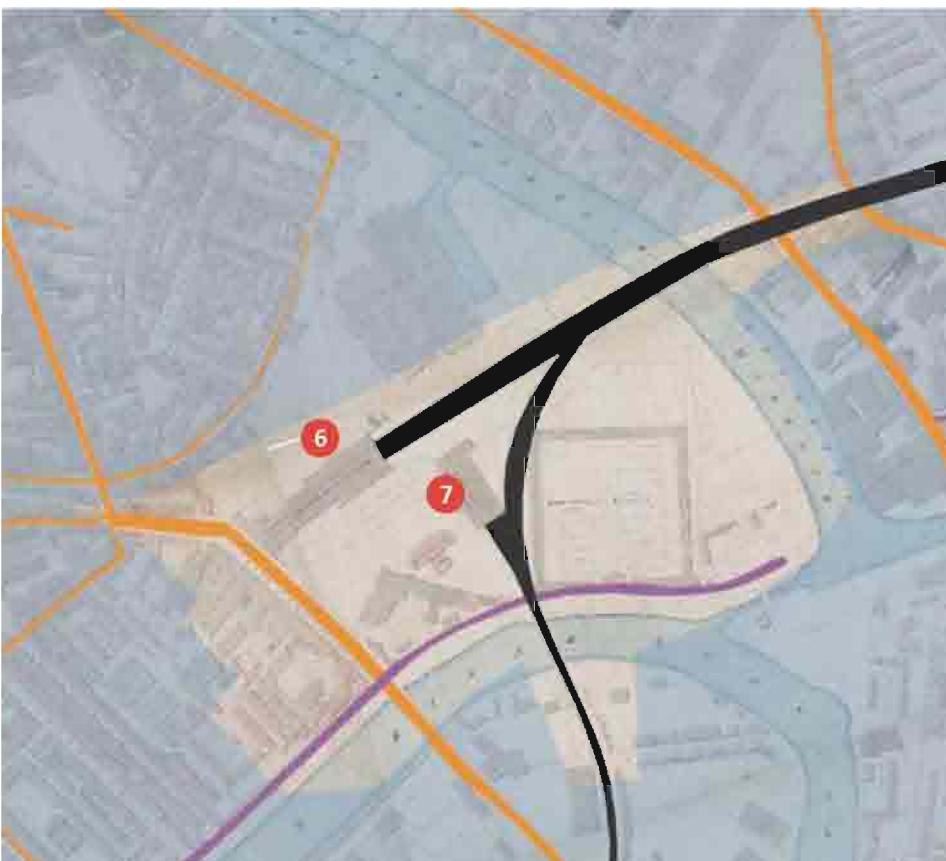


## Temple Meads City Gateway historic development



### 1828 main features:

- Prior to 1828 Temple Meads was an open marsh to the southeast of Bristol.
- The main route to Bath ① dates to the medieval period.
- The creation of the New Cut in the early nineteenth century as part of the Floating Harbour works necessitated the construction of a new bridge on this route ②.
- By 1828 industrial development ③ and the Cattle Market ④ serviced by Cattle Market Road ⑤ had been established.



### 1854:

- The introduction of the railway in 1841 changed the area from open marsh ground to an elevated railway interchange. The layout of tracks and station buildings established by 1854 largely defines the modern character and layout of the existing railway infrastructure.
- Passengers for London trains entered the station on the north side of the building ⑥ and exited to the south. A ramped access to the separate Bristol and Exeter station ⑦ was created by 1846.



### 1885:

- By 1885 the station had been extended and passenger circulation had changed so that main arrivals approached the building from the extended ramped access ⑧ with a separate exit provided to the rear of the station ⑨ accessed from Bath Road through an underpass beneath the railway.
- This change in pedestrian circulation was largely a result of the introduction of the Harbour Railway ⑩ and extension of the Goods Shed to the north.

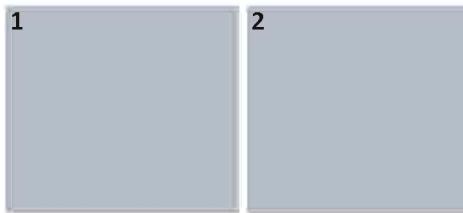


Fig 18  
Temple Meads historic development

1 Ordnance Survey, 1949

2 Ordnance Survey, 2012

## Temple Meads historic development

- █ Routes dating to the medieval period
- █ Routes dating to the 1820s
- █ Railway lines
- █ Routes dating to the Victorian period



### 1949:

- In the 1930s the station was further extended with new lines and platforms added to the east **11**. This led to the closure of the rear access and all passengers entering and leaving the station from the ramp.
- The 1930s also saw the construction of the first post office sorting office building **12** as the Cattle Market gradually reduced in size.

### 2012:

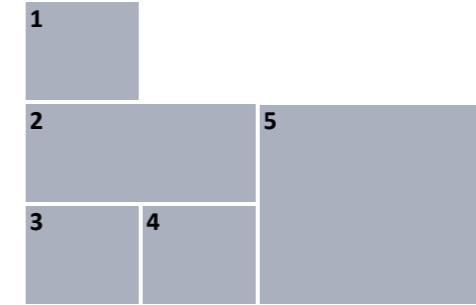
- Since the Second World War the railway infrastructure has remained largely unchanged, although the Harbour Railway and Goods Shed have been removed. The last remains of the viaduct for the Harbour Railway was demolished in 2011 to the rear of the George Railway public house **13**.
- The highway infrastructure has increased in scale since World War 2 particularly with the introduction of the large roundabout over the New Cut **14**.

Temple Meads, 1885



Fig 19

Ordnance Survey, 1885 with modern roads overlain



**Fig 20**  
**Temple Meads historic development**  
(images courtesy of Bristol Museums,  
Galleries and Archives, except 5)

- 1 Cattle Market Road, early 1930s
- 2 Samuel Loxten, early twentieth century illustration of Temple Meads station
- 3 The Tram terminus from the station ramp, 1930s
- 4 Passenger underpass within the station prior to the addition of new platforms in 1935
- 5 Temple Meads, 1954

**Fig 21**  
Below ground significant features

- █ The Portwall
- █ The Portwall Ditch
- █ Brunel's Dock
- █ Cholera Burial Ground

## Temple Meads heritage assets and significance

### 5.1 Below ground significant features

- Cholera Burial Ground 1 This burial ground was established in the late 1840s during one of Bristol's main cholera epidemics. It had gone out of use by the 1870s.
- Other potentially significant archaeological remains including the Temple Pipe medieval conduit will survive on the site of Herbert House and Collett House 2 Archaeological conditions were attached to the previous planning consent on this site. Archaeological excavations will be required prior to development on this site.



## Temple Meads heritage assets and significance

### 5.2 Above ground designated assets

The primary heritage assets within the Temple Meads character area are the Listed structures of the station and associated Bristol and Exeter Office building. These buildings and associated historic features in the public realm create a strong visual historic character relating to a significant railway heritage. The Listed Grade I Old Station is the oldest surviving railway terminus building in the world and retains many important historic features both internally and externally.

The significant features associated with the principle Listed structures and that should be treated as part of the significant Railway landscape include:

- The station ramp ①, parts of which date to the earliest phase of station development as indicated in previous studies (Baxter, 2005, Urban Initiatives, 2005).
- All undercroft archways (fig.12.6), the majority of which date to the earliest phase of the station. Even the later elements relate to the 1930s extension and are part of the station evolution. These significant archways include the station approaches across the Floating Harbour, Avon Street and St Philip's Marsh and retain elements of early fabric.
- Clock Tower Yard ②, many elements of historic fabric survive in this area including granite kerbs, paving, cobbles and horse trough. The original underpass beneath the train shed also contributes to the historic character of the site.
- The remains of the Tramway terminus ③ between the train shed and the ramp, primarily the former tram tracks that survive on both sides of the railway men's club and are likely to survive beneath the club structure.
- The retaining wall to the north of the station ④. This wall retains elements of the original Goods Shed and defines the two levels of the original railway landscape, the sidings at the station level that were later extended for the Bristol Harbour Railway in the 1860s and the lower level of the Goods Shed.

**Fig 22**  
Above ground designated assets

- █ Listed Grade I
- █ Additional structural elements of the Listed Grade I station
- █ Listed Grade II\*
- █ Listed Grade II

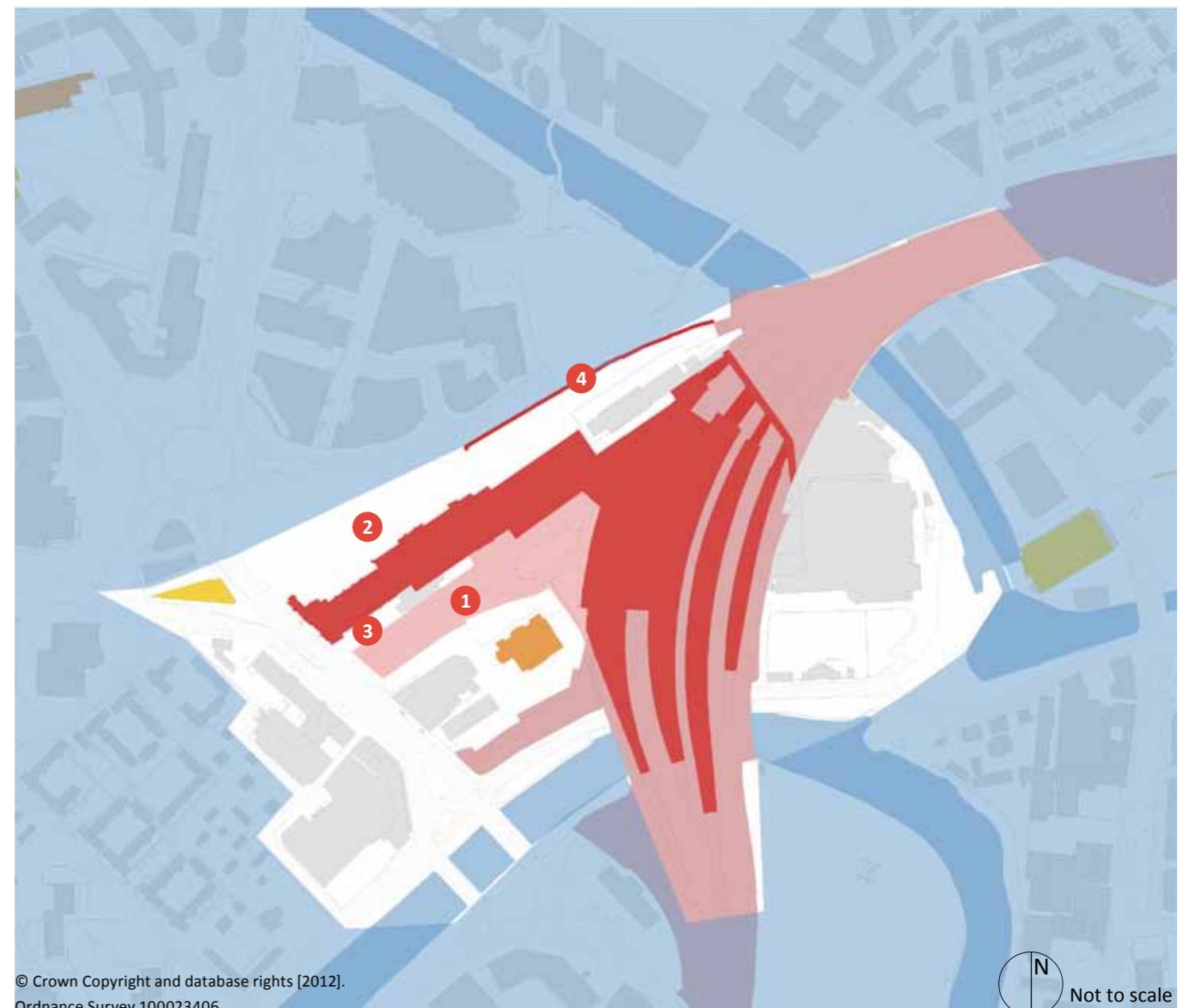


Fig 23  
Building ages



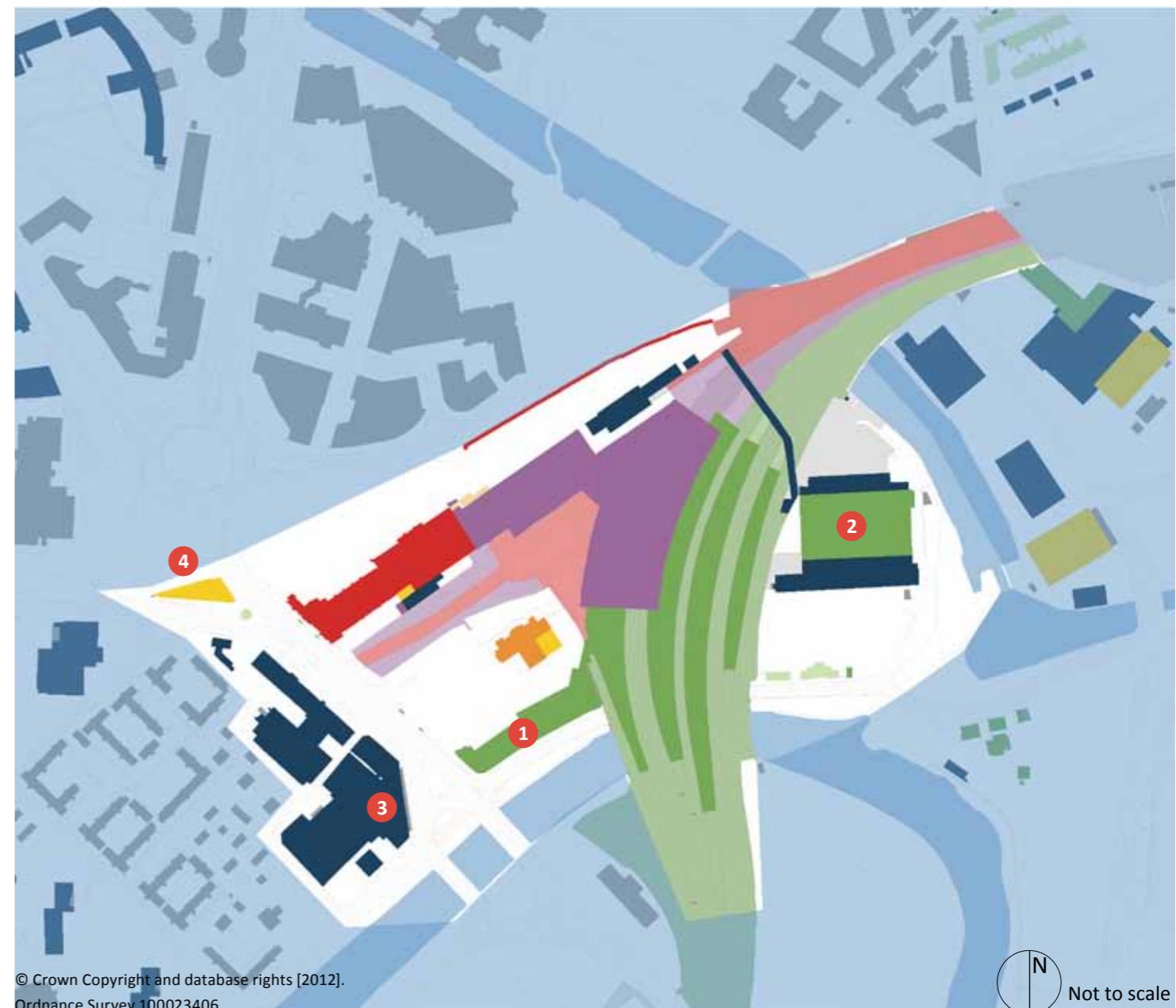
## Temple Meads heritage assets and significance

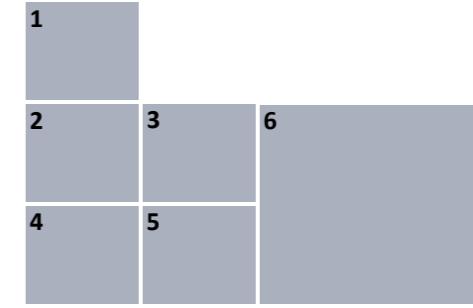
### 5.3 Other structures and spaces

- Collett House ① is the former parcels office for the station contemporary with and attached to the Grade I Listed 1935 extension to Temple Meads. An existing planning consent to demolish Collett House was granted in 2005, but has since expired.
- The former Post Office Sorting Office ② on Cattle Market Road is a substantial steel and concrete frame structure that is currently semi derelict. The core of the building dates to the 1930s and is contemporary with the extension of Temple Meads. During the 1960s and 70s planning was granted for two additional stories and front and rear extensions to create the existing structure.
- To the west of Temple Gate all the structures are late twentieth century in date. The block on the corner of Temple Gate and Clarence Road ③ was constructed in the early 1960s. Temple Gate House immediately opposite the station approach was constructed in the early 1970s when the road was widened.

The final group of structures is on the Island site ④ adjacent to Temple Circus. These include:

- The Listed Grade II George and Railway Hotel that dates to the 1860s, but incorporates elements of earlier structures such as the original George Inn of eighteenth or earlier date.
- Until recently the site also contained one of the last surviving elements of the Bristol Harbour Railway viaduct. For the purposes of this study the line of the former harbour railway defines the boundary between the Temple Meads and Temple Quay character areas.
- The Island site also contains significant below ground archaeological remains relating to the Portwall, Temple Gate and potentially parts of the fourteenth century Augustinian friary.





- Fig 24**  
**Heritage assets**
- 1 The Digby Wyatt Shed
  - 2 Mix of cobbles in Clock Tower Yard
  - 3 Shopfront on Temple Gate elevation of the Old Station
  - 4 Tram tracks to the rear of the railway mens' club
  - 5 Cobbled entrance to Clock Tower Yard
  - 6 1946 RAF vertical aerial photograph (CPE/UK/1869/RS/4061, courtesy of the National Monuments Record)

## Temple Meads setting

### 5.4 Setting

The setting of Temple Meads is primarily defined by the site's topography and the extensive development of railway infrastructure. By the end of the nineteenth century the area between the modern Temple Way and the Floating Harbour was dominated by railway use.

By the Second World War the influence of the railways had extended to ancillary uses such as the Post Office Sorting Office ①.

The decline of railway uses particularly the goods use to the north of the station and the subsequent removal of railway infrastructure has in part led to the commercial developments of Temple Quay ② and the open areas that define the northern setting of the station.

To the south west of Temple Meads the setting is dominated by the dual carriageway of Temple Gate/Temple Way and post war urban development.

To the south and east Temple Meads has a waterfront setting that is of greatest value along the Floating Harbour and the tranquil Totterdown Basin ③. These areas provide various key views of the Listed structures.

Three twentieth century structures have had a significant detrimental impact to the setting of Temple Meads.

- The former Post Office Sorting Office ① and conveyor bridge ④. These structures dominate views from the station and views from the south and east.
- The signal control building ⑤. Built in the 1970s and causing the truncation of part of the Digby Wyatt shed, this signal control box has a negative impact on views of the station.
- The railway mens club ⑥. Built in the 1960s-70s this feature has a negative impact to the setting of the ramp and approach to the station.

### 5.5 Opportunities

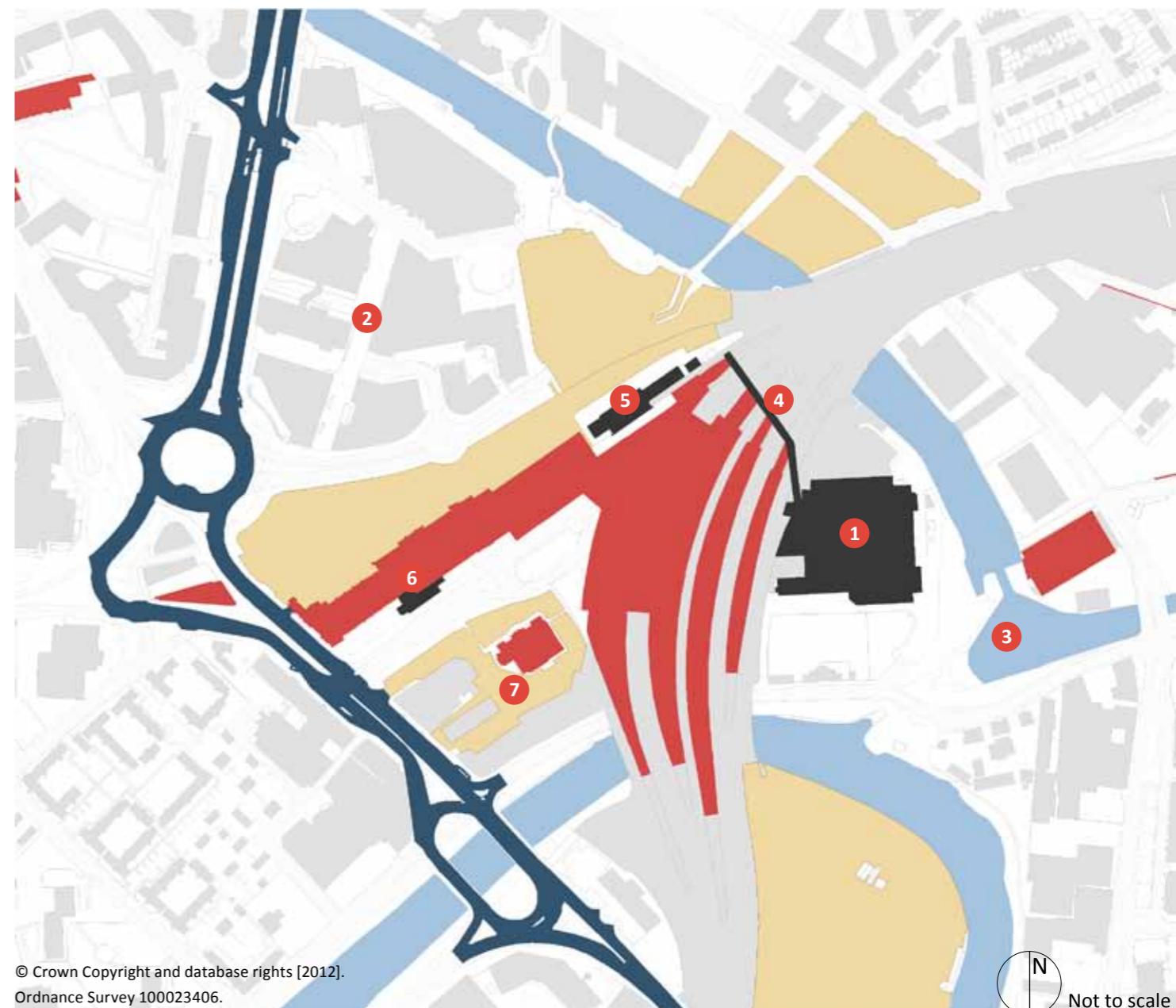
The removal of the conveyor bridge, railway mens club and signal control building would significantly contribute to the setting of Temple Meads.

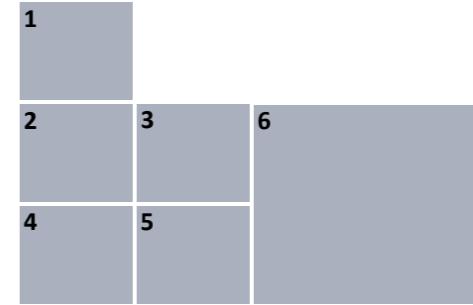
The open areas to the north of the station and around Bristol and Exeter House offer opportunities to enhance the setting of the ⑦ listed structures.

Reinstatement of active ground floor uses combined with public realm improvements on Temple Gate would significantly improve the setting of the Old Station.

**Fig 25**  
**Setting and opportunities**

- █ Listed Buildings
- █ Floating Harbour and New Cut
- █ Enhancement opportunities
- █ Negative features
- █ Primary traffic route





**Fig 26**  
**Setting**

**1** The approach to the station from the Dings

**2** Temple Gate setting

**3** Clock Tower Yard

**4** Riverside setting to the south

**5** Signal control office and Digby Wyatt shed to rear

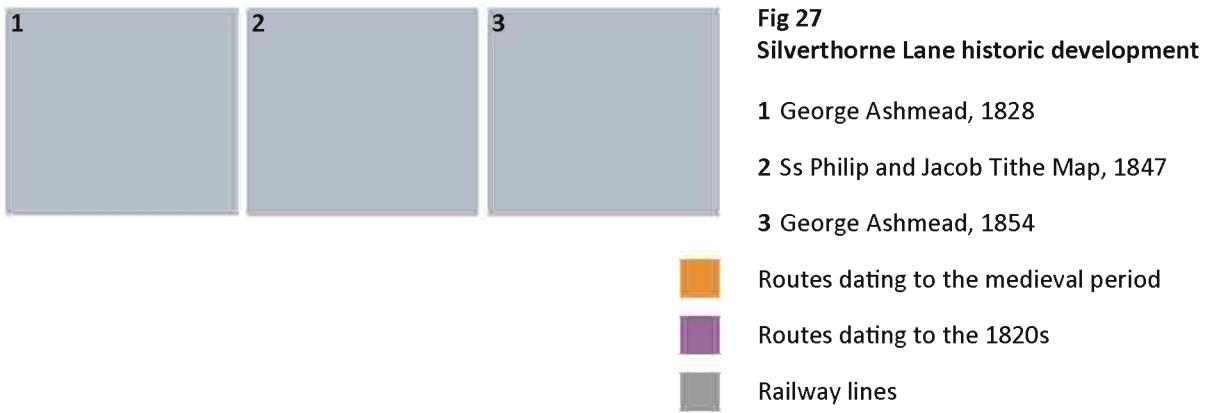
**6** Totterdown Basin setting



# 6

## Silverthorne Lane



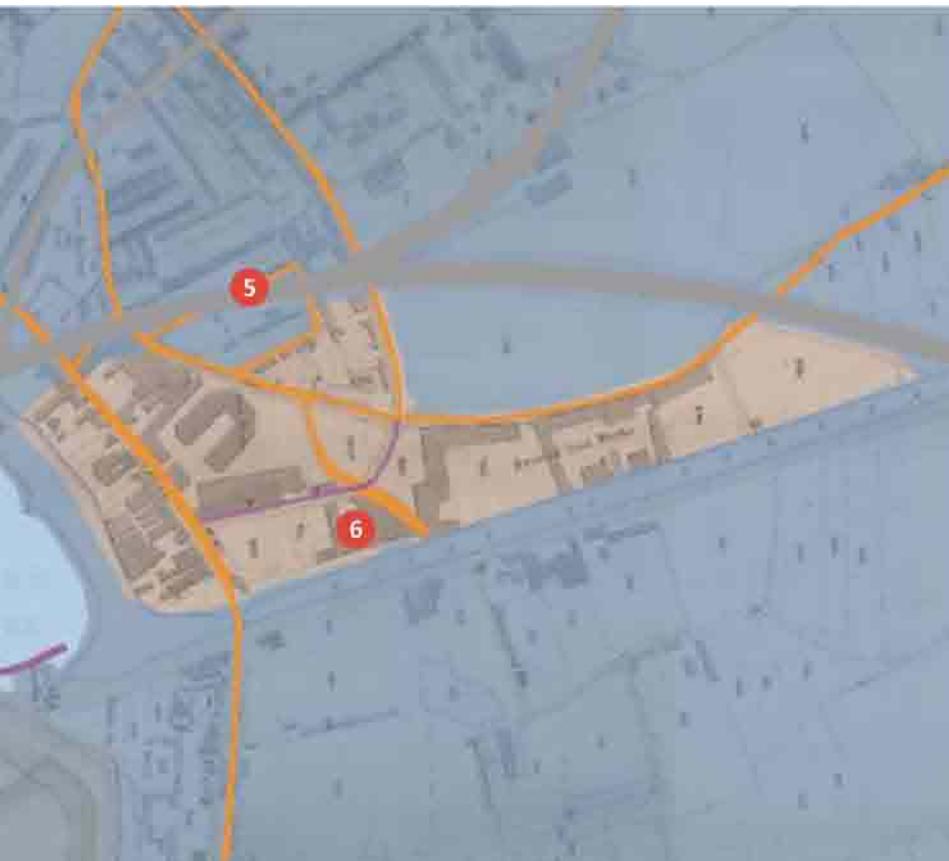


## Silverthorne Lane historic development



### 1828 main features:

- Industrial developments in the Silverthorne Lane area date back to the eighteenth century along Avon Street (1), although the majority of the routes in the area are likely to have originated as medieval agricultural tracks.
- The workforce for these industries were largely accommodated within 'The Dings' residential area to the north (2).
- The creation of the Floating Harbour and associated Feeder Canal (3) encouraged further industrial development in area such as the Bristol Iron Works (4).



### 1847:

- By 1841 the St Philip's railway viaduct (5) had been created. This bridged the existing highways, but created a visual separation of the area from the northern part of the Dings.
- Further industries had developed along the north bank of the Feeder including an expanded iron works and a soap works (6).



### 1854:

- The 1854 Ashmead plan shows that the area remained largely unchanged, although the expansion eastwards of the gas works (7) resulted in the removal of one of the earlier routes from Gas Lane.

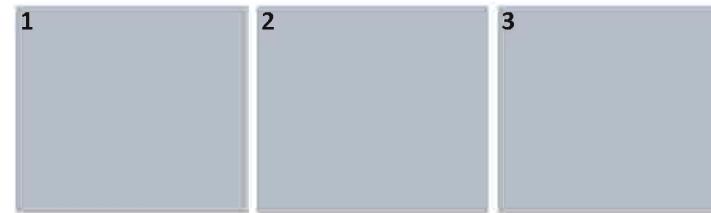


Fig 28  
Silverthorne Lane historic development

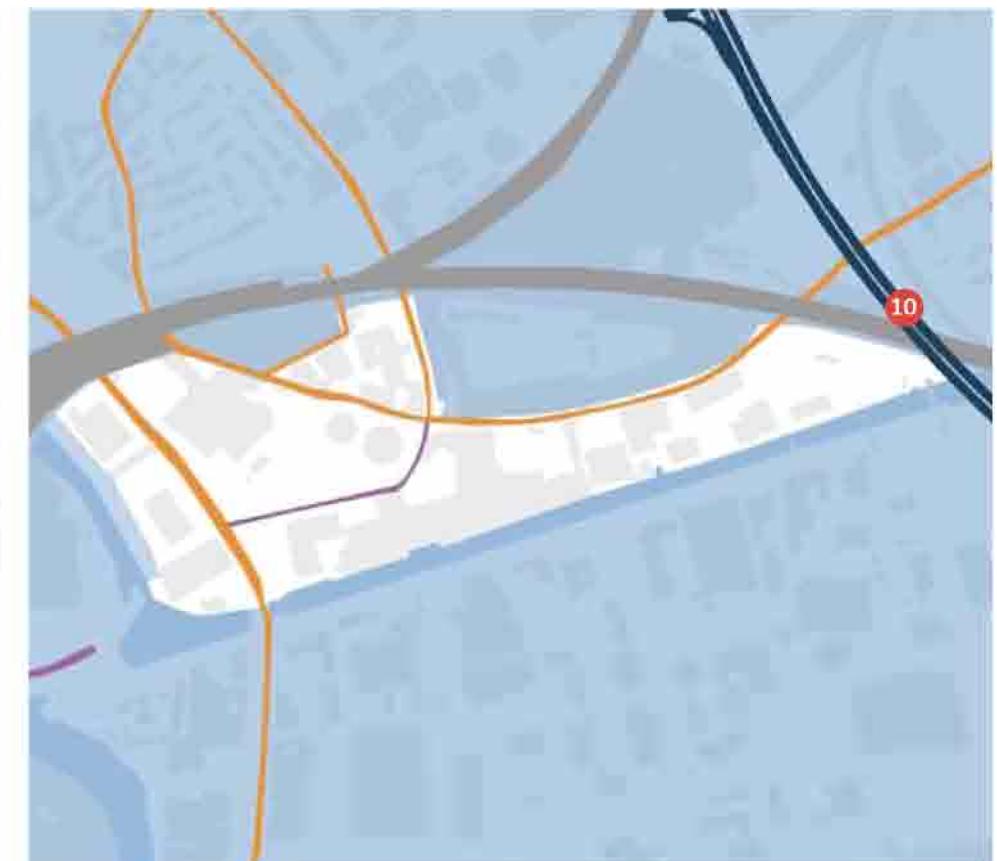
1 Ordnance Survey, 1885

2 Ordnance Survey, 1949

3 Ordnance Survey, 2012

- █ Routes dating to the medieval period
- █ Routes dating to the 1820s
- █ Railway lines
- █ Modern highways

## Silverthorne Lane historic development



### 1885:

- Further industrial development in the second half of the nineteenth century resulted in the gas works occupying the majority of the west part of the area from Gas Lane to the Feeder.

### 1949:

- During the twentieth century St Vincent's Iron Works has expanded along the Feeder 8. This expansion was mostly completed by the 1920s.
- 'Slum' clearance during the 1920s and 30s resulted in the removal of residential properties to the north Gas Lane 9 and the introduction of light industrial uses to the area.

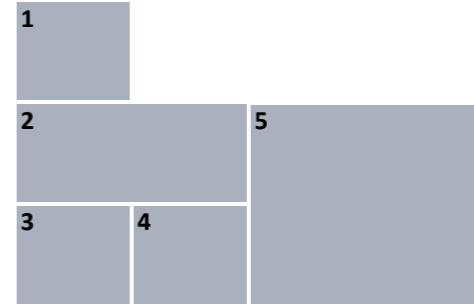
### 2012:

- Since the Second World War industrial use has declined in the area and light industrial and commercial uses now predominate. The physical structure of the area including the routes and many of the former industrial buildings of pennant rubble or brick survive.
- The only significant physical change in the area has been the creation of the St Philip's Causeway 10 immediately to the east of the area.

## Silverthorne Lane, 1885



Fig 29  
Ordnance Survey, 1885 with modern roads overlain



**Fig 30**  
**Silverthorne Lane historic development**  
(images courtesy of Bristol Museums,  
Galleries and Archives, except 5)

1 Entrance to the St Philip's Gas Works on Avon Street, Samuel Loxton 1919

2 View along the Feeder, 1920

3 Avonside Goods Warehouse and Coal Wharf on Avon Street, 1920

4 Former Rising Sun public house, Avon Street, 1940s

5 Silverthorne Lane, 1920  
© English Heritage (Aerofilms Collection)



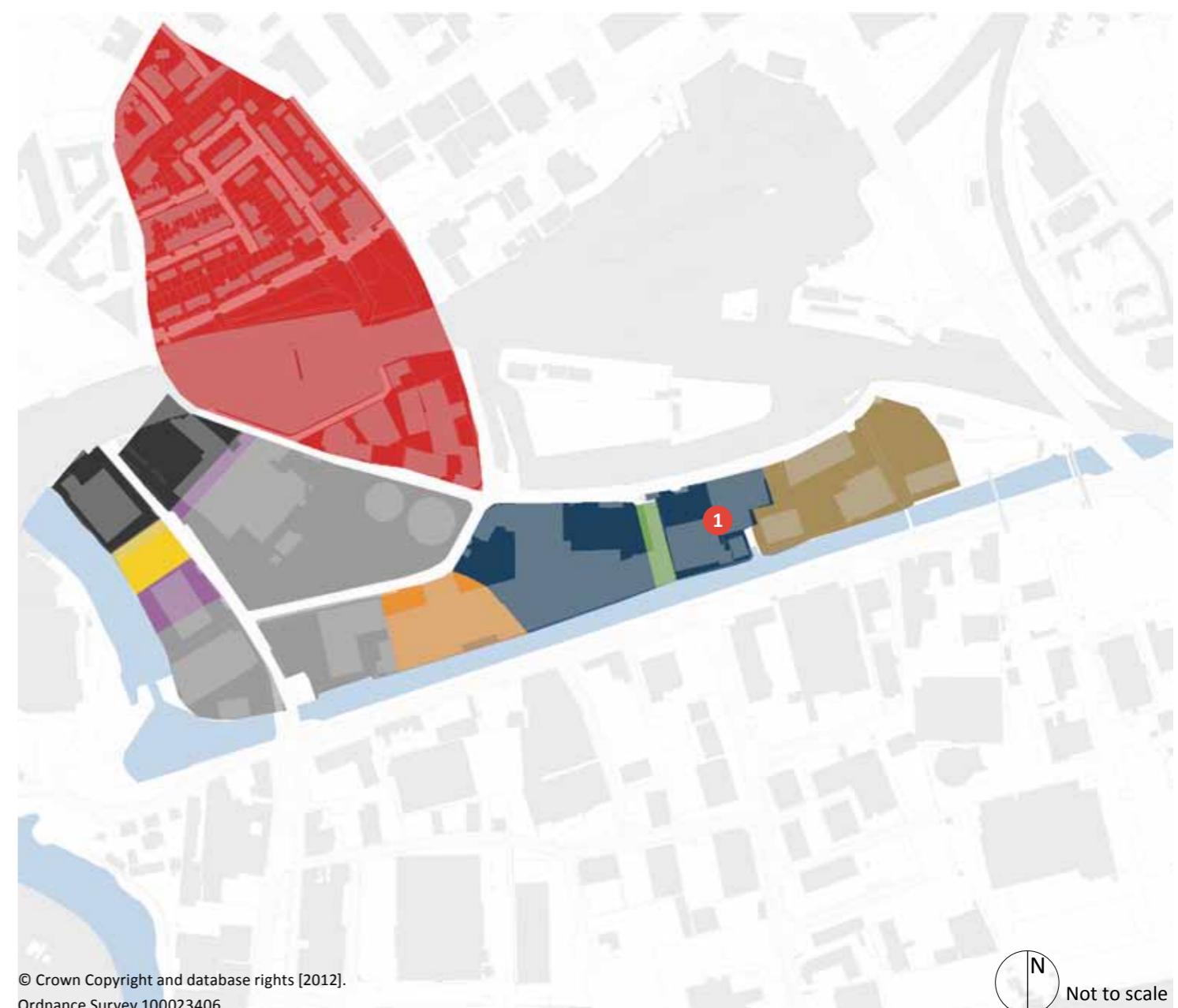
## Silverthorne Lane heritage assets and significance

### 6.1 Below ground significant features

- Former industrial uses. Buried remains of the former industries that occupied the area from the late eighteenth and early nineteenth century will be of interest in terms of the understanding of the industrial development of Bristol. Of particular interest will be any remains of the lead works and vitriol works. Buried remains of the former iron works and soap works to the south of Silverthorne Lane will also be of interest, although the majority of these sites are occupied by designated assets with the exception of the former rolling mills site ① to the east of the main St Vincent's Works complex.
- Former residential area. No standing remains survive of these dwellings. Historic plans and images show that by the end of the nineteenth century this was a densely populated area with a chapel and school. Previous archaeological investigations within the residential area of the Dings has recorded the remains of artisan tenements and associated artefacts dating to the early nineteenth century. This evidence has the potential to contribute to a greater understanding of the lives of these industrial workers and the development of this early suburb. Elements of the chapel may survive within existing buildings.

**Fig 31**  
Nineteenth century land use

Iron works	Vitriol Works
Gas works	Malthouse
Lead works	Timber yard
Soap works	Residential ('The Dings')
	Coal wharf for Gas Works



**Fig 32**  
Above ground designated assets

- Listed Grade I
- Listed Grade II\*
- Listed Grade II

## Silverthorne Lane heritage assets and significance

### 6.2 Above ground designated assets

The designated heritage assets within the Silverthorne Lane area are seven Listed Grade II and II\* structures that relate to the former industrial uses in the area. Primarily these relate to the St Vincent's Iron Works that dominated Silverthorne Lane by the end of the nineteenth century:

- Listed Grade II\* the late nineteenth century St Vincent's Works office building with flanking octagonal, crenellated turrets **1**. Views to these turrets along Silverthorne Lane, Gas Lane, Kingsland Road and from trains on the approach to Temple Meads are one of the defining elements of the area.
- Listed Grade II St Vincent's Works gateway and attached wall **2**. This entrance to the former iron works retains a paved and cobbled surface in front of the gate and attached to the wall within the yard an early twentieth century gatehouse building.
- Listed Grade II St Vincent's Works gateway and attached walls to the east of the main works building **3**. This is referred to as the 'north gateway' in the Listing description. The attached walls consist of the remains of a nineteenth century warehouse building for the works.
- Listed Grade II St Vincent's Works factory **4**. Now a burnt out shell, this structure still defines and dominates the character of the east end of Silverthorne Lane and the works yard beyond the gateway.
- Listed Grade II warehouse on Silverthorne Lane **5**. Now the premises of Clarks Wood Company, this is likely to have been constructed as a warehouse for Lysaght's St Vincent's Iron Works.

Two further designated assets relate to the other principle nineteenth century industrial use of the area:

- Listed Grade II Gas Works perimeter wall along Silverthorne Lane **6**. This is also likely to include the wall along Gas Lane not least because the Listing description refers to an elliptical carriage arch that is located towards the west end of Gas Lane (BaRAS, 2002, 11). These high pennant rubble walls are significant historic features that, together with the perimeter of the former iron works to the south, define the character of Silverthorne Lane and Gas Lane.
- Listed Grade II former Gas Works retort building later used by the Marble Mosaic Company **7**. Built in the second half of the nineteenth century of similar pennant rubble construction to other industrial buildings in the area.

In addition to these seven Listed structures related to industrial uses the St Philip's viaduct that forms the northern boundary of the character area is also part of the Listed railway infrastructure. Much of this structure dates to Brunel's original design with later alterations particularly those dating to the widening of the railway in the 1930s with steel bridges added to the south side of the Avon Street and Gas Lane arches **8** and **9**.



N  
Not to scale

**Fig 33**  
**Building ages**

<span style="color: red;">■</span>	Built before 1880
<span style="color: orange;">■</span>	Built before 1914
<span style="color: green;">■</span>	1930s
<span style="color: lightblue;">■</span>	1950s
<span style="color: darkblue;">■</span>	1960s - 70s
<span style="color: black;">■</span>	1980s - 90s

## Silverthorne Lane heritage assets and significance

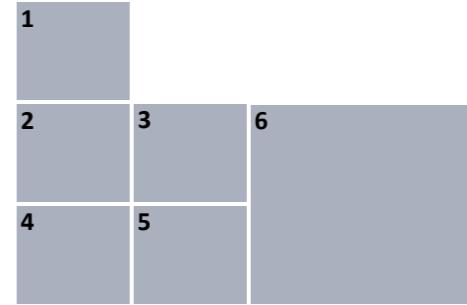
### 6.3 Other structures and spaces

Many of the heritage assets in the Silverthorne Lane area are Listed structures, although the majority of the undesignated structures and spaces also make a contribution to the area's character.

- Pennant rubble boundary walls. Many of these are designated assets in their own right, others are within the Listed curtilage of a site or have been retained or reused by later developments.
- Bristol Gas Company coal wharf and warehouse **1**. Now occupied by a motorcycle showroom, this site is depicted on the 1880s Ordnance Survey plan. This indicates that the warehouse had a largely open south elevation and probably survives largely in tact.
- Former Methodist Chapel on Gas Lane **2**. This is probably the last standing remains of the historic Dings area south of the railway. The building has been considerably altered and adapted for light industrial use.
- Kingsland House **3**. The most prominent undesignated heritage asset within the Silverthorne Lane area. This is the old Lysaght's Institute building built early in the twentieth century. Its association with the St Vincent's Iron Works contributes to the heritage significant of this structure.

- Historic street surfaces. Cobbled setts and kerbs survive in many parts of the area. Often this is at site entrances such as the Listed Iron Works entrances. The most extensive cobbled area is on Freestone Road **4** that is almost entirely cobbled with a fan style layout.
- Harbour wall and associated features along the Floating Harbour and Feeder canal. Predominantly pennant rubble waterfront walls that generally date to the creation of the Floating Harbour in 1809, but are technically not Listed structures. These features include the remains of the original Bristol Iron Works depicted on Plumley and Ashmead's plan of 1828 **5**.





**Fig 34**  
**Heritage assets**

- 1** Listed St Vincent's Works gateway and attached gatehouse building
- 2** Former Marble Mosaic Company building from south of the Feeder
- 3** Kingsland House
- 4** Cobbled surface on Freestone Road
- 5** View from Silverthorne Lane railway arch of the Clark's Timber building
- 6** St Vincent's Works from the former iron works yard

**Fig 35**  
**Building ages**

- Built before 1880
- Built before 1914
- 1950s

## St Vincent's Works

### 6.4 Surviving historic fabric

The entire site of the former Lysaght's Works as shown (fig.35) is either Listed or lies within Listed curtilage. This is due to the fact that the site formed part of a single industrial use in sole ownership at the time of Listing. The site's association to a once important international trade and the quality of the surviving Victorian, industrial architecture contribute to the national importance of the buildings.

The earliest structures relating to the iron works lie within the centre of the site and consist of:

- The original mid nineteenth century factory building **1** on Silverthorne Lane (NB. wrongly dated 1891 in the Listing description)
- The factory extension to the Feeder **2**. This was the galvanized iron works described in the Bristol Times and Mirror in 1883 as having an entirely glazed roof supported by four massive Bath stone pillars (BaRAS, 2002, 11). Only the central section and the elevation on the Feeder appear to survive from this building. Parts of the west and east wall were probably removed when the early twentieth century warehouses were constructed (see below). The warehouse area immediately adjoining the Feeder **3** has probably been substantially rebuilt except where areas of pennant rubble walling survive along the Feeder (fig.36-1).
- Structures relating to the former malthouse, purchased by Lysaght's in 1905, and Bristol Rolling Mills to the east may survive within the existing building at the east end of the site **4**.

After 1905, Lysaght's bought the site of the Marsh Soap Works to the west of their iron works and constructed a new warehouse on the site **5**. The west gables of this structure constructed in Pennant rubble survive (fig.36-2) as does the brick elevation along the Feeder.

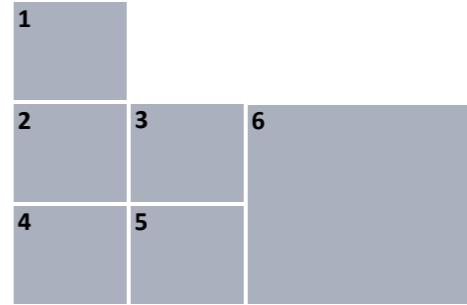
The majority of the brickwork along the Feeder dates to this expansion of the iron works in the first decade of the twentieth century.

The original barge dock **6** survives, although access to this is now blocked by corrugated asbestos sheeting (fig.36-3). Glazed brick walls and elements relating to two internal gantry cranes survive within the building (fig.36-4).

Approximately contemporary with the west warehouse further works buildings were constructed along the Feeder. Access to these has not been possible to assess the survival of internal features, but the construction of the east structure **7** is likely to have removed part of the east elevation of the Victorian galvanised iron works bulding (fig.35, red dashed line), although the roof structure shown on the 1946 aerial photograph of the site (fig.36-5) suggests that this may have survived until post war alterations.

During the late 1940s and 1950s many structures on the site were removed or adapted including the replacement of roof structures and blocking of openings along the Feeder.





**Fig 36**  
**St Vincent's Works**

**1** Feeder elevation. Surviving pennant rubble wall from Victorian iron works.

**2** Surviving west, pennant rubble gable

**3** Iron works barge dock

**4** Internal glazed brick wall with steel work for gantry crane above

**5** 1946 RAF aerial photograph of the St Vincent's Works (image ref - RAF CPE UK 1869 RS 4060)

**6** St Vincent's Works viewed from the south, © Blom Pictometry 2010

## Silverthorne Lane setting

### 6.5 Setting

The setting of the heritage assets in the Silverthorne Lane area is primarily defined by the site's topography and waterfront location. The elevated railway of the St Philip's viaduct prevents views into the area from the north and east, although the St Philip's spine road does provide some elevated views from the east. Because of the low lying, flood plain topography, views from the south feature the Feeder/Totterdown Basin waterfront and significant historic elevations of St Vincent's Works and the perimeter wall of the former Marble Mosaic building (fig.38-6).

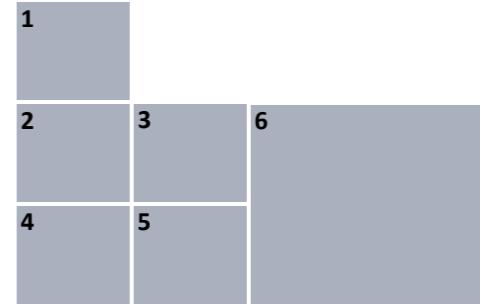
Within the area the existing land uses have an impact on the setting of the heritage assets. The use of the former Gas Works site by the Vauxhall dealership together with the vehicle hire and sales businesses to the south of Silverthorne Lane has led to former industrial yard areas being used for surface car parks (fig.38-1 and fig.38-3).

The reuse and repair of existing buildings and spaces presents opportunities to enhance the setting of the area's heritage assets. Historic boundaries and surfaces (fig.38-2 and fig.38-4) contribute significantly to the setting of the heritage assets.

One of the significant views within the Silverthorne Lane area is towards the St Vincent's Works factory building along Silverthorne Lane (fig.37). This view suggests that scale and massing of any new buildings should be defined by and be subservient to the principal Listed structures in the area.



Fig 37  
Silverthorne Lane



**Fig 38**  
**Industrial character**

**1** Former Gas Works building, now Vauxhall dealership

**2** Listed former Gas Works boundary wall

**3** West end of the Silverthorne Lane area  
© Blom Pictometry 2010

**4** Former Marble Mosaic building yard area, Avon Street

**5** Scaffolding on the east elevation of the Listed St Vincent's factory building

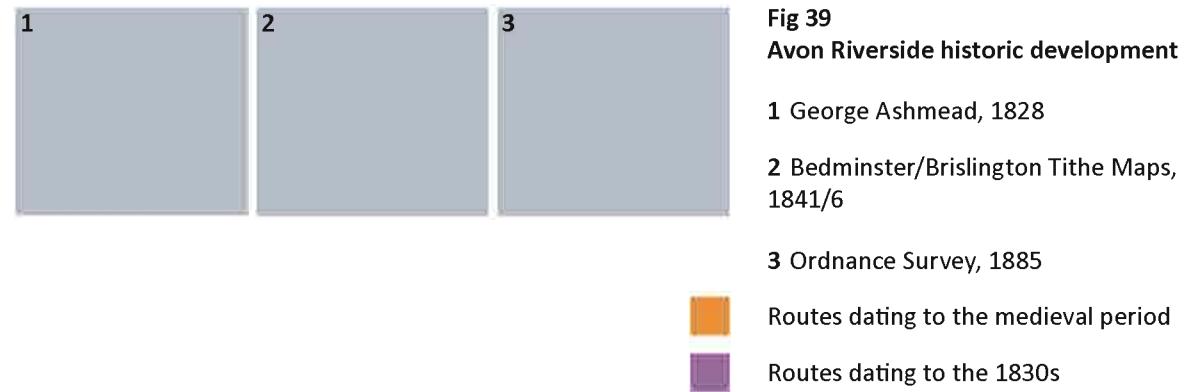
**6** The former Marble Mosaic site viewed across Totterdown Basin





## Avon Riverside





## Avon Riverside historic development



### 1828 main features:

- The Bath Road along the south bank of the Avon is a route that dates back to at least the medieval period.
- By 1828 Bath Road was a Turnpike with a tollhouse **1** close to the site of the present Totterdown Bridge.
- The only other structures in the area at this time was a large hostelry, the Blue Bowl **2** near the junction with the Wells Road and a brick yard on the south bank of the New Cut **3**.

### 1840s:

- Continual flooding and landslips along the south bank of the Avon led to the diversion of the Bath Road to its current location **4** in the mid 1830s.

### 1885:

- By 1885 railway infrastructure, particularly engine sheds dominated the north end of the area **5**.
- The residential area of Totterdown had developed to include a row of terraced properties on the north side of Bath Road **6**. These properties utilised the former pre-1830s highway as a back lane to the rear of their long riverside gardens.
- Small industrial developments had begun to be created at the east end of the area **7**.

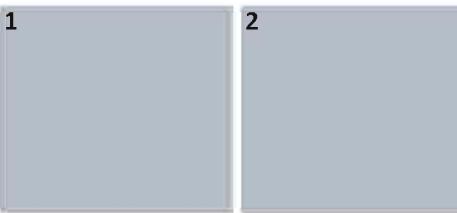


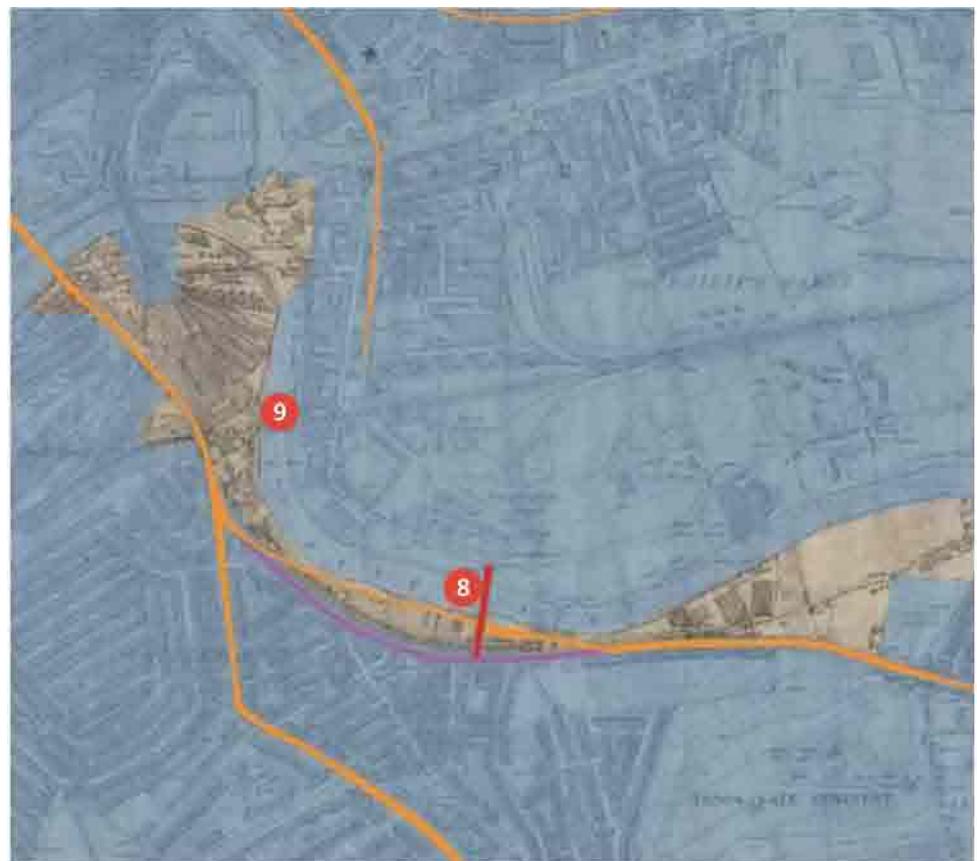
Fig 40  
Avon Riverside historic development

1 Ordnance Survey, 1900

2 Ordnance Survey, 2012

- █ Routes dating to the medieval period
- █ Routes dating to the 1820s
- █ Routes dating to the late 1880s

## Avon Riverside historic development



### 1900:

- The creation of the Totterdown Bridge ⑧ in 1888 was the only significant change to the area before the Second World War.
- Further light industrial units continued to be added on the Paintworks site from the late nineteenth and early twentieth century.
- A new railway line was added mainly for goods transport across St Philip's Marsh, creating a new bridge ⑨ across the Avon by the early twentieth century.



### 2012:

- Post war road widening resulted in the removal of the terraced housing along the north side of Bath Road.
- The former engine sheds at the north end of the area went out of use by the later twentieth century and following a period when this site was used as a diesel depot the area was cleared early in the twenty first century.

Avon Riverside, 1885

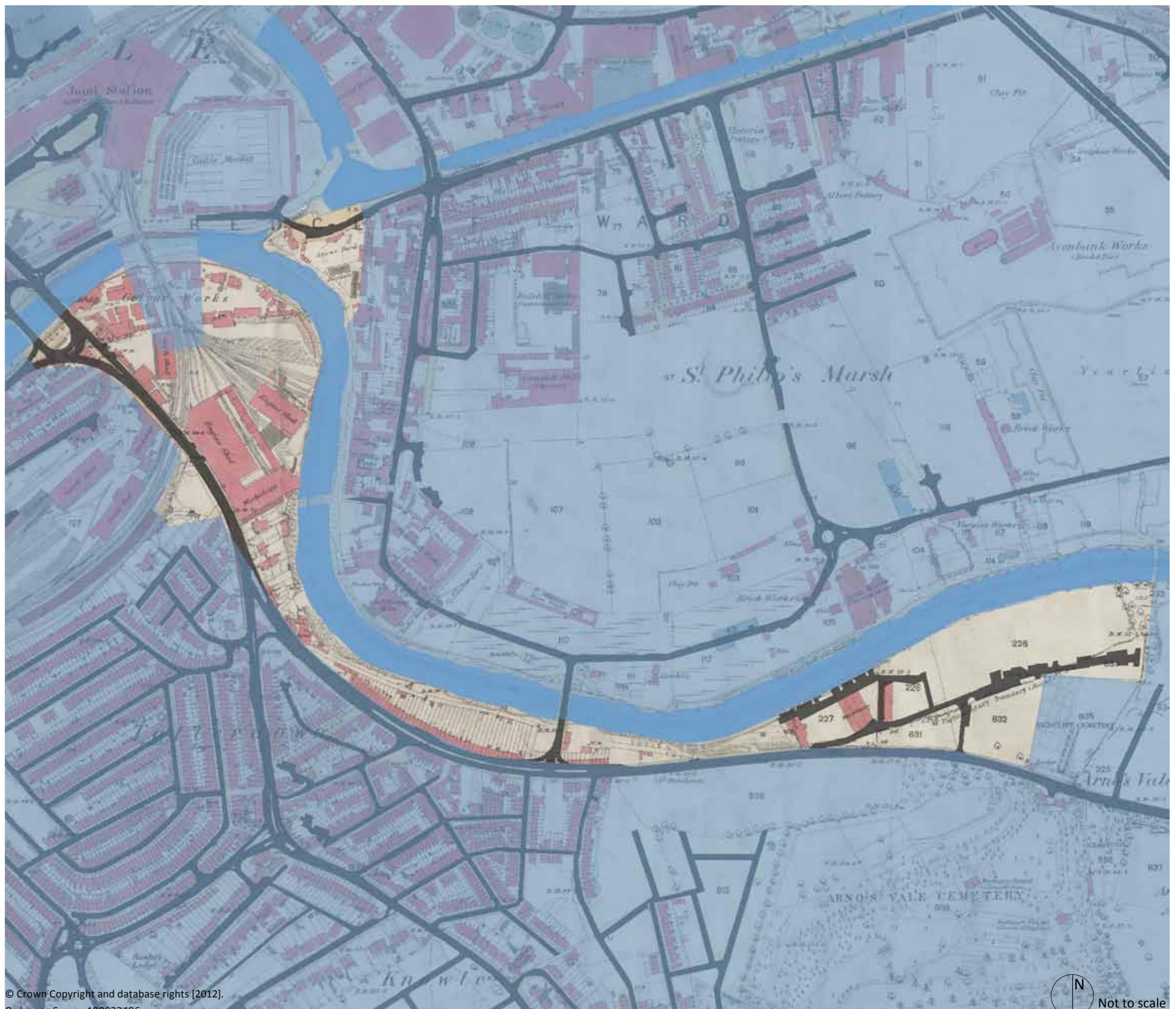
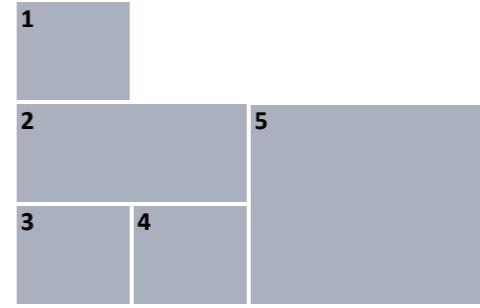


Fig 41  
Ordnance Survey, 1885 with modern roads overlain



**Fig 42**  
**Avon Riverside historic development**  
(images courtesy of Bristol Museums,  
Galleries and Archives)

**1** Hill's Bridge, on the Bath Road, outside Temple Gate, Hugh O'Neill 1821

**2** Totterdown and Bristol from above the Bath Road, Samuel Jackson 1823

**3** Bath Road Diesel Maintenance Depot, 1965

**4** Lock Keeper's Cottage, Totterdown Lock, 1965

**5** Totterdown, showing Knowle Hill, the Bath Road and the Brislington Turnpike, Thomas Leeson Rowbotham, 1826



**Fig 43**  
Below ground significant features

- Buried structural remains
- Eighteenth century turnpike road

## Avon Riverside heritage assets and significance

### 7.1 Below ground significant features

- Turnpike road and associated features. The original turnpike established in the eighteenth century between Bristol and Bath ran closer to the river than the existing Bath Road in the area either side of Totterdown Bridge. The original Totterdown toll gate stood on a site immediately to the east of the bridge ①. This road was liable to flooding and subsidence and was realigned to its present location in the mid nineteenth century. A new tollhouse was constructed and survives as the Listed Turnpike Inn (now the Thunderbolt public house).
- The Blue Bowl public house. This eighteenth century coaching inn fronted the turnpike and later Bath Road until transport plans and road widening in the mid 1960s ②. The remains of this building and associated outbuildings will survive on the north side of Bath Road close to the Three Lamps junction.
- Following the realignment of this road a row of terraced properties were constructed fronting the new Bath Road. The original turnpike road became a back lane for these properties. Elements of this road are still visible amongst the undergrowth close to the Three Lamps junction.

— Archaeological evaluation on the site of the original tollhouse in 2009 identified the remains of this building and a series of road surfaces dating back to the eighteenth century. These surfaces included some of the earliest remains of MacAdam type surfacing recorded in Bristol. Archaeological conditions to secure a further programme of excavation and recording was recommended during the planning process for this site, but the scheme was refused consent.



Fig 44  
Above ground designated assets

- Listed Grade I
- Listed Grade II\*
- Listed Grade II
- Conservation Area

## Avon Riverside heritage assets and significance

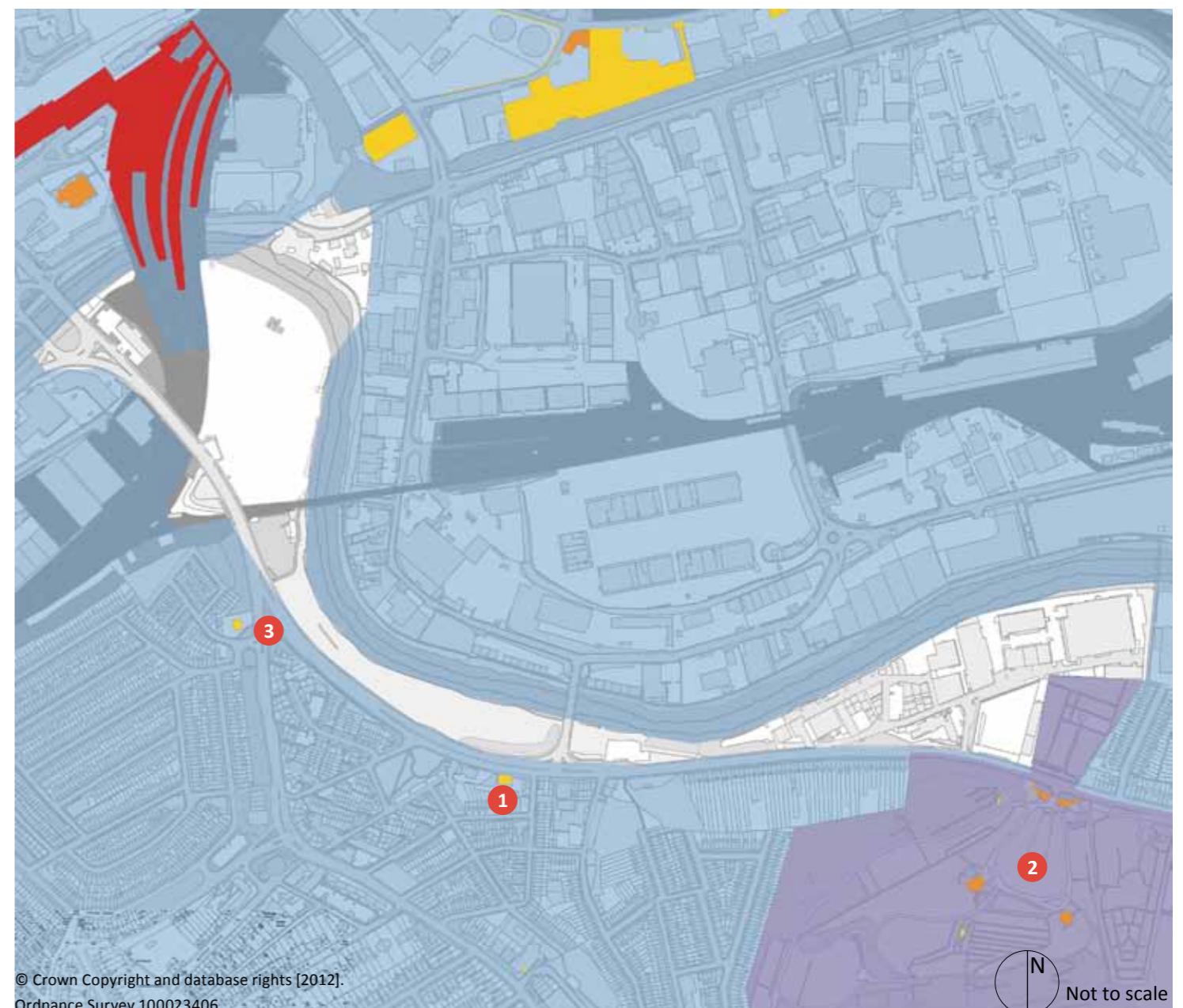
### 7.2 Above ground designated assets

There are no designated assets within the Riverside character area.

On the southside of the Bath Road the Turnpike (now Thunderbolt) public house ① is Listed Grade II.

Opposite Paintworks is the historic landscape and Conservation Area of Arnos Vale ②. This nineteenth century cemetery contains numerous Listed structures including the Listed Grade II\* entrance lodges fronting Bath Road.

At the junction of Wells Road and Bath Road stands the Listed Grade II\* Three Lamps ③.

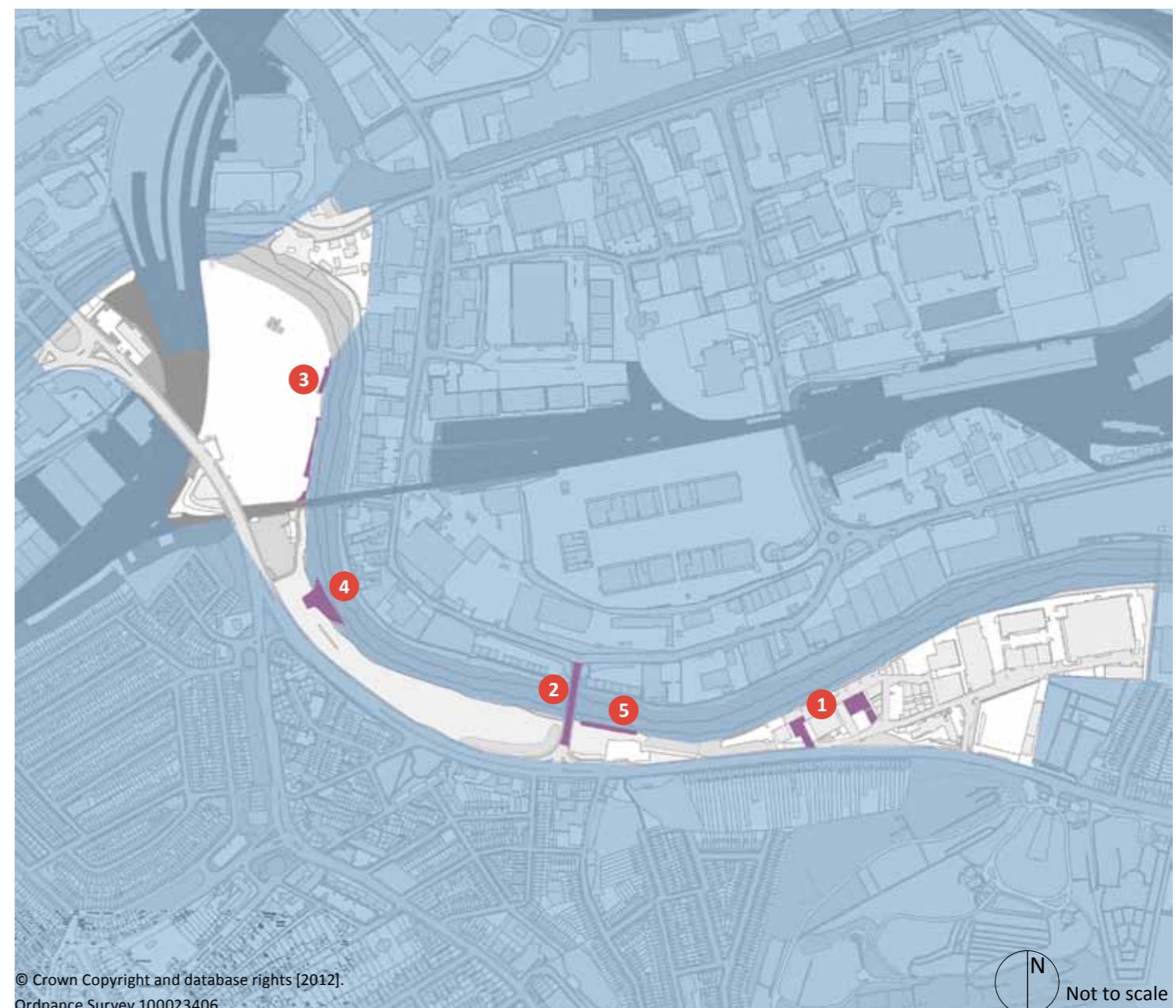


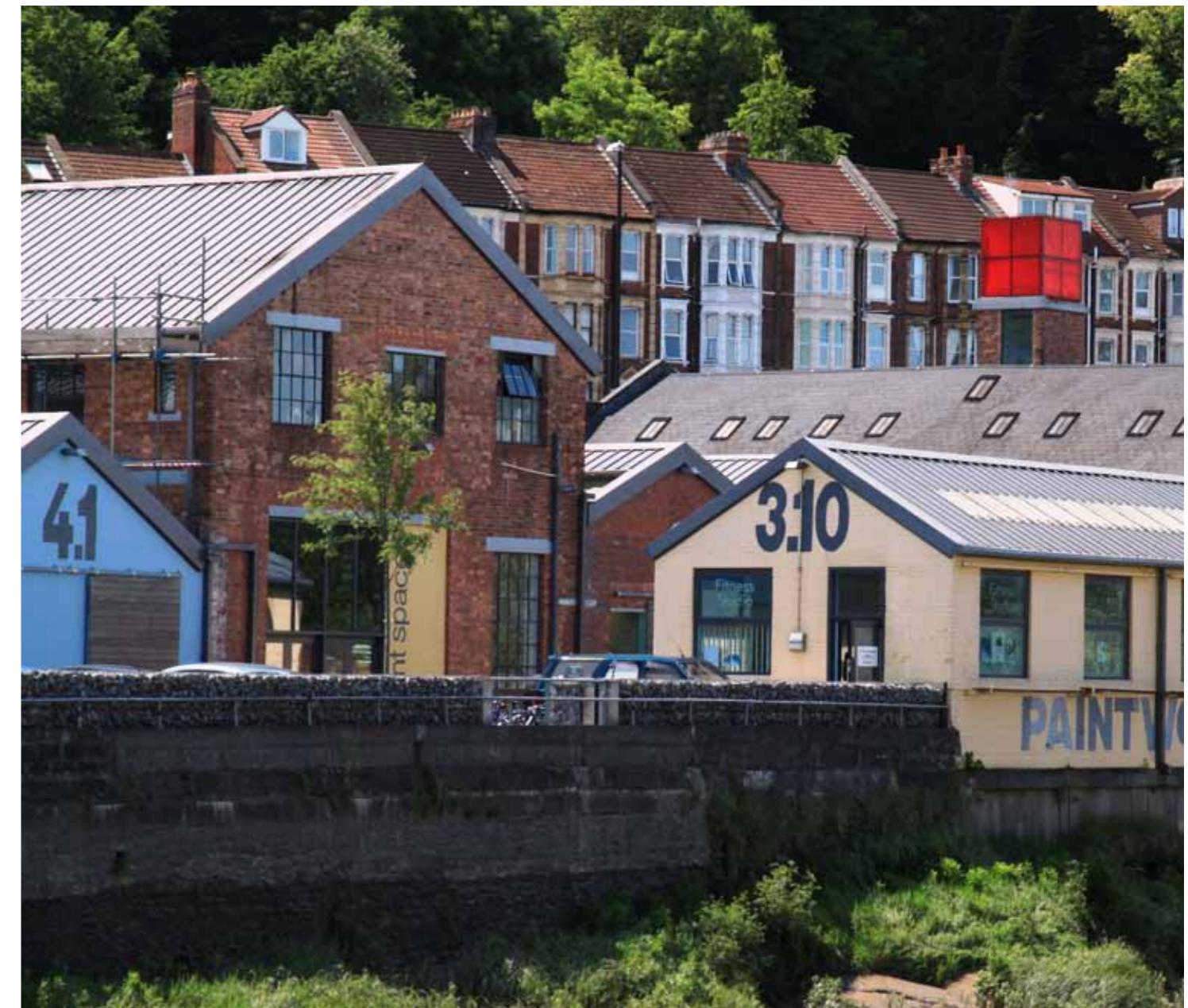
## Avon Riverside heritage assets and significance

### 7.3 Other structures and spaces

The significant undesignated heritage assets within Riverside consist of:

- The late nineteenth century former industrial buildings that have been retained at Paintworks ①.
- Totterdown Bridge constructed in 1888 ②.
- Relieving arches ③ and associated structures fronting the river at the former Diesel Depot site. These were constructed in the nineteenth century to support the various railway sidings on the site and are therefore of significance in terms of the important railway heritage in the area.
- Surviving remains of waterfront uses. These include rubble stone slipways ④ possibly associated with river access to the Blue Bowl Hotel that stood on Bath Road from the early nineteenth century and twentieth century wharfs of the former barge repairs business east of Totterdown Bridge ⑤.





4

**Fig 46**  
**Heritage assets**

- 1 Paintworks
- 2 Totterdown Bridge
- 3 Relieving arches, former Diesel Depot
- 4 Blue Bowl slipway remains
- 5 Barge repairs wharf
- 6 Paintworks



## Recommendations



## Recommendations

### 8.1 Archaeology

#### Relevant Policies:

- National Planning Policy Framework (paragraphs 128 and 139)
- Bristol Development Framework Core Strategy (Policy BCS22)
- Draft Development Management Policies (DM29)
- Supplementary Planning Document 7: Archaeology and Development

#### Temple Quay:

- The Portwall ① is a nationally significant monument that has been preserved *in situ* in all previous development schemes. To achieve this the Portwall will require locating and assessing through a process of archaeological trial trenching.
- Brunel's Dock ② will also require preservation *in situ* and a similar process of trial trenches should be used to inform this mitigation strategy.

#### Temple Meads:

- Archaeological planning conditions were applied to the previous planning consents for development on the Temple Gate/Collett House site and the Former Post Office Sorting Office site. This was to ensure that archaeological remains relating to previous industries on the Herbert House site ③ would be suitably recorded prior to development.
- Temple Pipe, should it survive on the Temple Gate site ③, will require preservation *in situ*.
- Archaeological planning conditions were also applied to the consent for development of the former Post Office Sorting Office to secure the recording and appropriate mitigation for surviving remains of the Cholera Burial Ground ④.

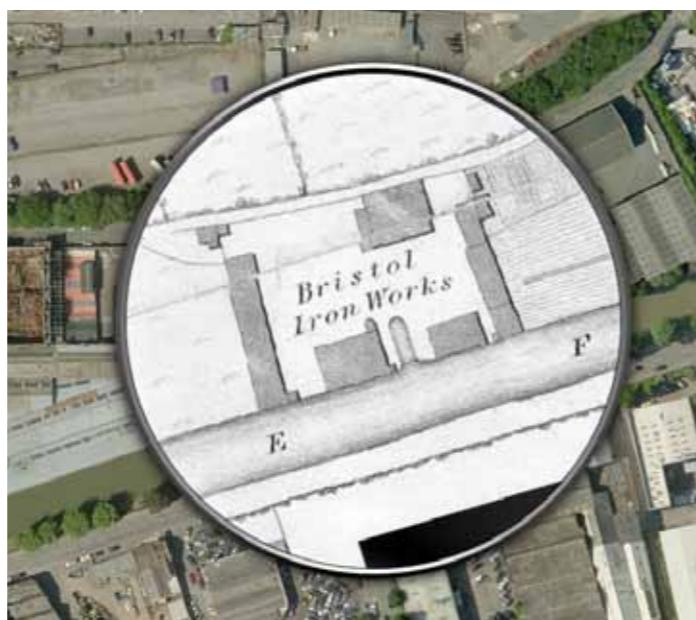
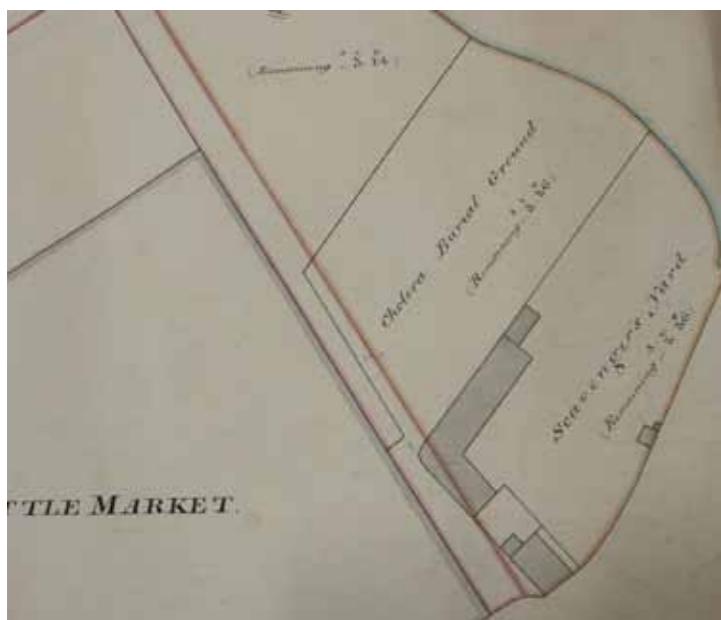
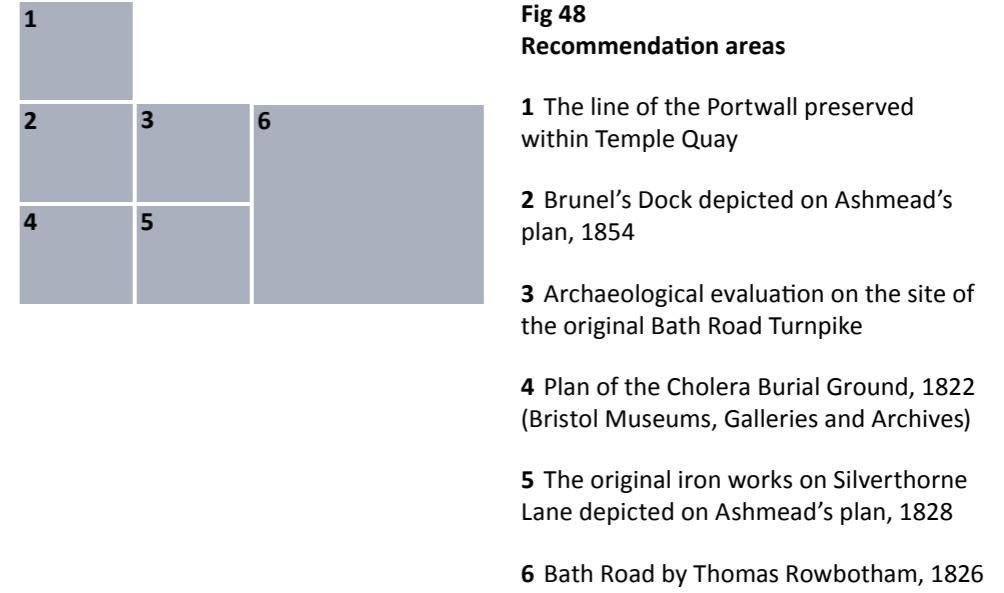
#### Silverthorne Lane:

- Archaeological remains of any former industrial uses in the Silverthorne Lane area ⑤ will be of regional and possibly national significance. In order to establish the level of this archaeological significance archaeological evaluation will be required prior to any new development in the area. Any evaluation fieldwork may be followed by appropriate mitigation strategies that could include further archaeological excavation.

#### Riverside:

- Archaeological conditions were recommended for the proposed redevelopment of the former Esso Petrol Station, Bath Road ⑥. Archaeological evaluation had identified surviving remains of the former Turnpike road and tollhouse. This site will require further archaeological excavation to ensure that these remains are preserved by record.
- Archaeological evaluation and potentially further excavation work will be required in the area of the historic Blue Bowl Hotel, Bath Road ⑦. This will also include works prior to any proposed development that will impact on the remains of the stone riverside slipways.





## Recommendations

### 8.2 Heritage assets and character

#### Relevant Policies:

- National Planning Policy Framework (paragraphs 58, 60, 126, 131, 132, 137 and 139)
- Bristol Development Framework Core Strategy (Policy BCS21 and BCS22)
- Draft Development Management Policies (DM24-27)

#### Undercrofts:

- These features are an important element of the Temple Meads complex and make a positive contribution to the significance of the site. In the majority of cases these undercrofts date to the earliest phase of the railway and were intended to create permeability across the station or store areas and stables.
- The undercrofts provide a number of opportunities to improve movement across the site. These opportunities can be achieved through the removal of the single storey railway men's club and upgrade of tunnels such as that used for the rail replacement bus service access (fig.49).
- These undercrofts should contribute to the animation of the existing spaces around the station (see below).

#### Spaces

- The reuse of undercrofts and existing buildings will enable the reanimation of the spaces of Bristol and Exeter Mews, Clock Tower Yard and the site of the former tram terminus.

- This reanimation of spaces will be further achieved with improved site permeability as suggested above. It will also revitalise the site with minimal impact to historic fabric and potentially enhance and better reveal the character of the site.

#### Industrial character

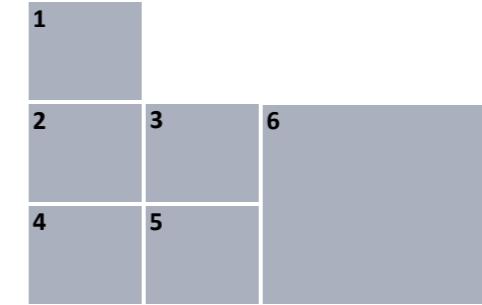
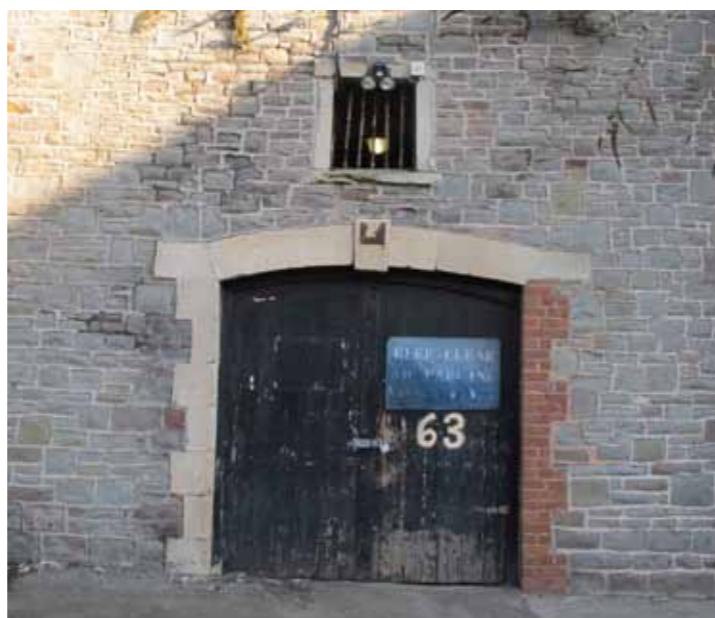
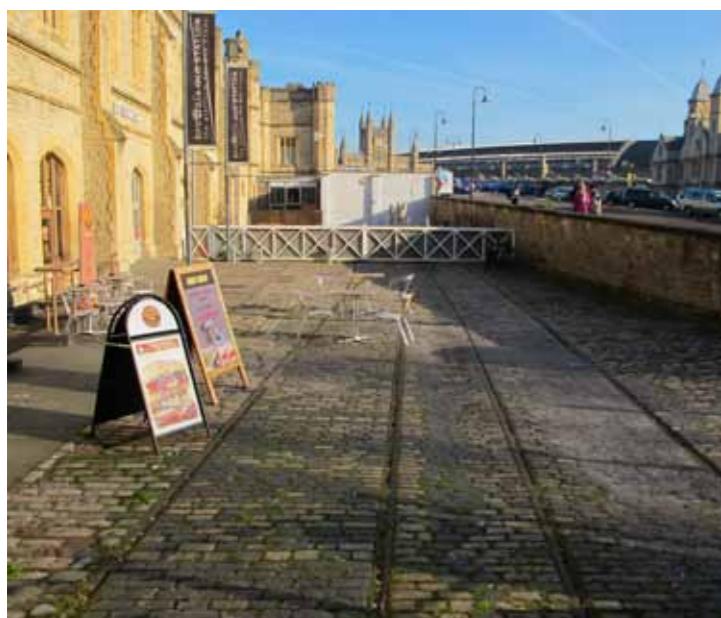
- Silverthorne Lane is characterised by the area's industrial heritage. This character is defined by the scale and massing of the historic buildings and the material palette of pennant rubble and red brick. This is most prominent on Silverthorne Lane, Gas Lane and along the Feeder where even later twentieth century buildings have responded to the character of the area.
- This character should be preserved or enhanced through the reuse of existing buildings and historic fabric including historic street surfacing.
- Part of the area's character is defined by high pennant walls and enclosed yards. New development should respond positively to this character by strengthening the building line along Avon Street.

#### Reuse of heritage assets

- Where appropriate heritage assets should be retained and reused within new developments. This is particularly the case within the Silverthorne Lane area where undesignated former industrial buildings contribute to the character of the area.



**Fig 49**  
**Original tunnel of**  
**1841 now used for**  
**rail replacement bus**  
**service access from**  
**main subway**



**Fig 50**  
Recommendation areas

1 Original underpass beneath Old Station

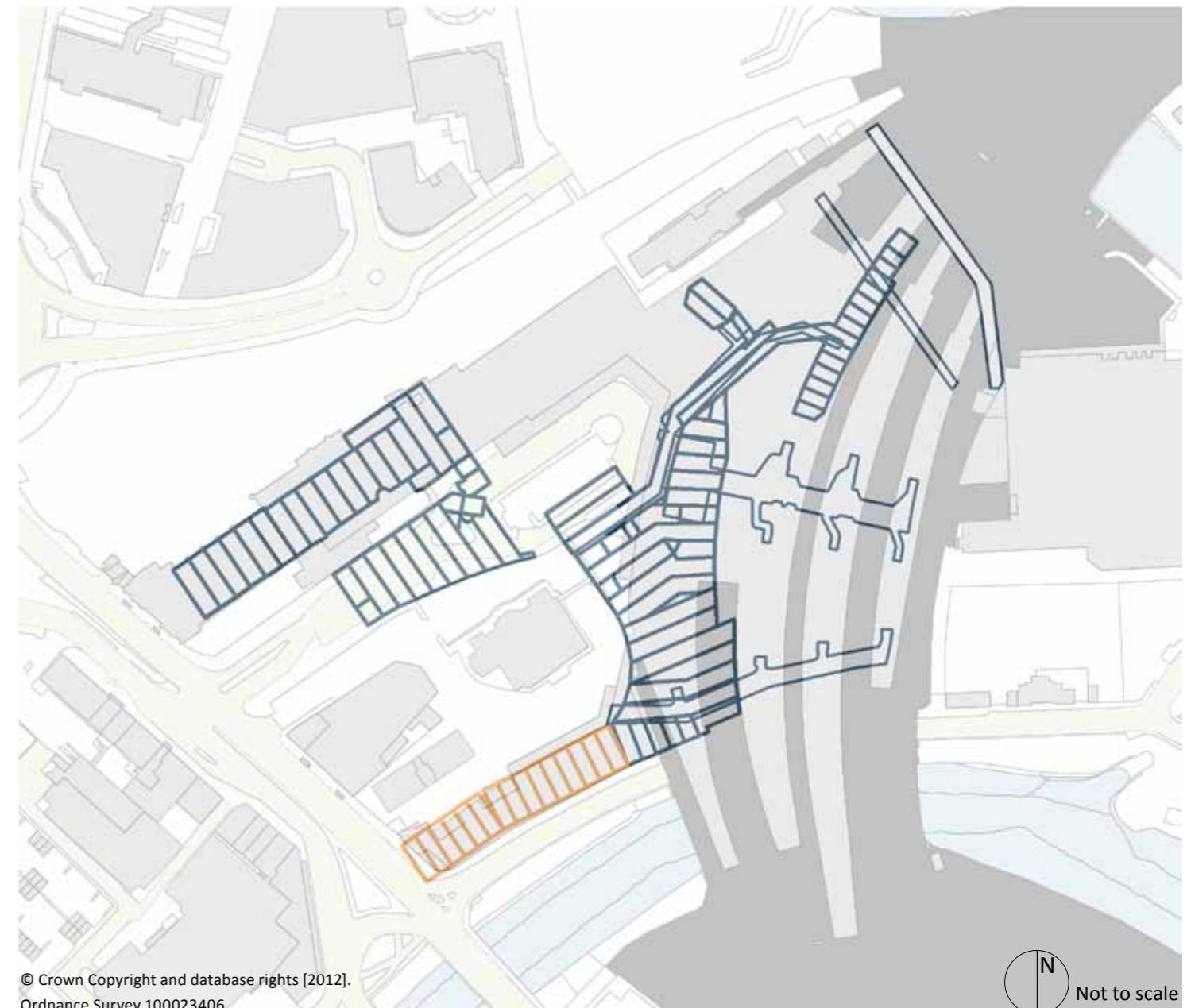
2 Ground floor of Collett House, Temple Gate

3 Avon Street and Silverthorne Lane,  
© Blom Pictometry 2010

4 Remaining tram tracks

5 Arch 63, Bristol and Exeter Mews

6 Plan showing all known Undercrofts  
in blue. Those removed in the 1930s are  
shown in orange



Not to scale

# Temple Quarter Character Analysis

Fig 51  
Views

- 1 Watercourse and open spaces vantage points
- 17 Rail and road corridor vantage points
- 25 Other vantage points

## Recommendations

### 8.3 Views

#### Relevant Policies:

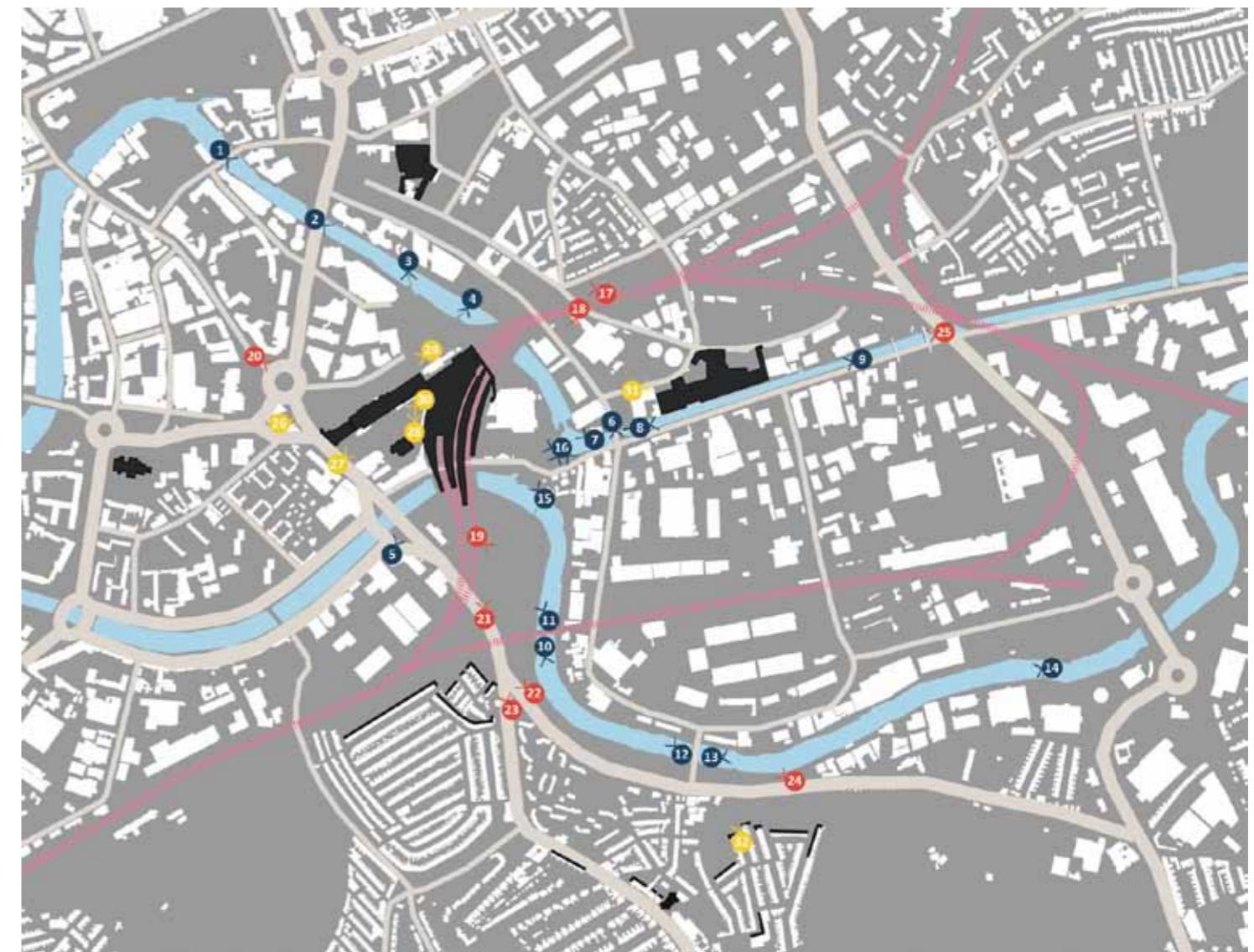
- National Planning Policy Framework (paragraphs 59, 60 and 64)
- Bristol Development Framework Core Strategy (Policy BCS21)
- Draft Development Management Policies (DM24-27)

Views into, within and out of the Temple Quarter Enterprise Zone are an important element of character and setting and aid legibility to and through the area. For the purpose of understanding the importance of these views the principal iconic landmarks within and in the vicinity of Temple Quarter have been identified (fig.51):

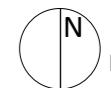
- 1 Temple Meads station
- 2 Bristol and Exeter House
- 3 St Vincent's Works
- 4 Church of St Mary Redcliffe
- 5 The former soap works or Gardiner's warehouse
- 6 The Totterdown escarpment

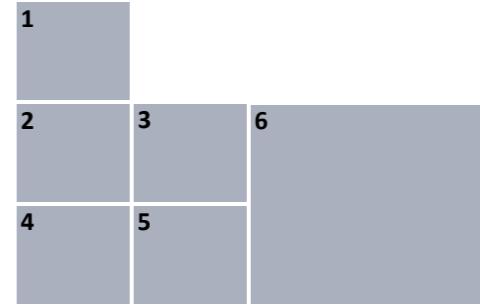
Some key viewpoints to these iconic landmarks are also indicated. The location of these views is based on an initial views impact assessment, although further views analysis will be required as part of any urban design assessment.

*New development should seek to minimise the obstruction of principal views and where possible it should seek to enhance the views by building layout and orientation (Urban Initiatives, 2008).*



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

 Not to scale



**Fig 52**  
**Views**

**1** View of Digby Wyatt shed and Temple Meads tower from viewing point 4

**2** Middle distance view of St Mary Redcliffe from point 29

**3** Temple Meads from point 15

**4** The view of the station from near point 21

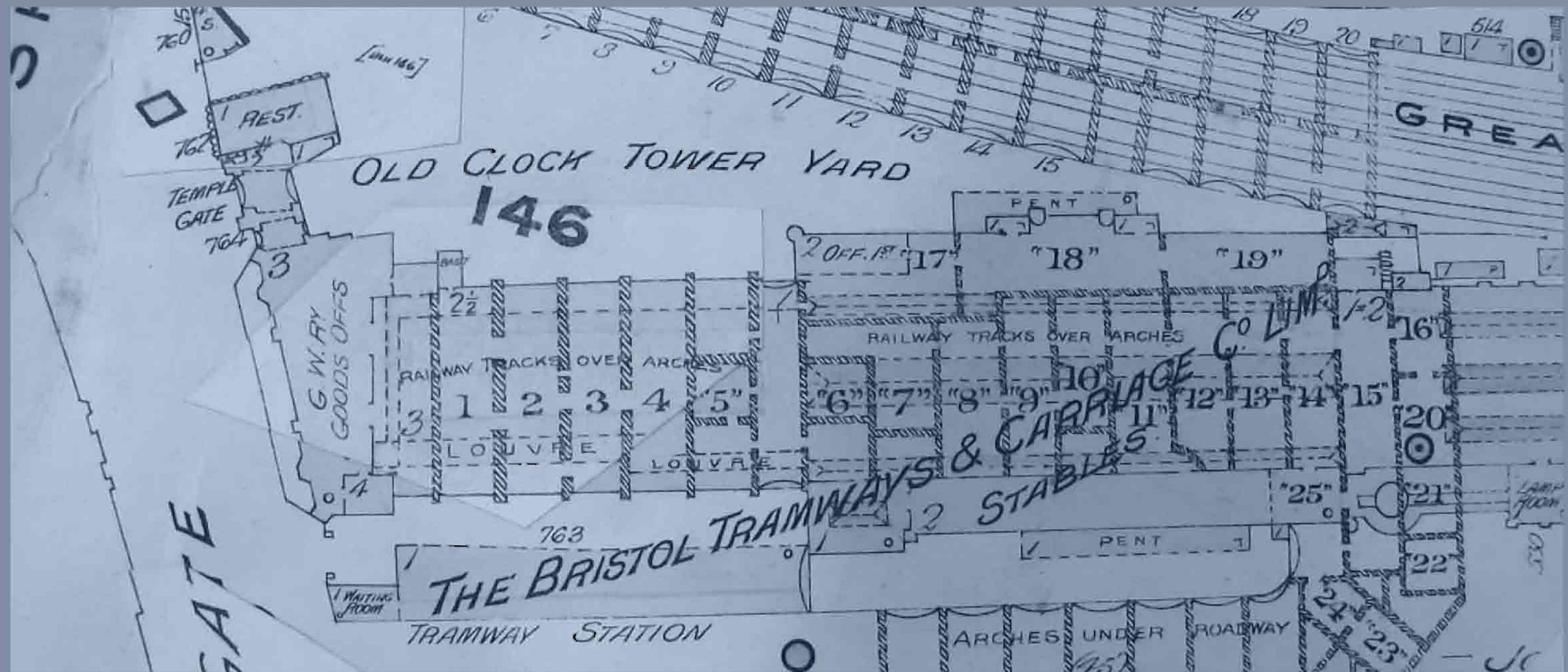
**5** Bristol and Exeter House and Temple Meads station from near point 5

**6** Bristol and Exeter House and St Mary Redcliffe visible across Totterdown Basin from viewing point 7





## References



## References

BaRAS, 2002	Archaeological Desktop Study of land at St Philips Bristol (Bristol and Region Archaeological Services, privately circulated).	Parry, A 1999	Archaeological Watching Brief of Bristol Temple Quay primary infrastructure programme (Bristol and Region Archaeological Services, privately circulated).
Binding, J 2001	Brunel's Bristol Temple Meads: A Study of the Design and Construction of the Original Railway Station at Bristol Temple Meads 1835-1965 (Oxford Publishing Co.).	Pilkington, J 1999	Archaeological Watching Brief at Plots 4A and 4C, Temple Quay, Bristol (Bristol and Region Archaeological Services, privately circulated).
Bryant, J 2005	Archaeological Desktop Study of land adjacent to Bristol Temple Meads Railway Station (Bristol and Region Archaeological Services, privately circulated).	Randell, S 2004	Former Post Office Sorting Office, Cattle Market Road, Bristol, Archaeological Assessment (CPM Environmental Planning and Design, privately circulated).
Kidd, C 2005	Temple Gate, Bristol Archaeological Desk-Based Assessment (Alan Baxter and Associates, privately circulated).	Townsend, A 2005	Archaeological Desktop Study of land at The Island Site, Temple Quarter, Bristol (Bristol and Region Archaeological Services, privately circulated).
Longman, T 1995	Archaeological Desktop Study of Temple Meads Railway Station, Temple Gate, Bristol (Bristol and Region Archaeological Services, privately circulated).	Urban Initiatives	Temple Meads Area Development Framework (privately circulated).



**Fig 53**  
**Station approach**  
1940s. Image courtesy  
of Bristol Museums,  
Galleries and Archives