

**AVON EXTENSIVE URBAN SURVEY
ARCHAEOLOGICAL ASSESSMENT REPORT**

NORTON-RADSTOCK

DECEMBER 1999

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1.0 INTRODUCTION

1.1 The aims of the report

The Extensive Urban Areas Survey in Avon was commissioned by English Heritage in October 1995; the survey was completed three years later in September 1998. It is one survey in a national project designed to assess the archaeological resource in smaller and less-well understood urban areas. It is the sister project of the Intensive Urban Areas Survey which, as its name suggests, has been focused on the *intensive* study of large urban areas where complex stratigraphy is known to survive and archaeological interventions are comparatively high. The settlements chosen for inclusion in the *extensive* survey, though not necessarily small, have been subject to fewer archaeological interventions and limited historical enquiry.

The aim of the Avon survey has been twofold:

- To provide an assessment of the archaeological resource surviving in the following urban and former urban areas in Avon: Banwell, Bedminster, Camerton, Chew Magna, Clevedon, Chipping Sodbury, Hawkesbury Upton, Keynsham, Kingswood and Mangotsfield, Marshfield, Norton-Radstock, Pill, Portishead, Thornbury, Weston-super-Mare and Wickwar.
- To provide a strategy to improve the management of the archaeological resource and the historic environment in these urban and former urban areas.

Following local government reorganisation, Avon County Council ceased to exist on 31 March 1996 and four new unitary authorities were created: Bath and North East Somerset, Bristol, South Gloucestershire, and North Somerset. As a result four areas now fall within the jurisdiction of Bath and North East Somerset Unitary Council: Camerton, Chew Magna, Keynsham and Norton-Radstock.

The assessment report is a strictly desk-top study of below-ground archaeological remains, standing buildings and historic plan form of the urban area. The development of the town is considered within a standard chronological framework, drawing on information in the Sites and Monuments Record (SMR) held by Bath and North East Unitary Council and historic maps held in the county record offices. The quality of many records in the Avon SMR is poor and where necessary clarification and/or corroboration was sought through research conducted in Bristol Central Library and local libraries. Original research and site visits were outside the remit of the project but it is hoped that the assessment reports will encourage others to take forward our understanding of these historic settlement centres: recommendations for further research are made at the end of each report. All sites and finds of archaeological interest identified in the text were mapped onto the modern map base using a geographical information system (MapInfo). A paper copy of these maps is included in the reports.

Copies of the assessment reports for all the urban and former urban areas in Bath and North East Somerset are held in the Sites and Monuments Record (Trimbridge House, Trim Street, Bath), Bath Library and Bristol Central Reference Library.

1.2 Major sources of evidence

The importance of Norton-Radstock as a post-medieval urban centre has only recently been acknowledged and as a result evidence for the surviving archaeology in the area is scattered. The area does not appear in the Victoria County History series and has not been the subject of a parish survey, though a survey of industrial features was conducted in 1987 (Chapman & Macmillan). Most research in the area has focused on the industrial development which accompanied coal mining in the 18th and 19th centuries. In the early 1950s Bulley published two comprehensive articles on the collieries in the area (1952; 1953) and this work formed the basis for subsequent work (Down and Warrington 1971; Allsop 1988). A recent desk and field based assessment of standing archaeological remains in Radstock was commissioned by Bath and North East Somerset Built heritage group (Gould 1996); much of it is reproduced in this report.

The Sites and Monuments Record for Bath and North East Somerset has formed the starting point for work in the modern town, particularly for pre-18th century sites for which little mention is made elsewhere. Documentary research in the area is limited. In the late 19th century a study of about 150 charters and other documents belonging to the medieval Augustinian Priory which owned a manor in Midsomer Norton was written by Heales (Alston 1905), but aside from this no other detailed work has been carried out. The national fiscal records and ecclesiastical records have not been systematically examined for references to the three medieval settlements enveloped in the later urban area, Radstock, Midsomer Norton and Welton, although Ekwall notes the appearance of Welton in the Close Rolls and Assize Rolls (Ekwall 1960: 505). A second important and untapped source of evidence are the records kept by the two major landowners in the area: the Duchy and Waldegrave estate papers.

The local journal produced by the Radstock, Midsomer Norton and District Museum Society - *Five Arches* - has provided an excellent source of oral history accounts and industrial history in the area (e.g. Berryman 1991; Fisher 1991; Emery 1992). Several collections of photographs have been published (Allard n.d.; Howell 1979; Howell 1980) and the Bristol Industrial Archaeology Society has published work on the area. The most substantial research has focused on the railways (Robertson 1990; Vincent 1990; Handley 1992a; 1992b; 1994a; 1994b) and the collieries (Bulley 1952; 1953; Down & Warrington 1971; Gould 1996). This report has relied heavily on these publications.

There is excellent map coverage of Norton-Radstock. The earliest map of Radstock is an estate map of 1759 drawn up for the Earl of Waldegrave; the map is of very good quality, clearly showing plots, houses and even gates to the fields around the village. Midsomer Norton first appears on an estate map of 1789, and although the level of detail is less comprehensive than the Radstock map, it is still of reasonable quality. The entire Norton-Radstock area is first covered by the Tithe maps of 1840; these are particularly useful since they show the area before the railways arrived. An estate map of Radstock drawn up in 1867 provides a later and more detailed record of the town before the railways. These maps contrasted sharply with the Ordnance Survey map of 1884. A list of all the maps consulted can be found at the end of the report in section 9.0.

1.3 A brief history of Norton-Radstock

Norton-Radstock lies to the north of the Mendips and is centred on two towns which lie only three kilometres apart in a steep-sided river valley: Radstock and Midsomer Norton. Substantial 20th century development has occurred on the land between the historic urban cores and the surrounding area. As a result, the former ecclesiastical parishes of Radstock and Midsomer Norton were amalgamated to create the modern civil parish of Norton-Radstock. The links between the two towns grew up in the late 18th and 19th century because of coal mining in the area. The study area has therefore been based on the urban area that appears on the Ordnance Survey map of 1884. The medieval settlement at Welton on the north side of Midsomer Norton has been subsumed into the modern town and has been included.

Norton-Radstock is located in a pleasant valley about 16 kilometres to the south of Bath and about 16 kilometres to the north-west of Frome. It occupies part of the Wellow Brook valley and its tributary, the River Somer. The Wellow Brook flows west-east through Welton and into Radstock. The River Somer flows from the south-west to the north-west passing through Midsomer Norton, along the main High Street and into Welton Hollow, where it joins the Wellow Brook. Radstock lies at the nexus of five steep-sided valleys, and tributaries of the Wellow Brook flow into the town from the north and south.

The valley floor at Radstock lies at about 70 metres above sea level, but many houses in the town area are situated above this level, perched on the valley sides which rise to a height of more than 90 metres above sea level. Midsomer Norton lies on a higher and flatter area of the valley floor with an average height above sea level of 95 metres; the settlement at Welton is situated on the side of Welton Hill, which reaches more than

100 metres above sea level. The surface rock is mostly Triassic limestone in the upland areas and Keuper Marl in the valley bottoms. Beneath these lie the upper coal measures, which have played an important part in the recent history of the area.

The prehistoric archaeology in this area is extremely interesting, with the survival of a possible Bronze Age cemetery, a rare late Bronze Age sword and several Iron Age features, all within a small area. The proximity of Norton-Radstock to Camerton, where two Bronze Age barrows, a Bronze Age cremation and an extensive Iron Age settlement have been found, is significant. In addition, the Fosse Way passed between Radstock and Midsomer-Norton and through the Romano-British town at Camerton. The material from both Camerton and Norton-Radstock indicate that this area was occupied when the Roman invaders arrived around AD 43-47 (Wedlake 1958: 7; Jackson 1990: 12).

Little is known about the settlement history of the area between the 5th century AD and Domesday 1086. Although Ekwall identified Radstock in two Saxon charters (Ekwall 1936: 19), Finberg states that this analysis was incorrect (Finberg 1964: 117-118, 148-9). Despite this, the survival of many Old English names in the vicinity indicates that the settlement in the area pre-dates the medieval period (Anon c.1981). Radstock first appears at Domesday as *Stoche*, appearing with the 'rad' prefix in 1221 as *Radestok* (Mills 1991: 267); thus the name referred to 'an outlying farmstead by the road', in this case the Fosse Way (*ibid.*). A similar word pattern can be observed for Welton, which was comprised of the Old English words *wella* and *tun*, meaning 'farmstead by a spring or stream' (*ibid.*: 351).

Various origins for 'Midsomer-Norton' have been suggested: one possibility is that land in part of the Somer Valley was liable to flooding and only farmed in the summer. More probable is the link with the Midsummer festival of John the Baptist, to whom the church is dedicated (Wansdyke District Official guide 1988). The 'Norton' element of the name is a very common Old English name meaning 'north farmstead or village' (Mills 1991: 224) but it is not obvious where it was north of. Mills also states that Midsomer Norton was a royal manor at Domesday but does not indicate the basis of this assertion (*ibid.*).

Radstock was the only settlement mentioned at Domesday; it was held by the Bishop of Coutances and was part of Kilmersdon Hundred:

'Roger held RADSTOCK from the Bishop. Alfgeat, Alwin and Algar held it before 1066; it paid tax for 7 hides and 3 virgates. Land for 9 plough. In lordship 3 ploughs; 2 slaves; 3½ hides. 9 villagers, 12 smallholders and 3 cottagers with 4 ploughs & 4 hides & 1 virgate. A mill which pays 13s; meadow, 12 acres. 1 cob; 5 cattle; 22 pigs; 210 sheep. The value was and is £7.' (Thorn & Thorn 1980: 4, 47)

Midsomer Norton does not appear at Domesday, despite confusing references by Collinson and subsequent authors to its inclusion: the *Nortone* mentioned at Domesday was in fact Norton Malreward in the Chew Hundred (Thorn & Thorn 1980). Midsomer Norton and Welton both lay in the Chewton Hundred and formed part of the royal estate of Chewton (Alston 1905: 44). The earliest documentary reference to both settlements dates to 1180, when an agreement was made between Chewton church and Norton church regarding their respective tithes (*ibid.*).

Four medieval manors are known to have existed within the study area: Radstock, Midsomer Norton and Norton Friars to the south of the Wellow Brook and Welton to the north of it. The medieval manor house at Radstock was probably located on the same site as the post-medieval manor house adjacent to St. Nicholas parish church, although no medieval features have been identified. Archaeological evidence for medieval settlement is restricted to early features in the church and the extent or form of the village is not known. Like Radstock, the extent and form of Midsomer Norton is unknown and the location of the manors is even more difficult to pin down. However, in view of the 13th century charter for a fair in the village (Hulbert 1936: 98) it is probable that it was nucleated. Archaeological evidence for the medieval period is restricted to the church and a couple of buildings in the town.

There is no evidence for major change in the villages until coal mining began in the 18th century. Early references to coal mining in North Somerset include a record in 1437 to coal dug at Kilmersdon and another in Clutton dating to 1597 (Rutter 1986), however it was not until 1749 that the Norton-Radstock area was seriously explored for coal. The coal seams in the Radstock and Midsomer Norton area are thin and access to them is difficult; consequently mining began later here than in other areas in the Somerset coalfield. The first pit to be sunk was at Old Pit on the north side of Radstock, in 1763. (Down & Warrington 1971)

The description of the parish of Midsomer-Norton by Collinson gives an impression of the area in the late 18th century, at time when the rural community was adopting its industrial character:

'Parish of large extent ... contains about 290 houses and upwards of 1500 inhabitants ... the church and principal part of the parish lies in a woody vale ... the lands are very enclosed and divided between pasture and tillage ... there are two coalworks in the parish ... a fair for cattle, pigs and pedlary-ware is held here on the 25th April...' (Collinson 1791: 148-152).

At this time, the growth of the collieries was still impeded by poor transport. It was not until the introduction of the Radstock branch of the Somersetshire Coal Canal in the late 18th century that the coal could be transported more easily. Before this coal had to be moved by cart or pack horse, which was slow and expensive particularly in the winter months when the roads were notoriously bad. Work on the canal began in 1795 and it was completed in the early years of the 19th century. The southern branch terminated at a wharf to the south of the Waldegrave Arms in Radstock and contemporary maps show four docks with horse-drawn tramways leading to Welton Pit, Middle Pit and Old Pit. However, problems with the canal led to its replacement in 1814 by a tramway that ran along the former towing path (Bulley 1952: 55).

By the mid-19th century, eight collieries were being worked adjacent to or in the study area. The coalmines around Radstock were owned by the Waldegraves' and included Old Pit, Middle Pit, Ludlows Pit, Wellsway Colliery and Tynning Colliery. The Duchy of Cornwall owned the mines around Midsomer Norton, including Welton Hill Colliery and Old Welton Pit. Miners came from local farming communities and from the declining mining settlements to the south, like those in the Nettlebridge Valley. New centres of population emerged: a small mining community grew up around the Tynning colliery, just to the north of Radstock and a new village was built at Haydon to house the workers of Kilmersdon Colliery. At the same time, the population of Radstock, Midsomer Norton and Welton increased.

The industry reached its height in the second half of the 19th century and Norton-Radstock became the centre of Somerset mining (Gould 1996: 21). However, the nature of the seams and the poor quality of the coal compared with that from the South Wales and Midland coalfields ensured that industrial activity in the area was never on a very large scale. In national terms the pits were still small and technologically backward, dwarfed by the huge purpose built collieries that were being developed in the Midlands, South Yorkshire and the North East (*ibid.*). By the 1930s the industry was in serious decline. Narrow seams made production expensive, limiting profits and investment. Falling national demand and competition from more economical coalfields led to the closure of the last remaining pit in 1973.

Although mining has ceased in Norton-Radstock it has left an important local legacy. It is a rare example of an early industrial landscape in which small-scale mining existed in a rural community. Radstock is one of the best preserved coal mining towns in England and unlike its midland and northern counter-parts it still retains many important colliery features. These include an unparalleled collection of horizontal steam winding engine houses, a rare example of a screens building, huge spoil heaps and haulage inclines used to transport the coal. The industrial architecture of the area contrasts sharply with the traditional farming communities of South Somerset (Gould 1996: 26).

Perhaps the most striking reminder of the coal industry is the transport infrastructure in the town. Although the railways were late to develop in the area, in the second half of the 19th century Radstock became an important junction of the Somerset and Dorset Railway and the Bristol and North Somerset Railway, which both passed through the town. In addition to the two stations in the middle of Radstock, there were stations on the south side of Midsomer-Norton and at Welton Hill. Although the railways are no longer in use parts of their original routes have been retained as public footpaths, as have the many former colliers' paths and narrow-gauge tramway routes and branch railways that led from the main railway lines to the collieries.

The industrial features directly associated with coal mining were only one element of a much broader socio-economic landscape that included housing, shops, chapels and municipal buildings. The rise in the miners' living standards in the mid-19th and early 20th century was reflected in the growing number of shops and associated retail outlets. The covered market place with its wooden clock tower was erected in 1897 beside the newly rebuilt Bell Inn and this provided a more hygienic environment for the preparation and selling of meat, fish and poultry. A retail development at the foot of Wellsway in the late 19th century included the town's second Co-operative store. The Co-operative movement erected a large number of buildings in Radstock including the new bakery in 1893 and terraced housing.

In 1933 Radstock was united to Midsomer Norton to form the new Urban District of Norton-Radstock (Foster 1947: 26). The pace of growth accelerated in the 20th century and today it is largely a residential area for people who work in Bristol and Bath. The areas to the west of Midsomer Norton and alongside the Radstock-Wells road were the first to be developed on a large scale (Anon c.1981). The south-western part of the parish is now almost entirely built up, and Midsomer Norton has become a social, shopping and commercial centre for the Norton-Radstock area, probably because this is the most accessible part of the parish from Bristol. The most substantial public works in the area include a flood prevention scheme, which involved straightening and culverting parts of the watercourses in the area.

The relationship between the two historic centres is of particular interest and further research is required to assess the way it has changed. At the end of the 19th century the Rev. Father Horne commented on a scheme for the treatment of sewage entering the River Somer, noting that 'if they did nothing more than bring peace between the two councils of Midsomer Norton and Radstock, they would be a great success' (Howell 1980: 238MN).

1.4 Population

| | |
|------|---|
| 1795 | 415 inhabitants in Radstock (Foster 1947: 26) |
| 1801 | 509 inhabitants in Radstock (Foster 1947: 26) |
| 1811 | 567 inhabitants and 119 houses in Radstock (Foster 1947: 26) |
| 1821 | 902 inhabitants and 170 houses in Radstock (Foster 1947: 26) |
| 1831 | 1165 inhabitants in Radstock (Foster 1947: 26) |
| 1838 | 1406 inhabitants and 245 houses in Radstock (Foster 1947: 26) |
| 1841 | 1444 inhabitants and 261 houses in Radstock (Foster 1947: 26) |
| 1851 | 1803 inhabitants in Radstock (Foster 1947: 26) |
| 1861 | 2226 inhabitants in Radstock (Kelly's Directory 1870) |
| 1871 | 2651 inhabitants in Radstock (Kelly's Directory 1879) |
| 1881 | 2,547 inhabitants in Midsomer-Norton and 3,092 inhabitants in Radstock (Kelly's Directory 1885) |
| 1891 | 3,305 inhabitants in Midsomer-Norton and 3,438 inhabitants in Radstock (Kelly's Directory 1897) |
| 1901 | 3355 inhabitants in Radstock (Kelly's Directory 1906) |
| 1911 | 3690 inhabitants in Radstock (Kelly's Directory 1914) |
| 1921 | 3682 inhabitants and 898 houses in Radstock (Kelly's Directory 1927) |
| 1931 | 10,700 inhabitants in Norton-Radstock (Foster 1947: 26) |
| 1971 | 15,232 inhabitants in Norton-Radstock recorded in the 1971 Census (Havinden 1981: 222) |

2.0 PREHISTORIC ARCHAEOLOGY (pre-AD 47)

2.1 Sources of evidence

- **Below ground intervention:** archaeological excavation of Bronze Age barrows (Skinner manuscripts 1797; McMurtrie 1907); archaeological excavation at Tynning quarry (McMurtrie 1899; McMurtrie 1907); archaeological evaluation (Wilkinson 1994)
- **Field survey work:** survey work by the Ordnance Survey Archaeology Division in 1965 (record cards held in SMR); miscellaneous finds (Evans 1864; Dobson 1931; Mack 1953; Gunstone 1975)
- **Archaeological/historical research:** study of Somerset barrows (Grinsell 1971); study of the archaeology of Avon (Aston & Iles 1988)

2.2 Local settlement pattern

A notable quantity of prehistoric finds have been recovered in the Norton-Radstock area but no synthesis of this work has yet been carried out. The scope of this report is primarily to assess the urban characteristics of the post-medieval town and therefore the assessment of the prehistoric remains is fundamentally flawed, restricted as it is the post-medieval urban area. However, the presence of important prehistoric features less than a kilometre to the north of Radstock at Camerton suggests that the archaeological potential for prehistoric material is relatively high.

2.2.1 Bronze Age round barrows, possible cemetery

(SMR 1177; SMR 2232; SMR 2233)[*Map A: 1, 2, 3*]

Two probable Bronze Age round barrows existed on the south side of Radstock. They were discovered by the early 19th century antiquarian, John Skinner. The first of these was located on the north-east side of the disused quarry at Fox Hills. Skinner partly excavated it in 1797, returning in 1821 to fully excavate it. He found a primary cremation with charcoal in a central oval stone cist just over 2 foot long and just under 2 foot wide (Skinner 1797 Add MSS 33635-4412). Charcoal was observed on the original turf-line of the barrow, which had a peristalith. The central hole has now been filled in and by 1971, when Grinsell visited the site, it had a man-hole cover connected with a waterworks (Grinsell 1971: 110). This is Grinsell's 'barrow 3' in Norton-Radstock and it still survives today. It is depicted as a circular area on *Map A* on the basis of a plan of Jubilee Field drawn up by McMurtrie (1907: 238). The survival of this barrow is probably due to its location within Huish Common; the common did not survive on the 19th century maps, but the estate map of 1759 clearly shows its boundaries.

The second barrow lay in the playing field on Wells Hill; Skinner excavated and subsequently destroyed the barrow in about 1780; it contained skeletons (Grinsell 1971: 110). Grinsell described this barrow as west of the church at approximately ST685546 (*ibid.*: barrow 4a); this forms the basis for its depiction on *Map A*. In addition to the barrows, Skinner also mentions 'skeletons in stone-lined graves' found and removed in 1821. The site of the graves was in Southfield (ST 69545447) and although it might possibly have been a cemetery later than the Bronze Age its proximity to the barrows is significant (Grinsell 1971: 110). The basis for the depiction of the field on *Map A* is field 265 on the Ordnance Survey map of 1884 because this plot coincides with the grid reference given by Grinsell. This plot of land has been subsequently redeveloped.

Bronze Age finds (SMR 1169) [*Map A: 4*]

A significant Bronze Age find was discovered in 1873 during the construction of the railway station in Midsomer Norton: a rare late Bronze Age sword, now held at Taunton Museum. It was leaf-shaped and double-edged (Gunstone 1975: 67-68) and has been attributed to the Wilberton phase (c.1000-850 BC; Aston & Iles 1988: 30). The deposition of the sword in the river valley below the Radstock and Camerton round barrows is of great interest. According to Wilkinson its date suggests that it was probably not associated with the round barrows (Wilkinson 1994: 14), which had declined in use by 1200 BC (Darvill 1987). It was almost certainly deliberately placed, possibly as part of a larger hoard. Other artefacts may have been found but remained in private collections. The depiction of the find-spot on *Map A* is based on the grid

reference point given for the find in the Bath and North East Somerset Sites and Monuments Record (ST66355358).

2.2.2 Iron Age settlement

A significant amount of Iron Age material has been found in Norton-Radstock and research is urgently required for a satisfactory account of the material found. Only a brief summary is possible in this report. The depiction of features on *Map A* is based on the plan drawn by McMurtrie (1907: 238A).

Tyning quarry Iron Age pits (SMR 1162) [*Map A: 5*]

In 1897 a rubbish pit was discovered at Tyning quarry which was dated by McMurtrie to late Iron Age - Romano-British occupation. The pit was approximately 1.2 metres in diameter and 1.2 metres deep (4 feet). McMurtrie describes the finds as follows:

‘an iron nail, an upper quern stone, a spindle whorl and much black pottery found (mostly British or earlier but some possibly Roman), much charcoal, burnt bone & teeth too’ (McMurtrie 1899: 110).

The quern found was described as similar to those found at Glastonbury. The bone was of red deer and sheep or goat (*ibid.*: 114). Two other pits were subsequently found a short distance from the first: pit 2 was situated about 6 metres (20 feet) to the north of pit 1, and pit 3 was 4 metres (13 feet) to the north-east of pit 2. Pit 2 was elbow shaped and 3.7 metres long, 1.2 metres wide (12 feet by 4 feet) and 1.2 metres deep (4 feet). Pit 3 was similar to pit 1: roughly circular with a diameter of 1.2 metres and 1 metre deep (4 feet by 3 feet 6 inches). The infill of these pits was similar to those for the first pit and included coarse pottery, animal bones, a rubbing stone with pebble rubber (*ibid.*: 115). McMurtrie concluded that the remains belonged to the Iron Age and were probably contemporary with Glastonbury Lake Village (McMurtrie 1907: 237). Although the quarry has now been filled in, some of the finds from the site are held in Taunton Museum, including a quern and spindle whorl (Avon County Council number A844 A2651).

Kilmersdon Road Iron Age pits (SMR 1178) [*Map A: 6, 7, 8*]

A second series of pits was found in 1899 when a new quarry was opened up on Kilmersdon Road, south of Radstock. They included a pit considerably larger than those found in the Tyning quarry, measuring roughly 1.8 metres in diameter at the top and 1.5 metres at the bottom, and 1.8 metres deep (6 feet, 5 feet and 6 feet respectively; McMurtrie 1899: 119). The ditch fill was similar to that found at Tyning Quarry, consisting of a large quantity of pottery fragments (McMurtrie 1907: 237). It also contained bronze tweezers and a pin, 60 fragments of Samian pottery and 650 fragments of other Romano-British pottery (McMurtrie 1899: 120).

In addition to the pit, a series of ditch features, described by McMurtrie as ‘trenches’, were found extending right across the quarry and apparently into the adjoining land. These trenches appear to have been about 1.5 metres to 3 metres wide at the surface (5 feet to 10 feet), narrowing downwards towards the bottom, which was about 1.5 metres deep (5 feet). McMurtrie compared these features with the ditches excavated by Pitt Rivers at Rushmore Park, as set out in his book on Cranbourne Chase (McMurtrie 1901: 47). A skeleton was found in the trench closest to Kilmersdon Road (*ibid.*). McMurtrie did not give a specific date for the skeleton, simply stating that ‘its probable Roman origin [is] quite in accordance with the surroundings amongst which the remains were found’ (McMurtrie 1907: 243). The relationship between the late Iron Age material and the Romano-British material is of great interest and the site should be reappraised as part of an area wide study of this period.

Miscellaneous finds (SMR 1188)

An important Iron Age find was discovered in Radstock in 1864: a gold Dunbunnic gold stater inscribed with the word 'Corio' (Evans 1864). Unfortunately, the grid reference for the find is imprecise (ST6854) and therefore it has not been mapped on *Map A*. According to Bath and North East Somerset Sites and Monuments Record the coin is held in Evans collection; further research is required to track down this collection (Dobson 1931; Mack 1953).

3.0 ROMANO-BRITISH ARCHAEOLOGY (AD 47-c.450)

3.1 Sources of evidence

- **Below ground intervention:** section of the Fosse Way excavated (McMurtrie 1881; McMurtrie 1903); archaeological excavation at Kilmersdon Quarry (McMurtrie 1907)
- **Field survey work:** survey work undertaken by the Ordnance Survey Archaeology Division between 1949 and 1966 (record cards held in SMR)
- **Archaeological/historical research:** study of the civil parish of Norton-Radstock (Anon c.1981); Foster 1947?

3.2 Local settlement pattern [Map B]

3.2.1 The Fosse Way (SMR 1153 = SMR 5977) [Map B]

One of the best known Roman roads in Britain passed between Radstock and Midsomer-Norton: The Fosse Way. It extended from Seaton in Devon, through Ilchester, Bath, Cirencester and Lincoln to the Humber. It ran in a straight line from the north-east to the south-west and originally formed the parish boundary between the two settlements. The road can be traced for most of its length, either as surviving earthworks, or as a very straight road, though the river crossings in Clandown and Welton Hollow are less easily discerned. The stretch in Radstock parish survives because in places it was very steep and later roads wound round the hill to find an easier gradient, so leaving part of the road undisturbed. Between Clandown (ST68265559) and the top of the ridge overlooking Welton Hollow (ST68015502) the road has been long disused, except as a footpath and is in a good state of preservation. The road was originally built for military purposes in the early years of the conquest (AD 47), though little is known of the circumstances of its construction. (McMurtrie 1903: 326-38; Anon c.1981)

Archaeological research on this stretch of the Fosse Way is limited to a section excavated by McMurtrie in 1881: he identified it as part of the road that lay between Smallcombe and Midsomer Norton brooks (McMurtrie 1881). This confirmed the construction of the road as characteristic of other Roman roads. The whole of the zone alongside this road has good archaeological potential, mainly because of the possibility of Romano-British roadside structures or buildings, but also because features connected to the road itself or its use may survive. The depiction of the road on *Map B* is based on the fence lines, roads and other landline features that appear on the digital Ordnance Survey map of 1995.

Romano-British crossing point over Wellow Brook (SMR 5359) [Map B: 1]

Although the exact route of the Wellow Brook in the Romano-British period is not known, it is certain that a river passed along the valley floor. Its depiction on the Tithe map of 1840 is similar to recent maps, and this, along with the topography of the area, suggests that its route has probably remained stable. The depiction of the crossing point on *Map B* is therefore based on a circular area with a radius of 10 metres centred on the point where the Fosse Way crosses the modern river; it is possible that evidence for a ford or bridge may survive.

The location of the crossing point here is of particular interest because it lies along a 100 metre stretch of the river which appears to have been roughly straightened on the Tithe map of 1840. The river was naturally sinuous and the straight courses of the river generally indicate deliberate human alteration. The river may have been straightened as early as the Romano-British period. Until 1986 a stone-arched bridge survived at this point over the river: it was destroyed when an access road was constructed to a works depot and a nuclear bunker (Evening Post November 18, 1986). Iles visited the site shortly after its demolition and noted the survival of stone abutments and traces of an agger on the north side of the river.

3.2.2 Romano-British finds in the Radstock area

Kilmersdon Quarry (SMR 1176; SMR 10536) [*Map B: 2, 3*]

The most significant Romano-British features in Radstock may be earthworks found in Jubilee Field on the south side of the town (SMR 1176); they were discovered during quarrying work on Kilmersdon Road at the turn of the century (McMurtrie 1907: 238A). The earthworks extended along a fence on the south side of Snail's Brook for about 180 metres (almost 200 yards); they were flanked by a deep ditch and turned off southwards at right angles down the east side of the field (*ibid.*). McMurtrie alleges that it was a 'Romano-British Camp' but further research is urgently required to corroborate this interpretation. The depiction of the earthworks on *Map B* is based on the plan drawn up by McMurtrie (1907: 238A).

The Iron Age ditches to the south of these earthworks and described above also contained Romano-British finds, including 60 sherds of Samian ware, bronze implements (tweezers and an armet), a bar of lead, a bone pin, a coin of Constantine I and a human skeleton (SMR 1178; McMurtrie 1907: 237). The relationship between the Iron Age features and Romano-British material is important and needs to be explored in greater depth.

Romano-British finds in the vicinity (SMR 1173; SMR 1161; SMR 1187)[*Map B: 4-6*]

Just over 100 metres to the north of the earthworks in Jubilee Field lay a tombstone in the churchyard of St. Nicholas Church in Radstock; it is allegedly Romano-British in date but the basis for this assertion is unclear and needs to be confirmed. It stood in the churchyard near to the south porch but has now been moved into the church (Foster 1947; site visit 1966 and 1981). The original position of the tombstone is not known, though its location in the medieval churchyard raises interesting questions about the survival of a Romano-British burial ground in the vicinity. The depiction of the tombstone on *Map B* is based on a 10-metre radius centred on the south porch of the church.

A fourth century Roman brass coin was found in allotment gardens on Woodborough Road in the first half of this century (Crispus c.324 AD). It was deposited in Taunton Museum, although in 1965 it could not be located. The depiction of the find-spot on *Map B* is based on the grid square identified the Bath and North East Somerset Sites and Monuments Record (SMR 1161; ST691553).

On the east side of the town in the same area as the possible Bronze Age cemetery, Southfield, a significant amount of Romano-British pottery was located (SMR 1187). Numerous sherds of red pottery (no Samian) and a large stag antler were found (McMurtrie 1907): some doubt must be cast on the Bronze Age date for the cemetery in the light of this material. The finds were given to Taunton Museum and are recorded in the museum index for 1966 (accession number 540-1); they need to be re-examined to check for finds associated with burials. The depiction of the find-spot on *Map B* is based on field 265 shown on the Ordnance Survey map of 1884; this plot coincides with the grid reference given by Grinsell in his description of the site (ST 69545447; Grinsell 1971: 110). This plot of land has been subsequently redeveloped.

3.2.3 Romano-British finds in the Midsomer Norton area (SMR 1167)[*Map B: 7*]

A Roman coin was found in the garden of Island House, Midsomer-Norton, in 1913; it was a third brass of Constantine II of the "Gloria Exercitus" type (Anon 1923: lxx). The coin was allegedly deposited at Taunton Museum but there is no record in the museum. The depiction of the find-spot on *Map B* is based on The Island property, as shown on the digital Ordnance Survey map of 1995.

4.0 POST ROMAN AND EARLY MEDIEVAL ARCHAEOLOGY (c.450-1066)

4.1 Sources of evidence

- **Archaeological/historical research:** study of early charters (Ekwall 1936; Finberg 1964); study of the civil parish of Norton-Radstock (Anon c.1981); study of the archaeology of Avon (Aston & Iles 1988)

4.2 Local context

No archaeological evidence has been found in the Norton-Radstock area which sheds light on the period between the 5th century and Domesday in 1086. Evidence is limited to charters and place-name evidence. In the 1930s Ekwall identified two charters that he believed referred to this area; however Finberg has shed doubt on this assertion. They appear in Finberg's book on the early charters of Wessex:

[number 394] *CYNEWULF, king of the West Saxons, in expiation of his sins of his regrettable harassing of the Cornish enemy, to St. Andrew the apostle, for augmentation of the Minster at *Wielea* (Wells). 11 'manentes' by the River Weluue (Wellow). 774 AD' (Finberg 1964: 117-118).

[number 525] *ETHELRED, king of the English, to the church of Bath. 3½ 'mansae' at *Welewe stoce* (Wellow Stock), free of all but the three common dues.' (Finberg 1964: 148-9).

Ekwall identified the *Welewe stoce* in charter 525 as Radstock (Ekwall 1936: 19) and the River Wellow in charter 394 as the *Welewe stoce* of charter 525 (ibid.: 24); however Finberg has stated that neither the assessment nor the bounds agree. The Woodborough Estate, bordering the north-east side of Radstock is allegedly also mentioned in Ethelred's Charter: one of the boundaries of the land granted is said to run from the Fosse Way to the Wellow Brook, and its line is followed by the present parish boundary (Anon c.1981).

More recently, Aston and Iles examined two charters in the Wellow and Radstock area (BCS200 and CCC111) and concluded that extensive woodland was cleared here in the 7th and 8th centuries (Aston & Iles 1988: 92). Further research is urgently required to re-assess the charter evidence and examine place-name evidence in more detail, since many of the local names are of Old English origin.

5.0 MEDIEVAL ARCHAEOLOGY (1066-1540)

5.1 Sources of evidence

- **Standing buildings:** study of St. John the Baptist Church (Robinson 1915); study of church and principal buildings (Pevsner 1958); Department of the Environment list of buildings of special architectural or historic interest (1979); study of tithe barn (Hudleston 1913; Anon c.1971)
- **Maps:** plan analysis of 1840 Tithe map and Ordnance Survey map of 1884
- **Documentary evidence:** Domesday Book 1086 (Thorn & Thorn 1980)
- **Archaeological/historical research:** antiquarian account of Midsomer Norton, Welton and Radstock (Collinson 1791); account of the antiquarian John Skinner (Coombs & Coombs 1987); study of old crosses (Pooley 1877; Horne 1927); Midsomer Norton and Merton Priory (Alston 1905); survey of Somerset fairs (Hulbert 1936); study of old photographs (Howell 1980); study of the civil parish of Norton-Radstock (Anon c.1981); study of the archaeology of Avon (Aston & Iles 1988); study of Somerset Coal Canal (Chapman & Macmillen 1987; Chapman 1988)

5.2 Watercourses, roads and routeways

5.2.1 Watercourses [*Map C*]

In the absence of more detailed information the River Somer and Wellow Brook have been depicted on *Map C* based on the Tithe map of 1840. The route of the Wellow Brook through Welton Hollow and Radstock is likely to have been the most stable stretch of the river because the steep contours of the land preclude any major deviation. The natural course of both rivers in the less steep sided valleys is sinuous and straightened sections indicate its active management. Further work is urgently required to assess the extent to which the course of these rivers has changed since the medieval period.

The most notable straightened stretch is the River Somer, which passes alongside the High Street in Midsomer Norton. It is not known when this part of the river was canalised, although it is likely to have accompanied settlement nucleation, whenever that occurred. Virtually the whole length of the river was originally open, as indicated on the Tithe map of 1840. Today longer sections of the river have been covered up. The archaeological potential is greatest on the banks of the river, where evidence of its early management may survive. A detailed survey is required to assess the survival of both wood and stone revetments.

5.2.2 Roads [*Map C*]

The medieval road pattern that connected the three settlements to each other and the region is of great importance. Although the town has not been the subject of a detailed place-name study of road names, most of the changes to the road network followed the introduction of the railways in the second half of the 19th century. As a result, the Tithe map of 1840 probably represents a good record of the pre-19th century road network; the depiction of the medieval road network is based on this map.

The Fosse Way was reputedly the main route into and out of Radstock until two new roads were constructed using easier gradients between Peasedown and Westfield in the 18th century (Anon c.1981). There is no evidence to back up this claim, and it is more likely that the post-Roman road network developed at the same time as the two villages, that is, in the late Saxon or medieval period. Collinson's account of the town in the late 18th century implies that the Fosse Way had fallen out of use for some time:

‘the old Roman Fosse Road ... is not at present a public road, it may possibly remain a monument of antiquity for many ages to come...’ (Collinson 1791: 457-458).

Radstock was a focal point for several roads in the district. The main road into the village from the south-west was the Wells Road, on a similar alignment to today. The main road from Bath and Bristol into the town is less easy to trace; four roads are marked on the Tithe map of 1840. Two of these can be ruled out as medieval in date:

New Bath Road, as its name suggests, was cut in the early 19th century and Coomb End led to the 18th century colliery in Clandown. Of the remaining two, Bristol Road and Old Bath Road, the latter is the most likely to have formed the route into the town. The probable course of the road can be traced along part of the existing road and a surviving footpath, as depicted on *Map C*. Although this road would have been very steep in places, it made straight for the main crossing point over the Wellow Brook. Further research and field reconnaissance work is required to check for the trace in detail the development of the road network.

The roads out of the village on its south and east side are less complicated: on the south side of the village, Kilmersdon Road led out of the town to Kilmersdon. It passed through the town along The Street, past St. Nicholas Church and over the Waterside stream, following the same route as the modern road. Frome Road, as its name suggests, led out of the village to Frome, but its course was radically altered following the construction of the railways. The new road crossed the Waterside stream at the same point as the old road, and east of this point the road follows a similar path to that shown on the Tithe map of 1840. Its depiction on *Map C* is based on the Tithe map of 1840.

The main road from Radstock to Midsomer Norton and Welton followed a different route out of the town from the modern road. It branched off from the Wells Road on the south side of the town along Welton Road and Radstock Road, crossing the River Somer a kilometre to the east of Stone Cross junction. The High Street branched off to the south, running parallel to the River Somer for over 200 metres. The road to the north of the High Street, now called North Street, was previously called Back Lane, indicating its original use as a minor road to the back of the village plots. The road from Stratton-on-the-Fosse, Silver Street, followed a similar route to today and Church Lane was may have originally been a minor road connecting the High Street to Back Lane.

5.2.3 Bridges and fords

Wells Road crossing point, Radstock [*Map C: 1*]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that the point at which Wells Road crossed the Wellow Brook has remained stable. A 19th century photograph of the bridge shows two arches under the road bridge: one for the Wellow Brook and the other at first for the coal canal and later the tramroad (Howell 1980: 157R). It is not known if the original bridge over Wellow Brook was rebuilt in the late 18th century, when the coal canal was built or if it was incorporated into the later structure.

In the 19th century the railway was aligned parallel to this stretch of the river on the north side of Wellow Brook. A site visit in October 1997 revealed the destruction of all visible traces of the two-arch bridge and its replacement with a concrete structure, however, the survival of the 19th century building (2 Wells Road) over the bridge suggests that traces of the original bridge may survive. It is not known if the two-arch bridge is still buried under the site of the level crossing (Chapman 1988: 17). Field survey work is urgently required to check for features associated with an earlier bridge. In the absence of more detailed information the crossing point marked on *Map C* is based on the crossing point shown on the digital Ordnance Survey map of 1995

Crossing point at Riverside, Radstock [*Map C: 2*]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that the point at which Waterloo Road crossed the Wellow Brook has probably changed in the last 150 years (assuming the depiction on the Tithe map is accurate). The road originally crossed the river about 10 metres to the east of the modern road, where the river has been straightened and narrowed. It is wider on the Tithe map of 1840 and may have been crossed by a ford rather than a bridge. Further survey work is required to assess the survival of features associated with the crossing point. In the absence of more detailed information a rough indication of the crossing point has been shown on *Map C*, based on a circular area with a radius of 10 metres centred on the point where the road and watercourse cross.

Frome Road crossing point, Radstock [Map C: 3]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that the point at which Frome Road crossed the Wellow Brook has remained relatively stable, despite other changes to the alignment of Frome Road. It is not known if the medieval road crossed the river via a ford or bridge and the modern structure has not been surveyed to check for the survival of earlier features. In the absence of more detailed information a rough indication of the crossing point has been shown on *Map C*, based on a circular area with a radius of 10 metres centred on the point where the road and watercourse cross.

Waterside crossing point, Radstock [Map C: 4]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that the point at which Kilmersdon Road crossed Waterside stream has remained relatively stable. However, the early 19th century (and therefore very probably the medieval) river had not been straightened at this point and the road appears to branch in two as it crossed the river. The breadth of the river at this point on the Tithe map of 1840 and similarities between it and the Ordnance Survey map of 1884 suggests that there was a weir on the west side of the road; it may have been crossed by a ford and a bridge.

Further survey work is required to assess the survival of features associated with the crossing point. In the absence of more detailed information a rough indication of the crossing point has been shown on *Map C*, based on a circular area with a radius of 20 metres centred on the point where the road and watercourse cross.

River Somer crossing point, between Radstock and Midsomer Norton [Map C: 5]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that the point at which Radstock Road crossed the River Somer has remained stable, although the modern river has been substantially straightened. Further survey work is required to assess the survival of features associated with the crossing point. In the absence of more detailed information a rough indication of the crossing point has been shown on *Map C*, based on a circular area with a radius of 10 metres centred on the point where the road and watercourse cross.

Crossing point, Welton [Map C: 6]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that the point at which Station Road crossed the Wellow Brook has remained stable, although the leat system associated with the mill no longer survives. The possibility that the post-medieval mill site was preceded by a medieval water mill also increases the likelihood that the road crossed the river via a bridge. The existing bridge over the river has not been surveyed and further work is required to assess the survival of medieval features associated with the crossing point. In the absence of more detailed information a rough indication of the crossing point has been shown on *Map C*, based on a circular area with a radius of 15 metres centred on the point where the road and watercourse cross. 'Welton Bridge' is marked on a colliery map of 1846.

Crossing points in the High Street, Midsomer Norton [Map C: 7-9]

Comparison between the Tithe map of 1840 and the modern digital Ordnance Survey map of 1995 shows that longer stretches of the River Somer were open than today. Along the High Street, the river was crossed at three points: where Excelsior Road and Silver Street crossed the river and a pedestrian bridge half way between the two. It is not known when parts of the river were covered up or if it involved destructive engineering works. Field survey work is required to assess the survival of earlier river management features.

The point where Excelsior Terrace crosses the river is difficult to discern today since a substantial stretch of the River Somer is culverted beneath the road. The original crossing point has been depicted on *Map C* on the basis of modern road area, as shown on the digital Ordnance Survey map of 1995; it is not known if any early features survive beneath the road. The original crossing point at the southern end of the High Street is also difficult to discern, since the river has been completely covered up in this

area. A rough indication of the crossing point has been shown on *Map C*, based on a circular area with a radius of five metres centred on the point where the road and watercourse cross.

The third crossing point shown on the Tithe map of 1840, is a pedestrian crossing point in the middle of the High Street. It is wider on the Tithe map than the digital Ordnance Survey map of 1995, and this earlier depiction forms the basis for the area shown on *Map C*. It is not known if this crossing point originated in the medieval period or if the existing structure incorporates earlier features.

Crossing points around The Island, Midsomer Norton [*Map C: 10-13*]

The Island was so-called because of its position surrounded on all sides by the River Somer. The river was deliberately culverted to create The Island, but the date of its diversion is not known. This is one of the most interesting plan form elements in the town and the four crossing points shown on the Tithe map of 1840 offer a valuable opportunity for field survey work to determine the survival of earlier features.

The most extensive area which crossed the stream was at the eastern corner of the Island. The digital Ordnance Survey map of 1995 indicates that the river has been substantially covered up in this area but it was largely exposed along this stretch in the early 19th century, and by implication the medieval period. The crossing point has been roughly depicted on *Map C* based on the Tithe map of 1840.

The three other crossing points on the north, west and south sides of The Island are represented on *Map C* by a circular area with a radius of 5 metres centred on the point where the river and road cross. Two of these points are today crossed by bridges (on the south and west sides), and field survey work is required to check for the survival of earlier features. No bridge on the northern side of The Island appears on the digital Ordnance Survey map of 1995 but evidence for an earlier structure may survive below ground.

5.3 Settlement pattern

5.3.1 Medieval settlement of Radstock

Village settlement [*Map C*]

Although Radstock is mentioned at Domesday, no archaeological evidence for the medieval settlement has been recorded. In the absence of more detailed information a conjectural settlement area is shown on *Map C*, based on the plot areas associated with dwellings on the Tithe map of 1840. The topography and landscape features of the surrounding area add weight to this settlement focus. The survival of 'fossilised' fields on the steep sided valleys around Radstock indicates their enclosure in the late medieval period (Chapman unpublished). Evidence for open field enclosure already under way in the 15th century survives on the hill top plateaus around the village.

Market places [*Map C: 14-16*]

No evidence for a market charter has been found, although it seems probable that a village market was held here in the medieval period. Three open spaces in the village can be identified on the Tithe map of 1840 as possible candidates. The first is an open space adjacent to the parish church; the second is a triangular space at the junction of Church Street and the original route of Frome Road; the third lies at the junction of Wells Road and The Street. The latter space is the only one to survive unaltered today and is strongest candidate since a village cross was clearly marked here on the Waldegrave estate map of 1759; it was almost certainly the village cross referred to by Pooley (1877: 133). In the absence of more detailed information, all three areas have been shown on *Map C* on the basis of the Tithe map of 1840.

5.3.2 Medieval settlement of Midsomer Norton

Village settlement (SMR 10390) [*Map C: 17-19*]

Midsomer Norton is not mentioned at Domesday but the survival of Norman features in the church and the granting of an annual fair in the 13th century suggests that there was a village centred on the church from at least the 11th century. No additional archaeological evidence has been found which sheds light on the settlement pattern. In the absence of more detailed information a conjectural settlement area is shown on *Map C*, based on the plot areas associated with dwellings on the Tithe map of 1840.

Three plan form elements of the early 19th century town deserve particular attention: the area of plots to the south of The High Street, The Island and the area of the town enclosed by the River Somer to the south and The High Street to the north. The survival of archaeological material dating to the medieval period in these areas would help to establish a more detailed sequence for the management of the River Somer and its relationship to the village plan. None of the buildings to the south of the High Street are listed. However, several of the buildings marked on the Tithe map of 1840 may survive; these buildings are the most likely to preserve earlier medieval features and undisturbed below ground deposits.

The second plan element is of particular interest because it is not known when the river was diverted to create The Island: the earliest map where this plan form can be discerned is the Duchy estate map of 1789. Three buildings in this area are listed, dating to the 18th and 19th centuries (DoE 1979: 4/18, 4/20, 4/70); medieval features are most likely to survive in the ground beneath them. The same is true of the area on the northern side of The Island, where the best preservation conditions are likely to exist below surviving 19th century buildings. The northern most leat which runs parallel to the High Street does not appear on the digital Ordnance Survey map of 1995 and has presumably been cut off or culverted below ground; however, the shape of the buildings and boundary walls bordering the leat clearly indicate its course. These include the vicarage (DoE 1979: 4/69) and adjacent stable block buildings which also date to the early 19th century (126 and 128 High Street). Although parts of this area have been redeveloped during the 20th century the archaeological importance of the area is still high, particularly since there is good potential for waterlogged preservation.

The pattern of field boundaries in the agricultural land around the village suggests that the medieval open fields were enclosed in the late medieval period and that marginal land on the steeper slopes of the valley was also enclosed and brought into more intensive cultivation (Chapman unpublished). Although most evidence of ridge-and-furrow have been ploughed out, a series of linear earthworks on the slopes of Wheelers Hill were recognised on aerial photographs taken in 1971 (SMR 7679). Unfortunately, the post-medieval industrial development and growth of the town has obliterated traces of late medieval cultivation and with them the opportunity to trace the settlement area more accurately.

Market places [*Map C: 20, 21*]

No evidence for a market charter has been found, although it is likely that a market was held here in the medieval period. Two open spaces in the centre of the village can be identified on the Tithe map of 1840 as possible candidates: a triangular space adjacent to the parish church and an open space at the west end of the High Street.

Documentary evidence for an annual fair in the village does, however, exist. The original charter conferring the right of holding a fair at Norton was given by Henry III to Hugh de Viconia in 1248 (Hulbert 1936: 98). It was granted on 23 June, the vigil of St. John the Baptist (*ibid.*). Further research is required to locate the probable site of the fair.

5.3.3 Medieval settlement of Welton (SMR 9454) [Map C]

Although Welton is not mentioned at Domesday there is evidence for medieval settlement in Welton from at least the 12th century; it is mentioned in an agreement of 1180 made between Chewton church and Norton church regarding their respective tithes (Alston 1905: 44). The lands which had been endowed to the churches originally formed part of the royal estate of Chewton; conflict and confusion had arisen as a result of subsequent letting and sub-letting of these lands (*ibid.*). Welton is mentioned in some detail in the agreement:

‘it was agreed that those freemen of the aforesaid vill of Welton who are called Franklins, when they should have ended their days, both they and their wives were to be given sepulture in the Church of Chewton. Likewise those rustics of the same Welton called *nief*, together with their wives, should also be buried at Chewton.’ (Alston 1905: 46).

No archaeological material dating to the medieval period has been found in Welton and therefore the extent of settlement nucleation is impossible to gauge. It is likely that medieval crofts were dispersed along the main road from Midsomer Norton to Welton and did not include the areas which developed around the post-medieval collieries. In the absence of more detailed information the approximate bounds of settlement at Welton are shown on *Map C* on the basis of dwellings and their plot boundaries depicted on the Tithe map of 1840.

5.4 Religious sites and cemeteries

St. Nicholas Church, Radstock (SMR 1174) [Map C: 22]

The parish church of St. Nicholas in Radstock was largely rebuilt in the 19th century. The only medieval structures to survive are the west tower, which dates to the 15th century and the late medieval south wall and porch. The rest was rebuilt in 1879 in Geometric style by the architect William Willcox of Bath. Medieval features do survive in the church interior; they include rood loft stair and cusped piscina on the south wall, a lop-sided Norman font and a churchyard cross. (DoE 1979: 5/29)

The churchyard cross is now preserved in the nave of the church (SMR 3295). In the 19th century Pooley noted it as an octagonal stump and socket ‘in the churchyard, east of the church’ (Pooley 1877: 133). In 1924 the socket and shaft of a cross were moved together with the head, which was in the east wall of the porch, and reassembled inside the church (Horne 1927: 25). Estimates of its age vary; Horne states that it is of ‘somewhat rough and primitive workmanship, and is probably late 13th century’ (*ibid.*). The cross is virtually identical to the cross from East Harptree, which Pooley dated to the 13th century (Russett personal communication; Pooley 1877).

The church is a grade II listed building (DoE 1979: 5/29). In the absence of more detailed information the depiction of the graveyard on *Map C* is based on the area shown on the Tithe map of 1840. The churchyard rises well above street level, the result of probably one thousand years of burial, and is likely to contain several metres of stratified burials. During 1996 the wooden floorboards were taken up in the church, revealing stone lined vaults and the foundations of an earlier building, the same length as the nave but half its width (Russett 1996).

St. John the Baptist Church, Midsomer Norton (SMR 1166) [Map C: 23]

The present parish church of St. John the Baptist was largely rebuilt in 1830 and 1936, retaining only the 15th century west tower from the earlier church (DoE 1979: 4/21). Collinson’s account of the church in 1791 indicate that it incorporated Norman features and the Norman font still survives today (Collinson 1791). In addition, a 13th century wooden effigy of a knight survives in the tower (DoE 1979: 4/21).

Robinson states that the parish church occupies the site of a building probably erected in about 1150. He dates the two Norman archways in the vicarage gardens and the Norman font to the early 12th century (Robinson 1915: 49). He suggests that the old Norman church was repaired in the late 15th century; fragments of the medieval parapet are preserved in the vicarage garden, a portion of which contains the arms of

Sir John Cheddar. Robinson concludes that this man probably gave a large amount of the money for the repairs carried out in about 1483 (Robinson 1915: 51).

Fragments from the early Norman church have been incorporated into domestic architecture in the town after their removal from the church during its restoration in 1830. An archway from the Norman church was pieced together in the garden wall to the rear of 83 North Road (The Vicarage); this feature is grade II* listed (DoE 1979: 4/79). A modern yellow bungalow is also grade II* listed because it includes a Norman tympanum set in the south-west end wall (DoE 1979: 4/81).

The church is a grade II* listed building (DoE 1979: 4/21). The churchyard rises well above street level, the result of probably one thousand years of burial, and is likely to contain at least one metre of stratified burials. In the absence of more detailed information the depiction of the graveyard on *Map C* is based on the area shown on the Tithe map of 1840.

5.5 Industrial areas and sites

Water mill, south of St. Nicholas Church, Radstock (SMR 1175) [Map C: 24, 25]

The site of a post-medieval water mill was identified to the south of St. Nicholas Church in the 1970s (Anon c.1971). The overgrown foundations of a mill were located on the banks of the river about 90 metres to the south-west of the church, and the mill weir still survived. The site was surveyed again in 1987 but no remains of the mill were identified; they may have been cleared during subsequent concrete reinforcement of the weir (Chapman & Macmillan 1987).

It is possible that this advantageous position on the Waterside stream was originally the site of the medieval water mill mentioned at Domesday. Alternatively, it may have been in a slightly different position on the river. Although the weir is clearly marked on the Ordnance Survey map of 1884, no sign of it appears on the Tithe map of 1840. However, what looks like a small leat does appear slightly downstream on the earlier map (plot 276). Further survey work is required to check for the survival of building foundations along the river. The two possible locations for the mill are shown on *Map C*: the area around the weir is based on the Ordnance Survey map of 1884 and the small leat system is based on the Tithe map of 1840.

Water mill, north of Radstock (SMR 3465 = SMR 5976) [Map C: 26]

The post-medieval water mill on the north side of Radstock, known as Radstock Mill, was probably preceded by a medieval mill - possibly that mentioned at Domesday. The earliest mapped evidence for its existence is the estate map of 1759; it is marked on a map of 1793 as Radstock Mill. A large mill building and what appear to be two ancillary long buildings are shown on the Tithe map of 1840; the plot area associated with the mill forms the basis for its depiction on *Map C*.

The main three-storey stone-built mill still survives today and was renovated in 1984 for commercial purposes (site visit by Pollard 1984). The building is not listed and is thought to date to the 19th century, though it may well incorporate earlier features. The mill leat around the mill has been stopped up, though part of the original route is preserved in the modern river alignment. The river has been largely straightened with the exception of a short stretch that curves around the surviving mill building. Field survey work is urgently required to check for the survival of medieval deposits.

Water mills in Midsomer Norton [Map C: 27, 28]

Two post-medieval water mills appear on the Tithe map of 1840 in Midsomer Norton: one on The Island and the other on the south side of the High Street. Although no archaeological material dating to the medieval period has been found at these sites, it is likely that they were preceded by medieval water mills.

The Island water mill has been depicted on *Map C* on the basis of the area on the north side of The Island road, as shown on the Tithe map of 1840. This plan element includes a listed building called The Mill (DoE 1979: 4/19) which pre-dates the 19th

century and adjacent to it, a large industrial building. A site visit during October 1997 confirmed that this building retained features which suggested its earlier use as a mill. Further survey work is required to date this building and determine the earliest surviving features, but this seems the strongest candidate for the site of a medieval mill.

The second site on the south side of the High Street is depicted on *Map C* on the basis of the plot area shown on the Tithe map of 1840. The early 19th century building which appears on the Tithe map appears to survive on the digital Ordnance Survey map of 1995. The building is not listed and no field survey work has been carried out. It is likely that the mill was built on an earlier site, possibly medieval in date. Further survey work is required to check for the survival of medieval deposits.

Possible water mill, Welton [Map C: 29]

The post-medieval mill site adjacent to the Wellow Brook in Welton may have originally been used in the medieval period, although no archaeological material dating to the medieval period has yet been found. Further survey work is required to check for the survival of medieval deposits. In the absence of further information, the depiction of the mill on *Map C* is based on the Tithe map of 1840.

5.6 Private estates

Radstock Manor [Map C: 30]

The medieval manor in Radstock probably preceded the post-medieval site adjacent to the parish church: plot 236 is marked on the Tithe map of 1840 as 'Manor Farm' and this forms the basis for its depiction on *Map C*. The main farmhouse is a grade II listed building and dates to the early 18th century, though it was altered in the mid to late 19th century and 20th century (DoE 1979: 5/90). A detailed survey is urgently required to check for the survival of earlier features.

Midsomer Norton Manor (SMR 1183) [Map C: 31-34]

Collinson and subsequent authors mistakenly identified *Nortone* in the Domesday Book as Midsomer Norton, and as a result the information supplied by Collinson on the manor and reproduced in later work is suspect. The site of the manor is imprecisely located in the Sites and Monuments Record (ST66415422) having been based on the analysis of the Tithe award. It was reputedly used as an inn for some years before it was demolished (Anon c.1971). There are four possible plots in the vicinity which may have been the location for the manor house; they are depicted on *Map C* on the basis of the Tithe map of 1840. The Tithe award needs to be re-examined and field survey work is urgently required to clarify the survival of features which may have been associated with the manor. Unfortunately, this part of the town is not shown in any detail on the Duchy estate map of 1789, although the area to the north of the High Street was labelled as 'College Manor House'.

The first candidate is plot 404 - the site of the Council Offices. This mid to late-18th century building is grade II* listed and may have been the seat of the post-medieval manor (DoE 1979: 4/14). However, its survival contradicts claims that the original manor house no longer stands (Anon c.1971). An 18th century dry-stone wall survives in the garden (DoE 1979: 4/63) along with the remains of pleasure gardens attached to the house. No evidence for a medieval predecessor was recorded in the listing description despite a brief summary of interior features. A modern extension to the Council Offices covers the north-eastern part of the plot.

The second candidate lies adjacent to the High Street and is not marked with a plot number on the Tithe map of 1840. The quality of the mapping in this area is poor: a large and indistinguishable range of buildings is shown facing the street with two large extensions running back from the road at the north end of the plot. Comparison between the Tithe map of 1840 and the digital Ordnance Survey map of 1995, shows that the buildings to the north of the plot may have been slightly set back from the road. Two listed buildings on the corner of the street pre-date the 19th century (DoE 1979: 4/17, 4/62) and an extensive stone wall on the north-west plot boundary was observed

during a site visit in October 1997. A detailed building survey is required to assess the survival of the buildings and walls shown on the Tithe map of 1840.

There is said to have been a manor gate-house on the site of Gray's Ironmongers shop in the High Street (ST66395419; Anon c.1971); this site coincides with the grade II listed building at 10 and 11 High Street (DoE 1979: 4/17). A detailed building survey is required to assess the survival of earlier features, focusing particularly on the interior which does not appear to have been examined. However, the survival of a long thin plot area on the Tithe map to the south of this building, suggests that this may have been a lane leading to the manor house. The building that coincides with this plot is 14 High Street; it is not known if any pre-20th century features survive. The lane led to a plot at the rear of the High Street, the third candidate for the manor house (plot 409).

The fourth candidate for the manor house is plot 405 on the Tithe map; it lies at the end of a clearly marked lane. The building is not very large and no longer survives though the ground is still open today. Field survey work is required to check for the survival of foundation stones.

Norton Friars Manor, Midsomer Norton

The second manor is referred to by Collinson as 'Norton Canonicorum' or 'Norton Friars' (Collinson 1791: 149). It belonged originally to the Canons of Merton in the County of Surrey and, after the dissolution of the monasteries, was granted to Christ Church College, Oxford, who still owned it at the time of the Tithe Award (Alston 1905: 40). Documentary evidence for the Augustinian Priory which owned the manor has been summarised in a volume written by Alfred Heales in 1898. This work consists of a chronological narrative of the history of the priory and a full text of some 150 charters and other documents, upon which that history is based (Alston 1905: 41). Amongst these records, however, there is no mention of when or how Midsomer Norton first became dependent on the canons of Merton (*ibid.*). The first mention of a connection between Midsomer Norton and Merton Priory is in an agreement of 1150-1167. If Midsomer Norton was a royal estate before the 12th century, then presumably the manor was given by royal grant to the Priory (Russett personal communication). Examination of the priory papers may show that the crown also gave it other manors.

According to the Tithe Award the land belonging to the manor was scattered in various parts of the old parish of Midsomer Norton. There are also some fairly substantial blocks on the south-east side of the Fosse Way, including Waterside Farm, and in the area round Comber's Grave (ST65805435), now the junction of North Road and Chilcompton Road (Anon c.1981). Further research is required to assess the nature and extent of the medieval manor. The medieval valuation of properties belonging to the Friars quoted by Collinson should be chased up:

'... the rectory of Norton-Friars was valued in 1292 at 25 marks and the vicarage at 8 marks' (Collinson 1791: 148-152).

Two properties that belonged to the Friars in the medieval period are still standing: The Priory and the Tithe barn, both listed buildings. At the dissolution the Augustinian Priory and all its properties, including those in Midsomer Norton, were handed over to the King and subsequently became part of the patrimony of King Henry's foundation of Christchurch, Oxford.

The Priory, Midsomer Norton (SMR 1164) [*Map C: 35*]

The Priory dates to the early to mid-17th century and, as its name suggests, was probably built on the site of the medieval manor house. The description for this grade II* listed building notes the incorporation of timber-framed features from 'an older dwelling' (DoE 1979: 4/1). A brief interior survey of the property in October 1997 indicated that these features included a large oak beam above the fireplace on the ground floor. Although this was probably salvaged from an earlier building the survey suggested a complete rebuilt in the early 17th century. Further survey work is required to record these features in more detail and examination of the documentary evidence for the Augustinian Priory may shed light on the use of the building. The depiction of

this medieval property on *Map C* is based on the plot area associated with 'The Priory' building shown on the Tithe map of 1840.

Tithe barn, Midsomer Norton (SMR 1165) [*Map C: 36*]

The second surviving building associated with the Norton Friars Manor was a Tithe barn, now converted into a Roman Catholic Church. It probably dates to the mid-15th century, since the tracery in the window of the porch and the style of the great door-way are typical of that time (Anon c.1971; DoE 1979: 4/6). A watercolour painting of barn dating to 1846 was held at Mells Manor. It was sold to Downside Abbey in the early years of the 20th century, after falling into very poor condition. Some alterations were made to barn to adapt the building for use as a church, including a 1960s extension along the eastern wall of the barn. Although the roof was removed most timbers were re-used during its restoration to the original specification, including the splendid arch-braces and wind-braces (Anon c.1971).

The barn is a grade II* listed building (DoE 1979: 4/6). The depiction of the tithe barn on *Map C* is based on the plot boundary associated with the building on the Tithe map of 1840. The importance of the barn is enhanced by the survival of documents relating to the barn, though they were only mentioned in passing by Hudleston in 1913:

'.. he was handed a bulky package from the heap of letters at the opposite end of the long table. Without any suspicion of its contents he took it and asked for instructions as to its disposal. 'Deeds of the Tithe barn' said the abbot quietly...' (Hudleston 1913: 303).

Welton Manor (SMR 1139 = SMR 2592) [*Map C: 37*]

The post-medieval manor at Welton was situated on the hillside to the north of the Wellow Brook, from which it takes its name, and was probably preceded by a medieval building. Collinson refers to it as "Welwoneton" but it was not included in the Domesday survey. According to Collinson it was held by Cecilia de Viconia in about the 9th year of Edward II's reign, and by the time he was writing, it had come into the possession of the Duchy of Cornwall, still the major landowner in the area. The manor house was to the north of the later mining settlement, which is the present centre of Welton. At the time of the Tithe Award, the estate covered the whole of the area of Midsomer Norton to the north of the Wellow Brook (Anon c.1971).

The existing manor house dates to 1620, although it has been altered and modernised. It is a grade II* listed building in very good condition (DoE 1979: 1/12). No medieval features have been noted in the house, though a detailed interior survey has yet to be carried out and may reveal their survival. A large barn lies to the south-east of the main house and is grade II listed (DoE 1979: 1/77); it dates to the 18th century though it may incorporate earlier features. The house and barn are depicted on the Waldegrave estate map of 1759.

6.0 EARLY MODERN ARCHAEOLOGY (1540-1800)

6.1 Sources of evidence

- **Below ground intervention:** miscellaneous finds (Gray & Symonds 1915)
- **Standing buildings:** study of St. John the Baptist Church (Robinson 1915); study of church and principal buildings (Pevsner 1958); Department of the Environment list of buildings of special architectural or historic interest (1979); study of tithe barn (Hudleston 1913; Anon c.1971)
- **Field reconnaissance:** assessment of surviving coal mining features (Gould 1996)
- **Maps:** plan analysis of 1840 Tithe map and Ordnance Survey map of 1884
- **Documentary evidence:** antiquarian accounts (Collinson 1791; Holmyard 1913a, 1913b)
- **Archaeological/historical research:** antiquarian account of Midsomer Norton, Welton and Radstock (Collinson 1791); account of the antiquarian John Skinner (Coombs & Coombs 1987); study of old crosses (Pooley 1877; Horne 1927); Midsomer Norton and Merton Priory (Alston 1905); survey of Somerset fairs (Hulbert 1936); study of North Somerset coal field (Down & Warrington 1971); study of old photographs (Howell 1980); study of the civil parish of Norton-Radstock (Anon c.1981); study of the archaeology of Avon (Aston & Iles 1988); study of Somerset Coal Canal (Blumn 1966; Clew 1986; Chapman & Macmillan 1987; Chapman 1988)

6.2 Watercourses, roads and routeways

6.2.1 Watercourses [*Map D*]

In the absence of more detailed information the River Somer and Wellow Brook have been depicted on *Map D* on the basis of the Tithe map of 1840. For a discussion of the pre-19th century watercourses see 5.2.1.

6.2.2 Roads [*Map D*]

The estate maps of 1759 and 1789 provide a good basis for assessing the survival of the post-medieval roads in the area. The following roads were specifically labelled on the 1759 estate map: 'Bath Road, Bristol Road, Fosse Way, Frome Road, Wells Road, Welton Road, Wriglington Road and Woodburrow Way'. In Midsomer-Norton and Welton fewer roads were specifically mentioned but comparison with the Tithe map of 1840 shows that the road network remained unchanged. The greatest changes occurred in Radstock during the 19th century, when for example, Bath New Road was built.

It is not clear how the introduction of the turnpike system in the early 18th century influenced the road network in the Norton-Radstock area, though it seems likely that existing roads were upgraded and in some cases new roads built. Many post-medieval accounts mention the poor state of the roads and even after the improvements of the 18th and 19th centuries, they were not well suited to the industrial needs of the coalfields. Responsibility for the road improvements fell on The Bath Turnpike Trust, which was set up in 1707 (Anon c.1981). According to Foster the main road into Radstock from the north was Bath Old Road (Foster 1947: 24). No surviving features associated with the turnpike roads have been identified, though the locations of a couple of turnpike houses have been identified. No study has been made of the turnpike roads into Midsomer Norton. Early in the century, the New Bath Road was constructed. Before this, the main road was what is now called the Bath Old Road.

The most interesting development in the post-medieval period was the network of footpaths which grew up to serve the new collieries. The footpath to Old Welton Colliery appears on the Tithe map of 1840 and is likely to pre-date the 19th century. Comparison between the Tithe map and the modern public footpath shows that it has moved south slightly. Many more footpaths not shown on the Tithe map are likely to have been in use by the late 18th century, as workers made their way across the fields to the collieries.

Turnpike House, Old Frome Road, Radstock (SMR 1182) [*Map D: 1*]

A turnpike house is pencilled in on the south side of Old Frome Road, on an estate map of Writhlington which dates to about 1800. This house is presumably the same site as plot 257, recorded on the Tithe award of 1840 as a turnpike house - but its depiction on the map is difficult to discern. The house shown on the Tithe map at the junction of the Frome Road and the road to Writhlington (now Mells Lane) seems a more likely candidate, though it has no plot number; this site is identified on *Map D*. No evidence for the building can be discerned on the Ordnance Survey map of 1995.

Turnpike House, Wells Road [*Map D: 2*]

Another turnpike house was marked on the Midsomer Norton Tithe map on the road from Radstock to Wells, but this has also vanished. The depiction of the site on *Map D* is based on the Tithe map.

6.2.3 Bridges and fords [*Map D: 3-16*]

The 13 crossing points identified for the medieval period are also of archaeological interest in the early modern period and, with the exception of Wells Road Bridge, have been defined on *Map D* on the same basis as that outlined above (section 5.2.3). In addition to these crossing points, the construction of the coal canal in the late 18th century resulted in two new crossing points over the River Wellow. A second arch was added to the Wells Road bridge [*Map D: 3*] and Waterloo Road crossed the canal to the east of the terminus [*Map D: 16*]. The depiction of the Wells Road Bridge on *Map D* is based on the road area that crossed the canal, as shown on the Tithe map of 1840. The point at which Waterloo Road and the canal crossed is roughly marked on *Map D* with a circular area of 10 metres radius.

The line of the canal was subsequently used for a tramroad but according to Chapman, the early abandonment of this line resulted in a rapid disappearance of most of its bridges by 1840. The last few were removed during the building of the Somerset and Dorset Railway in 1872 (Chapman 1988: 17). The survival of Wells Road Bridge under the railway level crossing would be significant.

6.2.4 Radstock Coal Canal (SMR 1181) [*Map D: 17, 18*]

The Radstock Coal Canal was the southern branch of The Somerset Coal Canal, built at the end of the 18th century to carry coal from the mines of North Somerset (Blum 1966: 246). The canal network was originally planned to begin at a junction with the Kennet and Avon at the Dundas Aqueduct at Limpley Stoke, run up the valley of the Midford Brook to Midford and split into two branches: a northern one following the valley of the Cam Brook to a basin below Paulton and a southern branch, the Radstock Line, following the valley of the Wellow Brook to Radstock (*ibid.*). It was built in sections that were gradually linked together and brought into use; by 1801 traffic was opened to the Kennet and Avon Canal (Chapman 1988: 21). However, only the main trunk of the canal and the Paulton line were ever fully completed.

Construction of the Radstock branch of the canal began in the summer of 1795 and preceded to the point on the shoulder of high ground above Midford, near the hamlet of Twinhoe. Initial proposals to use a caisson lift and then a flight of 19 locks to negotiate the descent were abandoned. In the early 19th century a tramroad was eventually laid down to connect the basin at Twinhoe with the canal at Midford, although its exact date is not known. Tramroads also connected the Radstock collieries to the canal terminal in the centre of Radstock and consequently coal from the pits had to undergo three transshipments before reaching the main canal at Midford. As Blum points out, this was clearly an uneconomic mode of working and the Radstock canal was probably little used. (Blum 1966: 246-7)

In addition to the costly transfer of goods between tramroad and canal, there may have also been engineering problems with the canal. Clew has noted that local tradition attributes its failure to lack of water, caused by the owners of riparian rights in the Somer stream objecting to its diversion to feed the canal (Clew 1986: 77). A pumping engine is shown on a map drawn up by Cruse in about 1807 on the north side of the canal where the railway sidings later stood near Waterloo road (Chapman 1988: 9).

The precise role of the pump is not clear. It was not well situated to draw water from the Wellow Brook and Chapman suggests that it acted as a mine-pump for Ludlows or Middle Pit only a few hundred metres away. However, an article written in the Somerset Guardian (7th August 1925) states that the canal was diverted from the 'Somers Brook' and that 'relics of a water-power pumping station below Radstock are still in evidence' (ibid.). In the absence of more detailed information, the depiction of the engine on *Map D* is roughly based on the plot area on the Tithe map of 1840 associated with engine, as shown on the Cruse map of c.1807.

In September 1814, the Radstock Canal was finally abandoned and a tramroad laid along it. It was opened in July 1815 and survived until 1871, when the Somerset and Dorset Railway bought it up as a useful route for part of the Bath extension (Blumn 1966: 248). In spite of its brief active life, the Radstock Coal Canal is depicted on the Waldegrave estate map of 1806 and a map of the Somerset Coal Canal drawn up by Cruse in about 1812 (Chapman 1988: 10). Both maps show a long cut following the Wellow Brook from the Fosseway Bridge and stopping several hundred yards short of the canal basin (ibid.). Evidently, the canal was originally planned to extend beyond Radstock to terminate at Welton, thereby following the same course as this cut. Physical evidence for this unused cut may still survive below ground.

The re-use of the canal route as a tramroad line in the 19th century meant that it can be accurately traced on the Tithe map of 1840; this forms the basis for its depiction on *Map D*. The most interesting feature of the canal was its terminus site, immediately to the south of the present Waldegrave Arms Hotel. The Waldegrave map shows that it had an unusual layout of end-on docking bays separated by tramroad jetties. It is known that the canal must have contained water because a man was drowned in it at Radstock in January 1804 (Clew 1986: 68). The terminal basin was subsequently buried under the Somerset and Dorset level crossing in the middle of the town, and its level is represented by a footpath under the level crossing (Blumn 1966: 249). Part of the bed was revealed during excavations for the road to Midsomer Norton in 1924 (Somerset Guardian 7th August 1925) (Chapman 1988: 18). Today the site is partly overlain by a car park and it is likely that remains of the terminus basin lie buried below ground.

Parts of the canal itself may also survive. No obvious signs remain of its course, but as Chapman has pointed out, sections of the canal may be buried deep below the colliery spoil heaps at Lower Writhlington Colliery. The sinuous course of the canal along the contours did not always coincide with the straighter course of the railway, and it was merely chopped into sections. Although the Radstock Line was mainly on one level and the coincidence between canal and railway was proportionately higher than other sections of the canal, at least half of its 10-kilometre length may survive (Chapman 1988: 6).

6.3 Commercial core

Early modern settlement in Radstock, Midsomer Norton and Welton [*Map D*]

Although the medieval villages at Radstock, Midsomer Norton and Welton were still physically separate from one another, the development of the collieries in and around the settlements lent the area more cohesion. It was during the 18th century that they probably first began to develop urban characteristics. Unfortunately, little is known about the location, form and layout of miners housing during the 18th century. The Waldegrave Estate map of 1806 depicts an amorphous settlement straddling both sides of the coal canal; some of the buildings were presumably occupied by colliers, but their numbers would not have fulfilled the manpower requirements of the coal mines. In the absence of an earlier map, the settlement area shown on *Map D* is based on the plot areas associated with dwellings on the Tithe map of 1840.

Archaeological evidence is limited to the recovery of a 17th century trade token which was imprinted with the words 'Joseph Horler 1659 in Norton'; this surname appears frequently in Midsomer Norton and adjoining parish of Kilmersdon during the 17th century (Gray & Symonds 1915: 117). Further research is required to access the trade carried by Joseph Horler and the significance of the token at this date.

6.3.2 Market places [*Map D: 19-23*]

The market places are likely to have continued in use, but the impact of a larger and more nucleated population on trade has not yet been assessed. Of the three open spaces identified in Radstock as possible candidates for medieval markets, the triangular space in the centre of the village seems the most likely to have continued in use since it was reputedly the site of a village cross (Pooley 1877: 133). What appears to be a cross is shown in this area on the estate map of 1759. The depiction of the market places on *Map D* is based on the Tithe map of 1840.

A survey of Midsomer Norton Manor in 1611 by John Norden, states that a fair or market was held there on Good Friday (Holmyard 1913a: 356-7; documentary evidence indicates that in the early 17th century the fair was not prospering. However, by the late 17th century it was still being held, but on a different day (*ibid.*). The location for the fair is not known. The two open spaces in the centre of the village identified as possible sites for the medieval fair have also been depicted on *Map D*; they are based on the Tithe map of 1840.

6.4 Civic sites and buildings

School, Midsomer Norton

In 1721 the Ann Harris Charity was founded in Midsomer Norton to establish a school in the village (Bulley 1953: 48). The location of the school is not known, though a room at the back of the Priory was allegedly used as a school room. Further documentary research is required to identify the site of the school.

6.5 Religious sites and cemeteries

6.5.1 Radstock

St. Nicholas Church (SMR 1174) [*Map D: 24*]

The parish church of St. Nicholas in Radstock was largely rebuilt in the 19th century. The only post-medieval features mentioned in the listing description for the church are two chest tombs (DoE 1979: 5/29). Collinson described the church as 'a small plain structure ... contain[ing] nothing remarkable' (Collinson 1791: 458) and it appeared on a map surveyed in 1793. The depiction of the church and burial ground on *Map D* is based on the Tithe map of 1840.

6.5.2 Midsomer Norton

St. John the Baptist Church (SMR 1166) [*Map D: 25*]

The medieval parish church of St. John the Baptist was largely rebuilt in the 19th century. Post-medieval features that survive today include the upper stages of the west tower, which was built in 1674 (Collinson 1791: 151), a pulpit dating to 1756 and a number of memorials inside the church (DoE 1979: 4/21).

The church is a grade II* listed building (DoE 1979: 4/21). The churchyard rises well above street level, the result of probably one thousand years of burial, and is likely to contain at least one metre of stratified burials. According to the listing description in 1979, the churchyard retains eleven chest tombs, mostly 18th century and early 19th century, and a square altar tomb (1728-29). In the absence of more detailed information the depiction of the graveyard on *Map D* is based on the area shown on the Tithe map of 1840.

The archaeological evidence is enhanced by the survival of the parish registers; the earliest entry is in 1667 and the register proper starts in 1700. Several transcripts of the earlier register are preserved in the Diocesan Registry at Wells, the earliest being 1616. From the entries in these documents it is clear that in 1742 part of the battlement collapsed and had to be replaced and the roof re-leaded. New pews were erected in about 1748 and in 1755 a rough coat of plaster and whitewash was applied to the interior of the church. (Robinson 1915: 51)

6.6 Extractive industrial areas and sites

6.6.1 Coal industry

The early development of the coal industry is poorly understood both historically and archaeologically. Few of the surviving sites have been properly investigated and the evolution of the coal mine has yet to be placed within a firm chronological framework. The history of the coal industry is not one of steady technological progression. Many of the more primitive techniques were maintained into the 20th century and it was common for the new to exist alongside the old.

The Radstock Collieries were opened following the introduction of steam engines in the early 18th century; the engines were used to pump water out of mines and allowed the exploitation of deeper seams (Gould 1996: 9). The steam engine radically altered the appearance of the coal mine with the concentration of winding and pumping operations on a single site. The first steam engines were typically housed in a tall stone-built structure with the opening for the cast iron beam near the top of a thick bob wall. Ancillary buildings including workshops, stores, offices and perhaps a small screen were erected around the engine house and horse-drawn plateways or carts transported coal to local markets (ibid.: 14).

Collinson mentions one coal-work in Radstock in the late 18th century, stating 'a coal-work has of late years been opened in this parish, and is carried on with great success' (Collinson 1791: 458); this is presumably Old Pit. In Midsomer-Norton he states that 'there are two coalworks in the parish' (ibid.: 149).

Old Pit, Radstock (SMR 6196) [Map D: 26]

Coal was found at Old Pit, the first of the Radstock collieries, in 1763. The colliery had two beam engines for winding and pumping, possibly working in a single shaft; mining ceased in 1858 (Down & Warrington 1971: 164-5). It was marked on a map surveyed in 1793 as 'Radstock Upper Coalwork' and four buildings appear on the map. In the absence of more detailed information on the layout of the 18th century colliery, it has been depicted on *Map D* on the basis of the plot areas associated with the pit shaft shown on the Tithe map of 1840.

The spoil heap was flattened between 1987 and 1988, when a Derbyshire firm extracted three quarters of a million tons of coal and shale from the tip (Dando 1987). Today, the flattened spoil heap is the only visible surface feature, but the site has not been developed and the footings and foundations of the colliery buildings probably survive. Nationally little is known about the surface layout of early 18th century coalmines. (Gould 1996)

Middle Pit Colliery, Radstock (SMR 1154) [Map D: 27]

Middle Pit Colliery was opened in 1779 and the mine continued to work for over 150 years until its closure in 1933 (Down & Warrington 1971: 161). At first water wheels were used to power the pumping and winding at the mine and the culvert along which the water reached these is still in existence on the west side of Coombend (Marchant 1987). In 1782 Jonathan Hornblower installed a steam pumping engine; this was unsuccessful and also impinged on James Watts patent of 1782. It was probably replaced in 1801 and in 1804 a beam winding engine was erected (Gould 1996).

At first the mines were connected by horse-drawn tramways to the Somersetshire Coal Canal, but by the second half of the 19th century, were connected to the rail network by tramways (Gould 1996). No pre-19th century standing archaeological remains have been identified on the site (Gould 1996). Most of the surviving features date to the early 20th century. In the absence of more detailed information, the colliery area depicted on *Map D* is based on the Tithe map of 1840.

Ludlows Colliery (SMR 4153 = SMR 5978) [Map D: 28]

The first coal shaft was sunk at Ludlows Colliery in 1782 and the mine continued to work for over 170 years until its closure in 1954 (Down & Warrington 1971: 192). The colliery appears on a map surveyed in 1793 as 'Radstock New Colliery'. At first the

mines were connected by horse-drawn tramways to the Somersetshire Coal Canal, but by the second half of the 19th century were connected to the rail network by tramways (Gould 1996). No surviving 18th century remains from the colliery have been identified on the site (*ibid.*). In the absence of more detailed information, the colliery area depicted on *Map D* is based on the Tithe map of 1840.

Old Welton Colliery (SMR 4155 = SMR 5980) [*Map D: 29*]

Old Welton Colliery was opened in about 1783 (Down & Warrington 1971: 147). It used waterwheels for pumping, and in 1798 a new wheel was erected to draw coal up the shaft (*ibid.*). The earliest certain mention of the pit's owners was in 1802 when Joseph House bought a share (*ibid.*). The Mogg and Rees-Mogg families became major shareholders by the second half of the 19th century (*ibid.*). Very few details of the colliery plant have survived and virtually nothing is known about its pre-19th century history. The demolition of the 19th century colliery in the 20th century suggests that there is no potential for 18th century surviving remains. The depiction of the colliery on *Map D* is based on the Tithe map of 1840. Examination of the digital Ordnance Survey map of 1995 indicates that the area has been redeveloped and a substantial part of the old colliery area is now occupied by Old Welton Refuse Treatment Plant. However, the site needs to be visited to check for the survival of standing features and slag heaps, and to assess the potential for below ground preservation.

6.7 Non-extractive industrial areas and sites

6.7.1 Water mills [*Map D: 30-36*]

The six water mill sites identified for the medieval period preceded post-medieval sites. For a discussion of the mills see above (section 5.5); the basis for the depiction of the water mill sites on *Map D* is the same as that on *Map C*, with the exception of The Island Mill [*Map D: 34*]. The exact site of the early modern mill on The Island is not known. However, of the three listed buildings in this area, two pre-date the 19th century: 11 The Island was a private house (DoE 1979: 4/20) and Mill House, as its name suggests, may have been the site of a mill (DoE 1979: 4/19). The area depicted on *Map D* is based on the plot boundaries associated with Mill House on the Tithe map of 1840.

6.8 Private estates

Radstock Manor [*Map D: 37*]

The post-medieval manor house at Radstock dates to the early 18th century and is a grade II listed building (DoE 1979: 5/90). It is depicted on *Map D* on the basis of the plot area associated with the main building on the Tithe map of 1840. Three outbuildings are shown in addition to the main farmhouse, and comparison with the modern digital Ordnance Survey map of 1995 suggests that only one may survive - the Manor Farm Barn may incorporate part of an original structure at its north end. A detailed survey is urgently required to check for the survival of post-medieval features associated with the manor.

Midsomer Norton Manor (SMR 1183) [*Map D: 38-41*]

The site of the medieval manor in Midsomer Norton is imprecisely located, as described above. Consequently, the site of the post-medieval manor also cannot be accurately located. The same areas identified in the medieval period have been depicted on *Map D*; for a more detailed discussion see above (section 5.6).

Norton Friars Manor, Midsomer Norton

The second medieval manor in Midsomer Norton, Norton Friars, was owned by the Augustinian Priory in Surrey. At the dissolution it and all its properties, including those in Midsomer Norton, were handed over to the King; it was subsequently granted to Christ Church College, Oxford (Alston 1905: 40). According to the Tithe Award, the land belonging to the manor was scattered in various parts of the old parish of Midsomer Norton. However, there are some fairly substantial blocks on the south-east side of the Fosse Way, including Waterside Farm, and in the area round Comber's Grave (ST65805435), now the junction of North Road and Chilcompton Road (Anon

c.1981). Two properties have been identified in the town as belonging to the Friars in the medieval period: 'The Priory' and the Tithe barn, both listed buildings.

'The Priory', Midsomer Norton (SMR 1164) [Map D: 42]

The 17th century building known as 'The Priory' is a grade II* listed building (DoE 1979: 4/1). The building was almost certainly rebuilt by Christ Church College, shortly after they were granted the manor by the King. During a site visit to the property in October 1997, the present owners displayed a board with details of its restoration recorded by the Wiltons, who rescued it from demolition in 1976. According to the Wiltons, the property was sold to Mary Bell in 1712 as a travellers' rest or inn. Further work is required to elucidate the history of the property and the reasons for its reconstruction less than a century after the dissolution. The depiction of building on *Map D* is based on the plot area associated with the building shown on the Tithe map of 1840.

Tithe barn, Midsomer Norton (SMR 1165) [Map D: 43]

The second surviving building associated with the original Norton Friars Manor was a Tithe barn, now converted into a Roman Catholic Church, and described above (section 5.6). Unlike the Priory building this structure was not maintained and by the 19th century was in a very poor state of repair, as shown in a watercolour painting of the barn dating to 1846, originally held at Mells Manor (Anon c.1971). Neglect of religious and ancillary religious buildings was commonplace in the 18th century, though the precise context for the Tithe barn needs to be studied in more detail. The depiction of the tithe barn on *Map D* is based on the plot boundary associated with the building on the Tithe map of 1840.

Norton House [Map D: 44-46]

Norton House does not survive but features from the original post-medieval estate do survive; these features indicate the site of the house and the bounds of the ground. The cast iron gates and gate piers from Norton House survive in Silver Street and have been grade II listed (DoE 1979: 2/83). They date to the 1830s; the panelled gate piers have a cross-gabled capping above a honeysuckle frieze and the gates have flowers between the rails. Norton House lies a short distance to the south of the gate; a series of buildings on the Tithe map of 1840 correspond to those marked on the Ordnance Survey map as Norton House. The depiction of the house and its outbuildings on *Map D* is based on the plot area shown on the Tithe map of 1840.

About 200 metres to the north of Norton House lies a monument erected by the mother of Frederick Stukeley Savage for the benefit of the poor. The monument has been dated to about 1866 and is a grade II listed building; the listing description states that the monument was 'formerly in the grounds of Norton House (demolished)' (DoE 1979: 4/71). The plot areas immediately adjacent to the main house on the Tithe map of 1840 have been depicted on *Map D* as the probable bounds of the estate grounds; they include the plot areas 470, 476, 477 and 454. The plot area associated with the house on the Tithe map is 478. The Tithe award needs to be examined in detail to confirm that Norton House and its grounds were located in these areas.

The grounds of the estate are now covered with a large number of modern houses and Somervale Comprehensive School. Part of plot 476 shown on the Tithe map of 1840 is still open today, presumably for use as a school playing field. Further field reconnaissance is required to check for the survival of features associated with the estate, particularly plant species which date from the original post-medieval landscaping. Below ground remains may include the foundations of Norton House in the gardens of 40-46 Park Way. During a field visit in October 1997, an outbuilding was observed in the grounds of Waterside House; it has been depicted on *Map D* on the basis of the digital Ordnance Survey map of 1995.

Welton Manor (SMR 1139 = SMR 2592) [Map D: 47]

The post-medieval manor at Welton was situated on the hillside to the north of the Wellow Brook, from which it takes its name. The existing manor house dates to 1620, although it has been altered and modernised. It is a grade II* listed building in very good condition (DoE 1979: 1/12). A large barn lies to the south-east of the main house

and is grade II listed (DoE 1979: 1/77); it dates to the 18th century though it may incorporate earlier features. The manor house was to the north of the later mining settlement, which is the present centre of Welton. At the time of the Tithe Award the estate covered the whole of the area of Midsomer Norton to the north of the Wellow Brook (Anon c.1981). The depiction of Welton Manor on *Map D* is based on the plot area associated with the buildings shown on the Tithe map of 1840.

6.9 Standing buildings

There are 25 listed buildings and two listed walls in Norton-Radstock which date to the post-medieval period and pre-date the 19th century (23 listed properties). Of these, only three are located in Radstock: the vast majority lie in Midsomer Norton and Welton.

7.0 19TH CENTURY ARCHAEOLOGY

7.1 Sources of evidence

- **Below ground intervention:** archaeological evaluation in Radstock (Wilkinson 1994)
- **Standing buildings:** study of St. John the Baptist Church (Robinson 1915); study of church and principal buildings (Pevsner 1958); Department of the Environment list of buildings of special architectural or historic interest (1979);
- **Field reconnaissance:** assessment of railway features (Judge & Potts 1979; Lyon & Mountford 1979); assessment of surviving coal mining features (Gould 1996); site visit by Emily La Trobe-Bateman, Vince Russett & Bob Sydes in 1997
- **Maps:** Tithe map of 1840 and Ordnance Survey map of 1884
- **Documentary evidence:** Kelly's Directory 1842, 1879, 1885, 1897
- **Archaeological/historical research:** Midsomer Norton and Merton Priory (Alston 1905); study of coal mines (Bulley 1952, 1953); study of North Somerset coal field (Down & Warrington 1971); study of old photographs (Allard n.d.; Howell 1980; Howell 1988); study of the civil parish of Norton-Radstock (Anon c.1981); study of the archaeology of Avon (Aston & Iles 1988); study of Somerset Coal Canal (Blumn 1966; Clew 1986; Chapman & Macmillen 1987; Chapman 1988); study of railways (Oakley 1986; Robertson 1990)

7.2 Watercourses, roads and routeways

7.2.1 Watercourses and water supply [Map E]

Comparison between the Tithe map of 1840 and the Ordnance Survey map of 1884 shows that the watercourses through the town did not undergo any major changes in the 19th century. A few stretches of the Wellow Brook were straightened, including a loop of the river downstream from Radstock Mill. Its course to the west of Wells Road in the centre of Radstock was altered as part of the railway construction work and the leat system associated with Welton Mill no longer appears on the 1884 map. The River Somer remained remarkably unchanged, though its original sinuous character has since been lost. The depiction of the watercourses on *Map E* is based on the Ordnance Survey map of 1884.

7.2.2 Roads [Map E]

Although the main changes to the road network were to follow the construction of the railways in the later 19th century, a new route into Radstock, New Bath Road, was built in the early 19th century (Foster 1947: 24). The first map on which it appears is the Waldegrave estate map of 1806. This road was built on an easier gradient and is the main road out of the town today. Comparison between the Waldegrave estate maps of 1759 and 1806 also indicates the realignment of Frome Road and Wells Road.

In the second half of the 19th century, the road network in Radstock underwent major change following the construction of the new railways. The route of the Frome Road was radically altered to skirt along the north side of the Bristol and North Somerset Railway. New roads were also built to serve the colliery cottages built on the edge of the settlement. In Radstock Waldegrave Terrace and Waterloo Road served terraces of the same name. Footpaths also connected the workers to the collieries, many of which appear on the Ordnance Survey map of 1884; these have been shown on *Map E*. Some of the footpaths have retained their function, others have been upgraded to roads and others have fallen from use. For example, Gladstone Road in Welton was once a footpath which connected the colliery cottages to Millard's Hill.

7.2.3 Tramways (SMR 1181) [Map E]

Although the railways did not reach Norton-Radstock until the second half of the 19th century, tramways were an important form of transport early on in the century. The Somerset Coal Canal, built at the end of the 18th century (and discussed above, see 6.2.4), was connected to the collieries in the area by tramways. The canal was not a success and was finally abandoned in 1814; it was subsequently replaced with a tramroad which ran between the Radstock collieries and Midford. It was marked on the 1867 Waldegrave estate map as 'Somerset Coal Canal Company's Tramway'.

The tramway remained in use until 1871, when the Somerset and Dorset Railway bought it up as a useful route for part of the Bath extension to the line (Blumn 1966: 248). Given its re-use as a railway in the later 19th century the potential for the survival of the tramway must be considered low; however its route does survive. The tramway has not been specifically identified on *Map E*, but its route can be clearly traced by examining either the route of the coal canal shown on *Map D* or the route of the Somerset and Dorset Railway on the east side of Radstock. Further survey work along the route is required to check for the survival of features associated with the canal, tramway and railway.

In addition to the early 19th century tramway into the town, tramways also connected the collieries to the rail network. The tramways shown on *Map E* are based on the Ordnance Survey map of 1884 and include tracks to Tynning Colliery, Upper Writhlington Colliery, Middle Pit, Old Pit, Wellsway, Old Welton and Welton Hill Colliery. The tramways were also used to transport stone from quarries in the town. Most of these have been remarkably well preserved in the fence boundaries of the town, and are discussed in more detail below, as part of the colliery and quarry site assessments.

7.2.4 Railways [*Map E*]

Despite frequent demands from coal owners, the railways in North Somerset were late to develop. The first line, the Wiltshire, Somerset and Weymouth Railway (WS&WR), was opened as a broad gauge track between Frome and Radstock in 1854. A connection was made with Ludlows Colliery and in 1857 the line was extended to Tynning Colliery. The next phase took place in the 1870s with the opening in 1873 of the Bristol and North Somerset Railway (B&NSR; SMR 7677). The WS&WR and B&NSR subsequently formed part of the Great Western Railway connecting Bristol and Frome. (Down & Warrington 1971: 102)

Although the first passenger railway to serve Radstock came with the link to Bristol in July 1873, this was quickly followed by a line to Bath in the following year. Between 1854 and 1863 two companies, the Somerset Central and the Dorset Central, constructed rail routes from the Bristol Channel at Burnham-on-Sea to the English Channel near Poole. The two companies came together in the formation of the Somerset and Dorset Railway (S&DR) on 1 September 1862. In the mid-1860s the new company sought to link its long channel-to-channel route to the north of England and the Midlands. By that time a route via Bristol was not feasible because of the planned Bristol and North Somerset Railway. The opening of the Mangotsfield to Bath route in 1869, however, created a new possibility: a 16 kilometre branch from the main Bristol to Birmingham line. The S&DR thus sought to build a 40 kilometre line to Bath, from a junction with the Burnham route just north of Evercreech station to a junction with the Midland route a little to the west of the Bath station. The Bath extension was completed within two years, opening to traffic on 20 July 1874. Radstock subsequently became a major staging point on the Midland Railway's through route from the North Midlands to the South Coast. (Oakley 1986: 17-18)

Both lines ran through the centre of Radstock and, until the scrapping of the railways in the 1960s, the town was an important railway junction. The old Bristol and North Somerset section of the Great Western line closed to passengers in 1959 and freight in 1968. The Midland route from Bath to Evercreech was closed in 1966. The tracks were removed soon after closure, except for a short stretch of the old Wiltshire, Somerset and Weymouth Railway near the Radstock Wagon and Wheel Works which, until 1988, were still in operation. Parts of the railway routes have been retained as public footpaths and are an important amenity in the Norton-Radstock district. The depiction of the railway lines on *Map E* is based on the Ordnance Survey map of 1884.

Radstock Station, later Radstock West Station (SMR 5078) [*Map E*: 1]

The first station in Radstock was opened on the 3rd of September 1873 on the completion of the Bristol and North Somerset Railway (B&NSR). The line from Radstock to Frome was converted to standard gauge in June 1874, and 21 years after its initial opening for goods traffic this section was finally opened to passengers on the 5th of July 1875 (Oakley 1986: 17). The station was renamed Radstock West on the

26th September 1949. The station was closed to passengers on the 31st of October 1959 and closed entirely on the 29th of November 1965. (Oakley 1986: 45)

The railway station is depicted on *Map E* on the basis of the Ordnance Survey map of 1884. Comparison between this map and the digital Ordnance Survey map of 1995 shows that the station buildings do not appear to survive above ground. A row of houses has been partially built on the site. The main station building was similar to that at Welton and other stations opened on the B&NSR (Brislington, Pensford, Clutton, Hallatrow); a standard design was adopted for the principal buildings, which had three chimneys and a large horizontal canopy (Oakley 1986: 17). Several photographs of the station survive, including photographs dating to 1958 and 1963 (Allard n.d.; 13, 20).

Ancillary railway building [*Map E: 2*]

In addition to the main station building, the Ordnance Survey map of 1884 shows an additional railway building or structure about 200 metres to the south; this map forms the basis for its depiction on *Map E*. Further research is required to assess its function and the survival of below ground features. Comparison between the 1884 map and the digital Ordnance Survey map of 1995 indicates that there are no standing remains.

Engine shed (SMR 3467) [*Map E: 3*]

A second railway building further south does still survive. It was opened in 1866 for the broad gauge engines that ran on the original Somerset and Weymouth Railway (WS&WR). It was converted to take standard gauge engines following the line conversion in 1874 and was officially closed as a separate depot in 1929, though the shed continued to be used until 1966. Although the shed was built seven years after Brunel's death, the design was very similar to that produced by the Brunel drawing office. It was built of lias stone at the west end and pennant sandstone at the east end, and until quite recently it retained its original slate roof (Lyon and Mountford 1979; site visit Pollard 1984).

The depiction of the engine shed on *Map E* is based on the Ordnance Survey map of 1884. It is a rare survival as most early engine sheds were replaced. The Hapsford Junction-Radstock section of the railway is now disused since the closure in July 1988 of the wagon repair works less than a hundred metres to the south. Proposals for developing this area of the town contained in the deposit plan for Norton-Radstock do not appear to threaten the building.

Welton Station, later Welton and Midsomer Norton Station (SMR 5077)[*Map E: 4*]

A second station on the Bristol and North Somerset Railway was opened at Welton at the same time as the Radstock Station, on the 3rd September 1873. It was originally called Welton Station, but was later renamed Welton and Midsomer Norton Station on the 2nd May 1898. In a very confusing alteration, it was later known as the Midsomer Norton and Welton Station (renamed 1.5.1904). The station was closed to passengers on the 31st of October 1959 and closed entirely on the 1st of May 1964. (Oakley 1986: 43)

The railway station is depicted on *Map E* on the basis of the Ordnance Survey map of 1884. Comparison between this map and the digital Ordnance Survey map of 1995 shows that the station buildings do not appear to survive above ground. A large industrial building has been built over part of the old station site.

Midsomer Norton Station (SMR 1168) [*Map E: 5, 6, 7*]

The station on the south side of Midsomer Norton was located on the Somerset and Dorset Railway, and was opened on the 20th of July 1874. It was subsequently renamed several times: on the 16th of October 1898 it was renamed Midsomer Norton and Welton Station; on the 26th September 1949 it was renamed Midsomer Norton Upper for goods and a year later it was renamed Midsomer Norton South for passengers. The station closed to goods traffic on the 15th June 1964 and to passengers 7th March 1966. (Oakley 1986: 22)

The station yard is depicted on *Map E* on the basis of the Ordnance Survey map of 1884; this shows that it was roughly triangular in shape measuring approximately 100 metres from north-east to south-west and 40 metres from north to south. The station yard originally consisted of the station building itself, a cattle pen, stores, a shelter and signal box (Judge and Potts 1979). The station won the 'best kept station' for many years and included a plot of station gardens. Photographs of the station survive from its hey-day in the early years of 20th century (Allard n.d.: 39; Robertson 1990: 127); these sharply contrast a photograph taken a year after closure in 1967 (*ibid.*).

The depression between the platforms has been filled in and the signal box and cattle pen removed but a recent archaeological assessment of the site confirmed the survival of the station building, a goods shed and the former station platform (Wilkinson 1994: 5). A photograph of the timber-built signal box does, however, survive (Robertson 1990: 127). The station building itself was built of lias stone with Bath stone dressings and has a slate roof with awning; it is virtually identical to Wellow Station which is the other surviving Somerset & Dorset Railway station in Avon (Pollard 1982 site visit). The goods shed was also built of lias stone and had a slate roof. A cursory inspection of the buildings in 1994 found them in a good state of repair (*ibid.*: 15). The buildings are threatened by development and should be recommended for listing.

Radstock Station, later Radstock Norton Station (SMR 1171) [*Map E*: 8]

Radstock Station was sited only 50 metres or so to the north of Radstock West Station, on the Bath extension of the Somerset and Dorset Railway. It was opened on the 20th of July 1874 on the completion of the line. In 1949 it was renamed Radstock North Station. It was first closed to goods on the 15th of June 1964 and finally closed to passengers on the 7th of March 1966. (Oakley 1986: 18, 45)

The railway station is depicted on *Map E* on the basis of the Ordnance Survey map of 1884. Comparison between this map and the digital Ordnance Survey map of 1995 shows that the station buildings do not survive; they were demolished around 1980 and the site was partly built over (Judge & Potts 1979). Fortunately a record of the station yard does survive: detailed plans of the main station building, two engine sheds and a goods yard footbridge were drawn up from site measurements and photographs in 1979. These drawings are held by the Bath and North East Somerset Sites and Monuments Record in the site file.

Further research is required to check for the survival of the Somerset and Dorset Station subway, which provided access to the station from the south side of the railway. The southern entrance to the subway was approached via a steeply sloped road which descended to the former canal towpath level, immediately to the north of the bridge over the Wellow Brook and south of the level crossing over the Somerset and Dorset Railway (Handley 1994b: 17). A photograph of the subway, taken in 1965, shows clearly shows the subway still in use (Handley 1994a: 5).

Engine Shed (SMR 1180) [*Map E*: 9]

Along with the main station yard, an engine shed on Waterloo was also demolished in about 1980. It has been depicted on *Map E* on the basis of the Ordnance Survey map of 1884. The site has been replaced by a car park and housing, and no standing remains have survived. The potential for the survival of significant below ground remains is low. A detailed record of the shed does, however, survive as discussed above.

7.2.5 Crossing points

The introduction of the railways and tramways to Norton-Radstock dramatically increased the number of crossing points in an area which already had a complex network of roads and watercourses.

Radstock town centre [*Map E*: 10-14]

The concentration of communication routes was particularly marked in Radstock, where the Somerset and Dorset Railway and the Bristol and North Somerset Railway crossed Wells Road in the middle of the town on either side of the Wellow Brook. The point

where the railways and roads crossed was accommodated by two level crossings. The traffic congestion at this black spot was temporarily eased when the railways were scrapped in the 1960s. The centre of town was also the junction of the pre-existing tramways. The Clandown tramway joined the Somerset and Dorset Railway on the south-west side of the Waldegrave Arms, passing underneath the railway line and parallel to the railway on its south side. The iron girder railway bridge over the tramway still survives, though the south side has been bricked up preventing access (site visit October 1997). A similar iron girder bridge was built to allow the Bristol and North Somerset Railway to cross the Wellow Brook 125 metres to the west of Wells Road Bridge; the girders survive today and are used as a footbridge (site visit October 1997).

The river was still crossed via Wells Road Bridge. A 19th century photograph of the bridge shows two arches under the road: one for the Wellow Brook and the other at first for the coal canal and later the tramroad (Howell 1980: 157R). In about 1882 the bridge was widened on its eastern side, creating in effect two bridges: the western side being county council owned and the eastern side being railway owned (Handley 1994: 18). A site visit in October 1997 revealed the destruction of all visible traces of the two bridges and their replacement with a concrete structure: however the survival of the 19th century building (2 Wells Road) over the bridge suggests that parts of the earlier two-arch bridge may survive.

The five crossing points described above are depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

Points crossed by Waterside (Snails Brook) [Map E: 14-17]

In addition to the bridge carrying Wells Road over Snails Brook identified above, two new bridges over the stream were built as part of the railway infrastructure; they are depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

The first crossing point to be negotiated was the Wiltshire, Somerset and Weymouth Railway Bridge over Waterside. Field survey work is required to assess its survival. The fate of the pre-19th century bridge on Frome Road is not known; further survey work is required to assess whether or not it was incorporated into the newer bridge built to accommodate both Ludlows colliery tramway and the new Frome Road, shown on the Ordnance Survey map of 1995.

Tramway and road intersections in Radstock [Map E: 18-23]

The complex system of tramways, which ran between the two main branch lines, centred on Ludlows Colliery. The tramways had to cross the Wellow Brook in two places and from the Ordnance Survey map of 1884 one tramway appears to run underneath the other on the north side of Frome Road Bridge. The tramway to Mount Pleasant Quarry had to cross Mill Road and the tramway to Upper Writhlington colliery crossed both Frome Road and Mells Road, presumably by a level crossing. Survey work is urgently required to assess the survival of structures and features associated with the old communication network. In the absence of more detailed information the depiction of the crossing points on *Map E* is roughly based on the Ordnance Survey map of 1884.

Somerset and Dorset Railway Viaduct (SMR 1172) [Map E: 24]

The Somerset and Dorset Railway crossed the Bristol and North Somerset Railway a short distance to the west of Radstock via a railway viaduct: the Five Arches. The viaduct still survives and was re-pointed ten years ago by the Local Authority as part of a scheme in which the surrounding area was landscaped as a public park (Chapman & Macmillan 1987). The structure is not listed or scheduled as an ancient monument despite its status as the only remaining railway structure on this line. Field survey work is urgently required to assess its condition and suitability for scheduling. It is depicted on *Map E* on the basis of the surviving structure depicted on the digital Ordnance Survey map of 1995.

Points crossed by the Somerset and Dorset Railway [Map E: 25, 26, 27]

After passing over Five Arches Viaduct, the Somerset and Dorset Railway crossed the Wellow Brook, Radstock Road and further south, Silver Street. The depiction of all three crossing points on *Map E* is based on the Ordnance Survey map of 1884; comparison between this map and the digital Ordnance Survey map of 1995 indicates the possible survival of the bridge over the Wellow Brook. The point where the railway crossed Radstock Road also appears to have been crossed by a bridge, but no evidence for this structure was obvious on the 1995 map. No evidence for the level crossing adjacent to Midsomer North Station south has been recorded.

Points crossed by Wellsway Colliery tramway [Map E: 28, 29]

The tramway to Wellsway Colliery led from the colliery to the Bristol and North Somerset Railway. It crossed Welton Lane and the Wellow Brook by bridge, judging from the Ordnance Survey map of 1884. Further survey work is urgently required to assess the survival of features which relate to these crossing points. They are depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

Old Welton Colliery Tramway Bridge over Wellow Brook [Map E: 30]

The tramway to Old Welton Colliery crossed the Wellow Brook and it is one of only three original tramway bridges still standing (Chapman 1988: 20). The depiction of the bridge on *Map E* is based on the digital Ordnance Survey map of 1995. Ground field survey work is required to check its condition and suitability for listing or scheduling as an ancient monument. The bridge also needs to be accurately dated because the tramway system pre-dated the railways and may have retained late 18th century features.

River Somer crossing point, between Radstock and Midsomer Norton [Map E: 31]

Comparison between the Ordnance Survey map of 1884 and the modern digital Ordnance Survey map of 1995 shows that the point at which Radstock Road crossed the River Somer has remained stable, although the modern river has been substantially straightened. Further survey work is required to assess the survival of features associated with the crossing point. In the absence of more detailed information a rough indication of the crossing point has been shown on *Map E*, based on a circular area with a radius of 10 metres centred on the point where the road and watercourse cross.

Crossing points in the High Street, Midsomer Norton [Map E: 32-34]

Comparison between the Ordnance Survey map of 1884 and the modern digital Ordnance Survey map of 1995 shows that longer stretches of the River Somer were open than today. Along the High Street the river was crossed at three points: where Excelsior Road and Silver Street crossed the river and a pedestrian bridge half way between the two. It is not known when parts of the river were covered up or if it involved destructive engineering works. Field survey work is required to assess the survival of earlier river management features.

The point where Excelsior Terrace crosses the river is difficult to discern today since a substantial stretch of the River Somer is culverted beneath the road. The original crossing point has been depicted on *Map E* on the basis of modern road area, as shown on the digital Ordnance Survey map of 1995; it is not known if any early features survive beneath the road. The original crossing point at the southern end of the High Street is also difficult to discern, since the river has been completely covered up in this area: the road over the river in this part of the town has been depicted on *Map E* on the basis of the digital Ordnance Survey map of 1995.

The third crossing point shown on the Ordnance Survey map of 1884, is a pedestrian crossing point in the middle of the High Street. It is similar to the existing bridge, shown on the digital Ordnance Survey map of 1995; the earlier depiction forms the basis for the area shown on *Map E*.

Crossing points around The Island, Midsomer Norton [*Map E: 35-36*]

The Island was so-called because of its position surrounded on all sides by the River Somer. The river was deliberately culverted to create The Island, but the date of its diversion is not known. This is one of the most interesting plan form elements in the town and the two crossing points shown on the Ordnance Survey map of 1884 offer a valuable opportunity for field survey work to determine the survival of earlier features. They are depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

Crossing points in Welton [*Map E: 37-39*]

Comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 suggests that the 19th century bridge over the Wellow Brook may survive. The Bristol and North Somerset Railway crossed Station Road less than a hundred metres to the north of bridge over the Wellow Brook; it is not known whether this point was crossed via a level crossing or a bridge. The third crossing point in Welton was the tramway bridge over Milk Street, later West Street.

All three crossing points in Welton have been depicted on *Map E* on the basis of the Ordnance Survey map of 1884. Further research and ground reconnaissance is urgently required to determine the original type of structure and assess the survival of features.

7.3 Domestic housing

7.3.1 Radstock [*Map E*]

Comparison between the Tithe map of 1840 and the Ordnance Survey map of 1884 indicates the extent of 19th century expansion in the town: the settlement area shown on *Map E* is based on 1884 map. As the size and number of collieries increased in the Radstock area, more people were required to work underground. They were often housed in small terraces erected by the coal owners. The construction of terraced housing on the northern slopes of Radstock transformed the appearance of the town during the 19th century.

The rise in the miners' living standards in the 19th and 20th century was reflected in the growing number of shops and associated retail outlets. This commercial expansion in Radstock led to a shift away from the old historic core. A retail development at the foot of Wellsway also included the town's second Co-operative store. The Co-operative movement erected a large number of buildings in Radstock, including a new hygienic bakery in 1893, a café and sweet shop at the foot of Frome Hill and terraced housing. (Gould 1996: 28)

Whitelands Buildings (SMR 8210) [*Map E: 40, 41*]

Shortly after Tying Colliery was opened in 1837, two terraced rows were erected by the colliery owners to the east of the pit: Lower and Upper Whitelands. They were constructed on the edge of the established agricultural settlement and formed a separate industrial community which both avoided and could not be seen by the more respectable residents within the old medieval centre. The blind-back terraces were unusual because of their length and three storeys. The buildings were fronted by extensive allotment gardens with privies to the rear. (Gould 1996)

Upper Whitelands has been demolished but Lower Whitelands still stands today and represents one of the first purpose-built miners' settlements in north Somerset (*ibid.*). Comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 indicates the probable survival of privies to the rear of 28 and 32 Lower Whitelands and 70 Upper Whitelands. The buildings are not listed.

Waterloo Cottages and Waldegrave Terrace [*Map E: 42, 43*]

Further expansion by Radstock Colliery took place in the second half of the 19th century and a second phase of miners' housing was erected in about 1870 on the north bank of the River Cam. Interestingly these were located closer to the town with large allotment gardens and privies to the rear; the larger houses at the end of each terrace were probably occupied by the colliery officials. (Gould 1996)

Waldegrave Terrace and the east range of Waterloo Cottages still survive today and include the large allotment gardens. Examination of the digital Ordnance Survey map of 1995 suggests that some of the privies may also survive. The buildings are not listed.

Middle Pit Cottages [Map E: 44]

A short row of cottages was built close to Middle Pit Colliery on its west side. They do not survive today although examination of the digital Ordnance Survey map of 1995 indicates that the land has not been redeveloped. Ground survey work is required to check for the survival of features associated with the cottages, such as allotment gardens and ancillary structures.

Prospect Cottages, Wells Way Square and Fossehill Buildings [Map E: 45-47]

A large number of miners' terraced housing was built close to Wells Way Colliery in the 19th century. Prospect Cottages and Wells Way Square were built facing the Wells Road on the south side of the colliery. The smallest buildings were sited on the roadway to the colliery itself. Comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 suggests that all these buildings are still standing: none are listed. Prospect Cottages and Wells Way Square retain their original garden plots to the rear. Survey work is urgently required to assess the condition of the buildings.

South Hill House [Map E: 48, 49]

In addition to the terraces built for the colliery workers houses were built for the colliery managers. The largest house was built for James McMurtrie, who became manager of the Radstock Collieries in 1862 (Anon c.1981). It was erected on land overlooking the old medieval core of Radstock and stood on substantial grounds, served by a tree-lined avenue. It had heated greenhouses containing exotic plants and fruits and was the only building in Radstock that directly overlooked the church; a private path connected the two. It was demolished in the 1960s and the site is now occupied by the Norton-Radstock College of Higher Education. (Gould 1996)

A detailed ground survey is required of the grounds to determine the survival of associated features, particularly the private path between the house, church and school. Examination of the digital Ordnance Survey map of 1995 suggests the survival of the tree-lined avenue to the house. Photographs of the house have been published in photographic collections for the town (Howell 1988: 42) but no photograph of the greenhouses has been identified.

7.3.2 Midsomer Norton and Welton [Map E: 50]

The centre of Midsomer Norton was not subject to change on the same scale as Radstock. The collieries were located away from the medieval core and consequently it retained its pre-19th century character. The settlement in Welton was by contrast very much a product of Welton Hill Colliery, although the development appears to have been piecemeal rather than planned. One terrace was built adjacent to the colliery slag heap, but comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 suggests that they have been demolished.

7.4 Civic sites and buildings

7.4.1 Radstock

Radstock Market [Map E: 51]

The market building in Radstock was erected in 1897 to provide a covered market place. It was considerably enlarged in 1925 by the incorporation of a part of the adjacent old brewery, thus providing a lofty and well ventilated space which was better suited for the preparation and selling of meat, fish and poultry (Chedgy 1987: 8). The building is grade II listed (DoE 1979: 5/76). It has a metal frame with a corrugated asbestos roof, and glass and corrugated iron panels. It consists of a ten bay aisled hall; at the west end is a glazed gable end with a wide semi-circular fanlight. The central 4-way clock has an ornamental belfry above it. After several uncertain years, the building has been recently acquired as a new base for the Radstock, Midsomer Norton and

District Museum (Gould 1996). The depiction of the market hall on *Map E* is based on the modern building shown on the digital Ordnance Survey map of 1995.

Union Office [Map E: 52]

According to Gould the Radstock branch of the Somerset Miners Association was based in a two-storey building behind the Frome Way Inn (Gould 1996). The most likely candidate for this building is Southfield Court, as shown on *Map E*. This building did not appear on the Ordnance Survey map of 1884 and can therefore be assumed to post-date the map. The premises have recently been converted into a dwelling (*ibid.*). Further research is required to determine the date of its construction and history of use.

Working Men's Club [Map E: 53]

The old Working Men's Club was renamed Victoria Hall following extensions to the original building. It was built in 1897 and used for public meetings, mining classes, the choral society, urban council use and meetings of the Radstock Co-operative Society (Gould 1996). The depiction of the hall on *Map E* is based on the modern plot boundaries associated with the hall, as shown on the digital Ordnance Survey map of 1995.

Bath Road School [Map E: 54]

A school was marked on the Ordnance Survey map of 1884 on the north side of Waldegrave Terrace; this map forms the basis for its depiction on *Map E*. It occupied a triangular plot of land and although the school building has been demolished this plan form element in the town does survive. The date of demolition is unknown and further research is required. It may be the school referred to in Kelly's Directory of 1889:

'Board School (mixed and infants) built in 1874-5 for 191 children at a cost of £2,200 and enlarged in 1882 and again in 1887 for 386 children' (Kelly's Directory 1889: 318).

National School [Map E: 55]

The second school in Radstock was built on a plot of land adjacent to the parish Church of Nicholas in 1857 (Chedgy 1994: 13). The original 19th century building depicted on the Ordnance Survey map of 1884 survives today and this map forms the basis for its depiction on *Map E*; it was marked on the Waldegrave estate map of 1867 as the National school. Initially the school was for both girls and boys, but as it grew, infants, girls and boys were separated (Chedgy 1994: 13). The school was marked on the digital Ordnance Survey map of 1995 as 'St. Nicholas Infants School'. Further research is required check for the survival of significant 19th century features associated with the school.

7.4.2 Midsomer Norton

Midsomer Norton Town Hall [Map E: 56]

The town hall was built in 1860 by Thomas Harris Smith. It is a two-storey building in Italianate style with a hipped slate roof and is grade II listed (DoE 1979: 4/67). The depiction of the hall on *Map E* is based on the Ordnance Survey map of 1884.

Midsomer Norton Almshouses

A photograph of almshouses in Midsomer Norton was taken in 1909, 14 years after they had been built (Howell 1988: 22). They could not be located using the photograph, though they appeared adjacent to the River Somer. Further research is required to accurately locate them and determine their survival.

School [Map E: 57]

Two school buildings appears on the Ordnance Survey map of 1884 in Midsomer Norton on the south side of the River Somer; this map forms the basis for their depiction on *Map E*. Comparison between the 1884 map and the digital Ordnance Survey map of 1995 indicates that only the smaller building may survive, incorporated into the hall now occupying this site. The larger school building has been demolished. Further research

is required to establish the date the school was built and knocked down, and to discover more about the history of the school.

School, Redfield Road [Map E: 58]

A second school was marked on the Ordnance Survey map of 1884 on Redfield Road; this map forms the basis for its depiction on *Map E*. Comparison between the 1884 map and the digital Ordnance Survey map of 1995 suggests that the 19th century building has been incorporated into the existing St. John's School. Field survey work is required to confirm this assertion and record features associated with the original 19th century school.

7.5 Religious sites and cemeteries

7.5.1 Radstock

St. Nicholas Church (SMR 1174) [Map E: 59]

The parish church of St. Nicholas in Radstock was, like the parish church in Midsomer Norton, largely rebuilt in 1879 by the architect William Willcox. It was built in Geometric style and surviving interior features include a highly ornamental pulpit of 1888 and a stone carved 5-bay reredos of about 1874. Two lightly carved early 19th century head stone survive to the right of the porch. (DoE 1979: 5/29)

The depiction of the churchyard on *Map E* is based on the Ordnance Survey map of 1884. A site visit during October 1997 confirmed that the graveyard was raised over a metre above the level of the road and revealed the clearance of some gravestones on the west side of the church. Stone-lined vaults in the church may be 18th and 19th century in date (Russett personal communication).

Primitive Methodist Chapel [Map E: 60]

The Primitive Methodist Chapel was marked on the Ordnance Survey map of 1884 close to Middle Pit in Coombe End. This large mid-19th century building was subsequently used as a cinema and is currently a carpet store. No graveyard appeared to be associated with the chapel on the 1884 map and consequently its depiction on *Map E* is based on the modern property boundaries of the church shown on the digital Ordnance Survey map of 1995.

Ebenezer Chapel (Wesleyan Methodist) [Map E: 61]

A second Methodist Chapel was located on Wells Road, marked on the Ordnance Survey map of 1884 as Ebenezer Chapel (Wesleyan Methodist); the plot area associated with the chapel on this map forms the basis for its depiction on *Map E*. Comparison between the 1884 map and the digital Ordnance Survey map of 1995 indicates that the chapel was demolished and two houses built on this plot of land: Prospect Cottage and Prospect House. The size of the plot area suggests that it may have been used for burials. Further research is required to assess the below-ground deposits in this area and to determine whether or not burial took place on this land.

7.5.2 Midsomer Norton

St. John the Baptist parish church [Map E: 62]

The medieval parish church of St. John the Baptist was largely rebuilt in 1830. The five bay aisled nave was designed by the architect John Pinch, and the church has a number of affinities with St. Mary's Bathwick in Bath, also by Pinch. A number of 19th century fittings survived the 20th century restoration, including the pulpit. The chancel was built in 1924 and the Lady Chapel in 1936 (Pevsner 1958: 229).

The church is a grade II* listed building (DoE 1979: 4/21). The churchyard rises well above street level, the result of probably one thousand years of burial, and contains at least one metre of stratified burials. According to the listing description in 1979, the churchyard retains a number of mostly 19th century headstones, a low early 19th century chest tomb and a famous memorial to twelve miners killed in 1839 when their rope was severed. The depiction of the churchyard on *Map E* is based on the plot area associated with the church on the Ordnance Survey map of 1884.

Methodist Chapel (Wesleyan) [Map E: 63]

The Methodist Chapel first marked on the Ordnance Survey map of 1884 in the High Street still survives today. The depiction of the chapel on *Map E* is based on the plot area marked on the Ordnance Survey map of 1884; the land at the front of the chapel may have been used as a burial ground. Further survey work is required to determine if burials were made and if so the likelihood of their survival.

7.5.3 Welton**Welton Baptist Chapel [Map E: 64]**

The Baptist Chapel in Welton was built in 1839 from coursed limestone rubble (DoE 1979: 4/96). It has a slate roof and shaped tablet inscribed 'AD Baptist Chapel 1839' (ibid.). The plot area associated with the chapel on the Ordnance Survey map of 1840 is long and thin, running back from West Road; this is depicted on *Map E*. The size of the plot area suggests that it was used as a graveyard. A hall has been built on part of the plot area. Further survey work is required to determine if burials were made.

Welton Methodist Chapel (United Free) [Map E: 65]

A second chapel in Welton was located on the north side of West Street, on a triangular plot of land behind the street frontage. The Ordnance Survey map of 1884 indicates that access to the church was via Millard's Hill; the plot area shown on *Map E* is based on the 1884 map. Since then the church has been extended or rebuilt to include a frontage onto West Street. It is not known if features from the original 19th century chapel survive. Ground survey work is urgently required to assess the survival of features associated with the earlier church and to establish the burial place for members of the congregation.

7.6 Extractive industrial areas and sites: collieries**7.6.1 Old Pit Colliery, Radstock (SMR 6196) [Map E: 66, 67]**

The 18th century colliery continued working until 1858, when mining ceased (Down & Warrington 1971: 165). The colliery had two beam engines for winding and pumping and possibly working in a single shaft (ibid.). The spoil heap was flattened between 1987 and 1988, when a Derbyshire firm extracted three quarters of a million tons of coal and shale from the tip (Dando 1987). Today, the flattened spoil heap is the only visible surface features, but the site has not been developed and the footings and foundations of the colliery buildings probably survive (Gould 1996).

The depiction of the colliery buildings around the pit shaft and the slag heap is based on the Ordnance Survey map of 1884. It is likely that the buildings on the east side of Coomb End were also a product of the colliery and the assessment of the archaeological resource in this area needs to adopt a wider landscape perspective.

7.6.2 Middle Pit Colliery, Radstock (SMR 1154) [Map E: 68, 69]

The 18th century colliery continued to be worked in the 19th and 20th centuries. In 1905 the surface plant was extensively remodelled with the construction of a new horizontal winding engine house, boiler house and a red brick chimney (Gould 1996). The chimney was a prominent landmark in the town until 1987, when it was demolished (Anon 1987a). Massive steel headgear was also brought from a colliery in South Wales in 1905 and dominated the site until it was demolished. All this work undertaken following the deepening of Middle Pit in 1886 (it was then the deepest in Somerset) to reach the lower or Farrington Series, the old winding arrangements being slow and antiquated (Marchant 1987).

The engine house is the most obvious surviving feature and has recently been converted into offices; it was recommended for grade II listing as part of English Heritage's Monuments Protection Programme. It is one of the largest surviving examples on the coalfield and the pride and success of this particular company is reflected in its architectural detailing. The depiction of the engine house on *Map E* is based on the building identified by Gould. Most of the other buildings have been demolished, but the pithead retaining wall and the course of the railway siding also

remain. The manager's house stands on a terrace overlooking the colliery. (Marchant 1987; Gould 1996)

Middle Pit Powder House (SMR 3460) [Map E: 70]

An earthwork incline runs from Middle Pit Colliery to a small single-storey powder house that stands in a field above the valley (Gould 1996). It was built in about 1870 and was situated in an isolated field to minimise the threat of accidental explosion. The building has a double-pitched roof and an iron door. It is believed to be the only surviving colliery powder house in Avon and is a grade II listed building (DoE 1988: 3/97). Its condition today is not known, but a site visit made in 1987 identified the external stonework at threat from trees, ivy and other vegetation (Chapman & Macmillen 1987). The depiction of the powder house on *Map E* is based on the building and incline shown on the Tithe map of 1840.

Clandown Tramway [Map E: 71]

Coal from Old Pit and Middle Pit was transported via a tramway which ran from Clandown through Old Pit and Middle Pit to the coal canal. Following the closure of the canal in the early 19th century it linked up with the tramway and then the railway network in the town. The route of tramway is clearly shown on the Ordnance Survey map of 1884 and comparison between this map and the digital Ordnance Survey map of 1995 shows that its route is remarkably well preserved in the surviving property boundaries. It is possible that the original tramway rails are still buried beneath the ground. Field survey work is urgently required to check for their survival. The depiction of the tramway on *Map E* is based on the Ordnance Survey map of 1884.

7.6.3 Ludlows Pit (SMR 4153 = SMR 5978) [Map E: 72, 73]

The 18th century colliery continued to be worked into the 19th and 20th century, eventually closing in 1954 (Down & Warrington 1971: 192). The surface features of the mine were improved in 1893 when a new winding engine house was erected; it contained one of the largest two-cylinder steam winding engines in Somerset. A pithead baths complex was added in 1940 (Gould 1996). A photograph of the colliery taken in the 1920s shows the steel headgear erected to replace the earlier wooden one (Howell 1988: 46).

A detailed site assessment was recently made by Gould and his work is reproduced in this report (1996). Most of the surviving features date to the late 19th and early 20th century and have been converted to light industrial uses; however, a number of important features have been retained, as described below. The depiction of the colliery on *Map E* is based on the Ordnance Survey map of 1884. The early slag heap associated with the colliery on its north side is also depicted on *Map E* on the basis of the 1884 map; this site soon became too small and waste was then transferred to Tynning Colliery spoil heap. The Riverside cottages were built on part of this plot but most of the tip survives today and forms a prominent landscape feature. The importance of the colliery is enhanced by the survival of first-hand accounts of working life there (Howell 1994: 16).

Ludlows Tramway (SMR 4147) [Map E: 74]

Ludlows Pit dumped most of its waste at Tynning Colliery spoil-heap, to which it was connected by tramway and incline. Comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 shows that most of this route has been preserved by the property boundaries in the area. According to Chapman and Macmillen who surveyed the route in 1987, much of the railway remained and some of the railway lines had been left in the road (Chapman & Macmillen 1987). Further survey work is urgently required to assess the survival of the tramway system in this part of Radstock. It is depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

Ludlows Pit engine house (SMR 1180) [Map E: 75]

The 1893 stone-built winding engine house still survives, though it is mostly hidden by later buildings and only the west wall is visible. The building is unoccupied and may contain the machine bed for the steam winders. A measured survey of engine house has been made and the basement beneath the building is known to survive. It was

recommended for grade II listing as part of the English Heritage Monuments Protection Programme. (Gould 1996)

The depiction of Ludlows Pit Engine House on *Map E* is based on the digital Ordnance Survey map of 1995 and was identified on the basis of the plan made of the pit by Down & Warrington (1971: 172).

Ludlows Pit screens [*Map E: 76*]

To the west of the capped shaft are the colliery screens. The block beside the pithead is built of stone, but most of the structure has a wrought iron or steel framework clad with sheet corrugated iron. The screens were probably rebuilt at the turn of the 20th century, but given their size and form the equipment would have been fairly unsophisticated: the Somerset Coalfields were technologically unadvanced and slow to adopt modern screens. The main screen probably contained a series of fixed inclined bars that graded the material. The coal was delivered into waiting railway wagons which passed through the centre of the building. Although the colliery screens structure has little architectural merit, it is a rare survival. The screen is currently used by an engineering firm and many of the internal fittings including the fixtures for the bars may survive. The building was recommended for grade II* listing as part of the English Heritage Monuments Protection Programme. (Gould 1996)

The depiction of Ludlows Pit screens on *Map E* is based on the digital Ordnance Survey map of 1995 and was identified on the basis of the plan made of the pit by Down & Warrington (1971: 172).

Ludlows Pit baths [*Map E: 77*]

The distinctive red brick-built baths complex built in 1940 stands to the south of the engine house and survives intact. It accommodated 331 men (Down & Warrington 1971: 174). It is a two-storey building with a flat concrete roof and a boiler chimney which stands between two glass-fronted entrances. The architectural design of the baths was influenced by the modern movement and embraces elements of this style. Many important internal features survive in the bath house, including the tiling (and possibly some of the shower cubicles). The building was recommended for grade II listing as part of the English Heritage Monuments Protection Programme. (Gould 1996)

The depiction of Ludlows Pit baths on *Map E* is based on the digital Ordnance Survey map of 1995 and was identified on the basis of the plan made of the pit by Down & Warrington (1971: 172).

7.6.4 Welton Hill Colliery (SMR 9085 = SMR 6235) [*Map E: 78-81*]

According to Down and Warrington Welton Hill Colliery was the third and last of the Duchy collieries to be sunk in the Welton area (1971: 154). The partners involved in Old Welton had decided to sink a new pit, but because of the multiplicity of owners in the intended area, work could not begin until 1812 when the legal problems had been settled (*ibid.*). This could explain the appearance of the coalworks on a map of 1793 as 'Welton Coalwork'. Further research is required to check the account by Down and Warrington (1971).

The ground was so soft that the use of gunpowder was unnecessary, however coal was not discovered until two years later (Bulley 1952: 65). The great vein was located at a depth of 82 metres and the completed shaft was 184 metres deep and nearly 2 metres in diameter (Down & Warrington 1971: 154). Two further shafts were sunk for pumping and ventilation. The pit was very successful until the mid-19th century, but the period after 1860 was a time of upheavals and alterations in which railways figured prominently (*ibid.*: 154). In 1873 it was described as follows:

'...at this colliery, some good household coal is raised, but the works labour at present under the disadvantage of having only a tramway connection with the canal or railway..' (Ainstie 1873).

Modernisation in 1866-8 included the overhaul of the beam pumping engine, but there was a gradual decline in orders and a deterioration of the underground workings (Down & Warrington 1971: 157). The colliery closed at the end of 1896.

In the 1970s the sites of all three shafts could be observed but it is not known if they survive today. This colliery was not examined by Gould and its state of survival is therefore not known. Comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 shows that the main colliery building no longer stands. However, three buildings still appear to stand today, including two domestic buildings presumably associated with the pit: Old Pit Cottage and Welton Hill Cottage. Only one building may be directly associated with the pit workings, an unidentified building on the north side of the old tramway; this building urgently needs to be surveyed. The depiction of the colliery on *Map E* is based on the Ordnance Survey map of 1884; the pit buildings are based on the digital Ordnance Survey map of 1995.

Welton Hill Tramway [Map E: 82]

The original tramway route to the Somerset Coal Canal passed along the west side of the slag heap and then east along the contours of the hill to join up to the Somerset Coal Canal. This was the longest branch of the Radstock tramroad and had the highest tolls. In July 1878, after the opening of the Bristol and North Somerset Railway, the colliery applied for a siding at Welton Station. The agreement was signed on 31 December 1879 and the colliery laid a narrow-gauge line from the pit to a new siding off the main line; work was completed by June 1880. The narrow-gauge line was a self-acting incline down which the wooden colliery tubs were run to new screens erected on the site. On 11 April 1888 plans were made to replace the narrow gauge by a direct standard-gauge connection, but the plan was not implemented. (Down & Warrington 1971: 157)

The route of tramway is clearly shown on the Ordnance Survey map of 1884. Comparison between this map and the digital Ordnance Survey map of 1995 shows that its route is remarkably well preserved in the surviving property boundaries, particularly to the north of West Road where part of the route is a public footpath. It is possible that the original tramway rails are still buried beneath the ground. Field survey work is urgently required to check for their survival. The depiction of the tramway on *Map E* is based on the Ordnance Survey map of 1884.

Welton Hill slag heap [Map E: 83]

The slag heap from Welton Hill Colliery was located on the east side of the pit workings. It has been depicted on *Map E* on the basis of the Ordnance Survey map of 1884; comparison between the area and the digital Ordnance Survey map of 1995 suggests that the heap survives, since no redevelopment appears to have occurred in this area. Field reconnaissance work is required to check the survival of the slag heap and its amenity value.

7.6.5 Wellsway Colliery (SMR 5979) [Map E: 84]

The lease for the sinking of Wellsway colliery was drawn up on 31 December 1828 and by the 1830s coal was being mined. However by 1897 coal winding at Wellsway ceased and the shafts were only used for winding men and materials. Coal was still mined here, but it was taken on a very long and tortuous journey to Ludlows for winding. The pit eventually closed in 1920. The pit yard and incline sites were later leased to a firm of joiners, Messrs. Plummer & Hockey. The chimney was demolished in about 1930 and the headgear was allegedly blown down during a storm in about 1932. The new owners of the site made good use of the northern shaft, tipping waste wood shavings down it. The shaft was eventually filled up with them and like the southern shaft was capped over. (Down & Warrington 1971: 176,180)

The depiction of the colliery on *Map E* is based on plot area associated with the colliery workings on the Ordnance Survey map of 1884. It was recently the subject of a site assessment and the following substantial remains of the colliery buildings were identified. No significant below-ground archaeological deposits were thought to survive.

The spoil heap is mostly hidden behind modern conifers, and the rail formation survives as an earthwork. (Gould 1996)

Wellsway Colliery Heapstead Building [Map E: 85]

Wellsway had a tandem headgear with two shafts lying within a single-storey stone-built heapstead. Although much altered, the basic shape of the building survives (Gould 1996). The depiction of the building on *Map E* is based on the digital Ordnance Survey map of 1995 and was identified on the basis of the plan made of the pit by Down and Warrington (1971: 177).

Wellsway Colliery Engine House [Map E: 86]

Less than 10 metres to the south-west lies the two-storey stone-built engine house, which would have contained a two-cylinder horizontal steam winding engine; Gould has described it as outstanding and recommended it for grade II listing as part of the English Heritage Monuments Protection Programme (Gould 1996). The depiction of the building on *Map E* is based on the digital Ordnance Survey map of 1995 and was identified on the basis of the plan made of the pit by Down & Warrington (1971: 177).

Wellsway Colliery weighbridge and stables

The colliery weighbridge and stables were also identified by Gould; ground reconnaissance is required to accurately locate them. The weighbridge was recommended by Gould for grade II listing. The colliery stables are built of limestone, with gable ends and a red pantile roof. The main block has a stone-built arched entrance and a double stable door, but most of the internal fittings have been removed. Stables were once a common feature of the 19th and 20th century colliery landscape although few examples now survive. (Gould 1996)

Wellsway Tramway [Map E: 87]

Parts of tramroad and railway inclines survive (Gould 1996). The route of tramway is clearly shown on the Ordnance Survey map of 1884 and comparison between this map and the digital Ordnance Survey map of 1995 shows that its route is remarkably well preserved in the surviving property boundaries. It is possible that the original tramway rails are still buried beneath the ground. Field survey work is urgently required to check for their survival. The depiction of the tramway on *Map E* is based on the Ordnance Survey map of 1884.

7.6.6 Tynning Colliery (SMR 4151 = SMR 4147) [Map E: 88]

Work began at Tynning in 1837 and in 1873 it became a central pumping station for the Radstock collieries. It was closed for coal winding in 1909 and continued in use pumping water from the coal shafts until 1922, when it was finally abandoned. The site was then used as the main tip for both Middle Pit and Ludlows until the eventual closure of the latter in 1954. (Down & Warrington 1971: 180-1)

The depiction of the pit workings on *Map E* is based on the Ordnance Survey map of 1884. Any surviving surface features in this area have been buried beneath part of the slag heap and as a result there is excellent potential for the survival of below-ground archaeology.

Tynning Colliery Tramway [Map E: 89]

The tramway incline to Tynning Colliery was established between 1838 and 1848. It transported coal from Tynning and brought waste from Middle Pit and Ludlows to the tips on the hillside above Radstock. Much of the route including the stone embankment survives (Gould 1996). The depiction of the tramway on *Map E* is based on the Ordnance Survey map of 1884.

Tynning Colliery Spoil Heap [Map E: 90]

An estimated 2,500,000 tons of dirt have been tipped at Tynning Colliery and although they have been planted and graded, they still form a prominent landscape feature (Down & Warrington 1971: 183). The spoil heap should be retained for its landscape value (Gould 1996). It is depicted on *Map E* on the basis of the Ordnance Survey map

of 1884, and is not dissimilar from the area shown on the digital Ordnance Survey map of 1995.

7.6.7 Upper Writhlington Colliery (SMR 4146) [Map E: 91-95]

Forming part of the Writhlington Colliery group, Upper Writhlington lies at the eastern edge of the town. It was opened in about 1805 and closed for production in about 1898, although industrial activity continued on the site for some years, as it was retained as a sawmill serving the Lower Writhlington Colliery (Down & Warrington 1971). According to Gould, all the principal colliery buildings have been destroyed (Gould 1996). Comparison between the Ordnance Survey map of 1884 and the digital Ordnance Survey map of 1995 indicates the survival of ancillary buildings close to the pithead; these include offices, a blacksmith's shop and stables, and are now private dwellings (Gould 1996). The depiction of the colliery on *Map E* is based on the area of pithead workings shown on the Ordnance Survey map of 1884; the ancillary surviving buildings have been depicted on the basis of the modern buildings shown on the 1995 map.

Upper Writhlington manager's house [Map E: 96]

In addition to the ancillary buildings identified above, a large stone-built house was built above the colliery yard, overlooking the works: Hillhouse still stands today and has a gable portico above the front door. Gould has commented on its significance helping to shape new relationships between the manager and workforce and becoming a form of surveillance (Gould 1996). The house is not listed and no detailed survey has been carried out. It is depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

Upper Writhlington Colliery Spoil Heap (SMR 2221) [Map E: 97]

The spoil heap from Upper Writhlington Colliery survives today, though it is mostly hidden by trees (Gould 1996). It forms an important landscape feature of the vicinity. It is depicted on *Map E* on the basis of the Ordnance Survey map of 1884.

Upper Writhlington Colliery Tramway [Map E: 98]

Coal from Upper Writhlington was transported in wagons down an incline to a coal depot at Frome Hill to the south. From here, it ran further south, eventually connecting up with the Bristol and North Somerset Railway. The route of the tramway is clearly shown on the Ordnance Survey map of 1884 and comparison between this map and the digital Ordnance Survey map of 1995 shows that its route is remarkably well preserved by the surviving property boundaries. Examination of the 1995 map shows that a short stretch of about 150 metres to the north of Frome Road and a longer stretch of about 300 metres to the south of Frome Road still appear to be used as public rights of way. According to Gould the incline from the colliery to the coal depot on Frome Hill survives. It is possible that the original tramway rails are still buried beneath the ground. Field survey work is urgently required to check for their survival. The depiction of the tramway on *Map E* is based on the Ordnance Survey map of 1884.

Coal depot [Map E: 99]

A coal depot was established at Frome Hill and this was connected to the colliery by a steam driven incline. The site was subsequently taken over Evan's foundry and is currently being redeveloped, but the course of the tramway survives. Located to the north of the landsale depot, a stationary steam engine hauled coal up an incline from Upper Writhlington Colliery. A second engine was positioned mid-way between the depot and the GWR rail sidings; the wagons running by gravity to the latter. Part of the track bed survives, although the route needs further detailed investigation. (Gould 1996)

The depiction of the coal depot on *Map E* is based on the Ordnance Survey map of 1884. Comparison between this map and the digital Ordnance Survey map of 1995 suggests that none of the original buildings survive.

7.6.8 Old Welton Pit (SMR 4155 = SMR 5980) [Map E: 100]

The late 18th century colliery continued to be worked until the end of the 19th century. The earliest certain mention of the pit's owners was in 1802 when Joseph House bought a share. The Mogg and Rees-Mogg families became major shareholders by the second half of the 19th century. It closed in 1896 after losing a considerable amount of money. Attempts to reopen the colliery failed, though the deep shaft was refurbished and brought into use as a ventilation and escape shaft in 1927. After Norton Hill closed in 1966 the machinery at Old Welton was removed and the shaft filled up. The last landmark, the 18 metre high brickworks chimney was demolished on 9 December 1967. (Down & Warrington 1971: 147)

The depiction of the colliery on *Map E* is based on the Ordnance Survey map of 1884. Examination of the digital Ordnance Survey map of 1995 indicates that the area has been redeveloped and a substantial part of the old colliery area is now occupied by Old Welton Refuse Treatment Plant. However, the site needs to be visited to check for the survival of standing features and slag heaps, and to access the potential for below ground preservation.

Old Welton Pit Tramway [Map E: 101]

The route of tramway is clearly shown on the Ordnance Survey map of 1884 and comparison between this map and the digital Ordnance Survey map of 1995 shows that its route is remarkably well preserved in the surviving property boundaries and the old tramway bridge still survives (as described above). It is possible that the original tramway rails are still buried beneath the ground. Field survey work is urgently required to check for their survival. The depiction of the tramway on *Map E* is based on the Ordnance Survey map of 1884.

7.6.9 Centralised buildings and structures associated with collieries

By 1850 Radstock had become a mining town and a number of ancillary structures were erected by the company to serve the growing needs of the collieries.

Central Colliery workshops (SMR 5978) [Map E: 102]

The workshops for the Radstock collieries were erected in 1872 only a short distance from Ludlows Colliery, and according to Gould much of the L-shaped single-storey range survives. The buildings have been re-fronted and are currently being used by 'Charlton' timber merchants (Gould 1996). The depiction of the workshops on *Map E* is based on the plot area associated with the L-shaped building on the Ordnance Survey map of 1884. Comparison between this map and the digital Ordnance Survey map of 1995 suggests that the older core lies along the west and north wall of the existing building. Field survey work is urgently required to assess the survival of the building and features associated with its use as a colliery workshop.

Radstock Wagon Works [Map E: 103]

Radstock Wagon Works were located at Fox Hills in Radstock, on land between a stream and the Somerset and Dorset Railway; the works are depicted on *Map E* on the basis of the Ordnance Survey map of 1884. Two large buildings were marked on this map and comparison with the digital Ordnance Survey map of 1995 shows that both buildings still survive. However, since the closure of the wagon works in 1988 British Rail sees no commercial or strategic grounds for its retention and wishes to dispose of it together with the land at Radstock. As a result, a new road has been proposed along this route, threatening the engine shed with demolition (Wansdyke Local Deposit Plan 1995).

Wagon Works (adjacent to Ludlows colliery) [Map E: 104]

The wagon works in Radstock are marked on the Ordnance Survey map of 1884 on land adjacent to Ludlows slag heap; the 1884 map forms the basis for the depiction of the works on *Map E*. Comparison between this map and the digital Ordnance Survey map of 1995 suggests that the original buildings do not survive. However, field survey work is required to confirm this assertion and assess the survival of below ground

features, particularly the sidings, which branch off from the Somerset and Dorset Railway.

Radstock Colliery stables and central washery

The company stables for Radstock Colliery were located at Coombe End, mid-way between Old Pit and Middle Pit. This courtyard building housed 25 horses and had a single entrance beside the road; it was demolished in 1966. The central washery was erected in 1909 in an area between Tynning Bridge and the Wagon Works, but the site is believed to have been destroyed (Gould 1996). The exact location of the stables and washery could not be identified.

Offices of Radstock Collieries

These included the offices of Radstock Colliery, which stood at the foot of Frome Hill. This grand single-storey range could be seen from almost any position in the town, and was part of a hierarchical landscape in the town which defined the relationship between manager and worker (Gould 1996). It has been demolished and only the terrace perimeter wall and steps survive (*ibid.*). Its exact location could not be identified and field survey work is required to accurately identify the surviving features.

7.7 Other extractive industrial areas and sites

Tynning brick works and quarry, Radstock [Map E: 105, 106]

The brick works and quarry associated with it appear on the Ordnance Survey map of 1884; this map has formed the basis for their depiction on *Map E*. They lay on the north side of Tynning colliery; comparison between the 1884 map and the digital Ordnance Survey map of 1995 suggests that the area has been buried beneath Tynning slag heap. As a result there is excellent potential for the survival of below-ground archaeology.

Mount Pleasant Quarry, Radstock [Map E: 107-109]

The quarry at Mount Pleasant appears on the Ordnance Survey map of 1884 on the east side of Radstock. It lay at the junction of Frome Road and the road to Upper Writhlington Colliery, and was connected via a tramway to both the Bristol & North Somerset, and Somerset & Dorset Railways. A row of quarry cottages was built on the south side of Frome Road, but do not survive. The quarry area to the south of the road has been most extensively developed and no trace of quarry workings appear on the digital Ordnance Survey map of 1995. The area to the south, where the tramway terminal was located has not been developed and the field survey work is urgently required to assess the survival of features associated with the quarry.

The tramway ran along parallel with the modern plots associated with 23-43 Frome Road and then more or less parallel with the road, along a fence boundary that appears on the digital Ordnance Survey map of 1995. It joined the siding which ran between the two mainlines, and therefore provided easy access to both lines. The junction between the various tramways around Ludlows Colliery urgently needs to be surveyed. The depiction of the quarry, cottages and tramway on *Map E* is based on the Ordnance Survey map of 1884.

Frome Road Old quarry [Map E: 110]

The quarry on the Old Frome Road appears on the Ordnance Survey map of 1884; this forms the basis for its depiction on *Map E*. Comparison between this map and the digital Ordnance Survey map of 1995 shows that although no evidence for the quarry appears to survive, the detached houses built in this part of the town preserve the outline of the quarry area. They were presumably built in the old quarry works following its abandonment.

Mells Lane quarry [Map E: 111]

The quarry on the south side of Mells Lane lay about 200 metres from the road and about 50 metres to the north-east of the Bristol and North Somerset Railway. It utilised the tramway route from Upper Writhlington Colliery to the railway, making transportation of stone cheap and easy. The depiction of the quarry on *Map E* is based on the Ordnance Survey map of 1884 and comparison between it and the digital Ordnance

Survey map of 1995 indicates that no development has taken place at this site. The tramway and quarry workings may still be visible features in the landscape today. Field survey work is urgently required.

Wells Road quarry [*Map E: 112*]

The quarry on Wells Road was located in the town of Radstock itself; it lay on the north-east side of South Hill House and access to it was via Wells Road. Comparison between the Ordnance Survey map of 1984 and the digital Ordnance Survey map of 1995 indicates the survival of the quarry area and the use of this plot of land for a large hall. Ground survey work is needed to check for the survival of associated features such as workshops and limekilns. The depiction of the quarry on *Map E* is based on the Ordnance Survey map of 1884.

7.8 Non-extractive industrial areas and sites

7.8.1 Mills

For a discussion of the mills in Norton-Radstock see sections 5.5 and 6.7.1.

Radstock Corn Mill (SMR 3465 = SMR 5976) [*Map E: 113, 114*]

The only mill site marked on the Ordnance Survey map of 1884 was Radstock Corn Mill (the same site as Radstock Mill shown on a map of 1793 and the Tithe map of 1840). This mill has been depicted on *Map E* on the basis of the 1884 map. A site visit to Midsomer Norton in October 1997 indicated the likely survival of 19th century features at the mill site on the Island. This site has also been depicted on *Map E* on the basis of the modern plot boundaries shown on the digital Ordnance Survey map of 1995.

7.8.2 Breweries

The Bells or Coombs Brewery, Radstock (SMR 3462) [*Map E: 115, 116*]

Coombs Brewery in Radstock was founded in 1899. The Bell Inn was re-built by the Coomb family at this time to incorporate a brewery to the rear (Howell 1979: 28R, 30R, 32R; Howell 1980: 172R). The range of buildings associated with the brewery survives and includes a brick tower which contained slate water tanks and a stable block on the opposite side of the road (Gould 1996). The brewery was one of three properties owned by the Coomb family in the area: at Clandown, Camerton and Radstock (Coombs 1994: 6). The beer was matured from two to three years and 'Clandown Bitter' was widely sold in the West Country; the company was known as 'Coombs' Clandown and Radstock Breweries and Hotels Limited', later shortened to 'Coombs Breweries Limited' (*ibid.*). A photograph of George Coombs and fellow directors was taken outside the Bell Hotel at the turn of the century and was labelled 'Radstock Market, Coombs & Company, Proprietors' (Howell 1988: 36-37).

The depiction of the brewery on *Map E* is based on the plot associated with the brewery shown on the Ordnance Survey map of 1884. Part of the area has been used to build six semi-detached houses, but the works adjacent to the market house survive. The stable block is depicted on the basis of the plot area associated with the buildings shown on the Ordnance Survey map of 1884. None of the buildings associated with the brewery area listed and a detailed building survey is urgently required.

Welton Old Brewery, Welton (SMR 3466) [*Map E: 117*]

During the 19th century the brewery in Welton grew considerably from the two buildings shown on the Tithe map of 1840 to a large complex that appears on the Ordnance Survey map of 1884; this map forms the basis for its depiction on *Map E*. The old brewery buildings are now used as printing works. No detailed survey of the existing site has been made and the potential for surviving 19th century features is high. During a site visit in 1984 Pollard observed the base of a former chimney stack in 1984 at gutter level and visible from Station Road.

7.8.3 Textile works, Midsomer Norton [*Map E: 118*]

A long industrial building running parallel with the River Somer in Midsomer Norton was observed during site visit in October 1997 (Russett, La Trobe-Bateman & Sydes). It had small square windows on the first two floors and larger windows on the upper floor; it was judged early to be 19th century. Further research is urgently required to determine its use and date of construction.

7.8.4 Public utilities

Radstock gasworks, Radstock (SMR 10427) [*Map E: 119*]

The gasworks in Radstock were located on the north side of the town at Coomb End and first appear on the Ordnance Survey map of 1884; this map forms the basis for their depiction on *Map E*. They were built in 1858 and supplied all the Radstock collieries (Gould 1996). Comparison between this map and the Ordnance Survey map of 1991 indicated the survival of the gasholder at this time but none appears on the digital 1995 map. A car park has been built over part of the site and standing remains in this area demolished; there is potential for below ground preservation here. The single storey range to the south of Middle Pit Colliery does still survive and was part of the gasworks (Gould 1996). Further research is required to assess the significance of the site and survival of features associated with the gasworks.

Midsomer Norton gasworks [*Map E: 120*]

The gasworks in Midsomer Norton were located to the south of the main high street, on what became Excelsior Terrace. No site visits have been made but comparison between the Ordnance Survey map of 1884, on which it was first marked, and the digital Ordnance Survey map of 1995, suggests that the gasometers do not survive. However, two square buildings fronting the road may be connected to the original gasworks. Part of the site has been developed as an access road but most of the site remains underdeveloped. Further survey work is required to assess the survival of features associated with the works. The depiction of the gasworks on *Map E* is based on the Ordnance Survey map of 1884.

8.0 RESEARCH INTERESTS

8.1 Research interests

1. A wider landscape study is urgently required to assess the survival of Bronze Age, Iron Age and Romano-British material in this area. Its scope should include material found at Camerton and the original reports for excavations need to be re-evaluated. In particular, the date of the cemetery in Southfield must be reassessed given the scanty evidence for a Bronze Age date (section 2.2.1).
2. A geophysical survey should be carried out in the fields to the south of Riverside and west of Kilmerdon Road, where the Bronze Age Barrow (SMR 1177), earthworks (SMR 1176) and Iron Age ditches and pits (SMR 1178) were found. This area has remained undeveloped and the potential for the survival of archaeological material is high.
3. The zone alongside the Fosse Way in Norton-Radstock should be field-walked when ploughed to check for the survival of Romano-British structures, buildings and features connected with the road. The site of the possible river crossing over the Wellow Brook is particularly important and survey work should focus on the survival of a bridge or ford; it should also examine the alignment of the river along this stretch to assess its stability over the last two thousand years.
4. The Romano-British tombstone in St. Nicholas Church in Radstock should be photographed, properly recorded and dated. Further study is required to shed more light on its survival in the churchyard and possible relationship to the cemetery in Southfield, 700 metres to the south-east. Although the cemetery has been tentatively dated to the Bronze Age (Grinsell 1971: 110) it may have been Romano-British in date. The Romano-British material recovered from this site and stored at Taunton Museum should be re-examined to check for burial association (section 3.2.2).
5. The settlement history between 5th century and 11th century is not well understood and further research is required into this period. Place-name study is the most obvious starting point since many of the local names are of Old English origin.
6. The Wellow Brook and River Somer are important natural features in the Norton-Radstock area and their changing alignment has the potential to reveal much about the landscape use over a long period of time. A detailed survey is required to trace these changes. The straightened sections of the river on the Tithe map of 1840 are of particular interest, since they indicate the active management of the river before the 19th century, when settlement density increased. Field survey work should be focused on these areas to check for the survival of both wood and stone revetments (section 5.2.1).
7. The road network in Norton-Radstock is of great importance but is not well understood. The medieval road into Radstock from the north is of particular interest, as outlined in section 5.2.2, and the conjectural route outlined in this report should be critically evaluated on the ground. The turnpike roads in Norton-Radstock also need to be accurately identified.
8. There are almost 50 crossing points in the Norton-Radstock area, where roads, tramways, railways and rivers cross each other. Very few of these have been examined on the ground in spite of their pivotal role in the development of the urban area. All these points need to be surveyed on the ground.
9. The extent, form and location of the medieval manors in Norton-Radstock is poorly understood. There were four medieval manors in the area, but no medieval manorial buildings have been accurately located. Further documentary research is required and the site areas identified in section 5.6 need to be surveyed on the ground for the survival of medieval and early post-medieval features.

10. The medieval settlement in Norton-Radstock will be better understood as a result of a more holistic landscape approach. The potential for work in Radstock is particularly good given the survival of the Waldegrave estate map of 1759; several features appear on this map which require further analysis, including Huish Common on the south side of the village.
11. The deeds from the Tithe barn in Midsomer-Norton (section 5.6) need to be tracked down and examined, since they may shed important light on the history of this important grade II* listed building.
12. Some collieries outside Radstock were not included in Shane Gould's recent survey of collieries in the area: Welton Hill Colliery and Old Welton Colliery need to be the subject of more detailed ground survey work.

8.2 Recommendations for further research work

1. Compile a summary of all documentary sources for the town.
2. Conduct a detailed building survey.
3. Conduct a cellar survey.
4. Prepare a detailed contour survey of the town.
5. Build up a detailed deposit model for the town.
6. Complete a comprehensive trawl of Bristol City Museum archives to check for finds and sites which have not been published and are not included in the Sites and Monuments Record.

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9.2 Map sources

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- 1789 Estate map. 10 inches: 1 metre. 'The Manor of Midsomer Norton ... belonging to H.R.H. The Prince of Wales'. Somerset Record Office T/PH/how 1 Copied by David Thos in 1813
- 1793 Somerset Coal Canal deposit plan showing proposed tramways from Timsbury Basin terminus northwards and from Paulton Basin terminus southward. Bath Reference Library?? referenced by Chapman & Mac.. 1987: Avon Industrial Buildings Trust survey
- 1806 Estate map. 22.6 inch: 1 metre. 'The Manor of Radstocke, belonging to the Right Honourable the Earl Waldegrave'. Somerset Record Office

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| | DD/WG | |
| c.1812 | Map of the Somerset Coal Canal. Moore Room at Bath Reference Library thought to have been surveyed by Jeremiah Cruse about 1812. | |
| 1822 | Parish map. 13.3 inch: 1 metre. 'Parish of Midsomer Norton'. Covers the whole parish - may be draft Tithe map. Somerset Record Office T/PH/how2 | |
| 1823 | Bennett, T.O. Estate map, Midsomer Norton. 13.3 inch: 1 metre. Premises and land belonging to Mr. Samuel Blacker. 38 acres in scattered fields. Somerset Record Office DD/BT 1/54 | |
| c.1825 | Midsomer Norton Parish map. No scale. No title. Map on tracing paper of whole parish, with book of reference arranged by tithing. Somerset Record Office DD/BT 5/14 | |
| 1840 | Radstock Tithe map. 13.3 inch: 1 metre. Somerset Record Office D/D/Rt 30 | |
| 1840 | Cotterells & Cooper. Midsomer Norton Tithe map [in two parts]. 13.3 inch: 1 metre. Somerset Record Office D/D/Rt 286 | |
| 1846 | Colliery map. 8.9 inch: 1 metre. 'Map attached to lease of coal in and under lands and premises with right to get limestone ... in and forming part of the Manor of Midsomer Norton'. Show colliery boundaries. Somerset Record Office DD/RM c/1050 | |
| 1867 | Batey, J. Estate map. 40 inch: 1 metre. 'The Manor of Radstock, belonging to the Dowager Countess Waldegrave...'. Somerset Record Office DD/WG | |
| 1884 | Ordnance Survey map 25 inch Gloucestershire | |
| 1995 | Digital Ordnance Survey map 1:2500 | |
| 9.3 | Aerial photographs | |
| | Hunting Surveys 1971 | HSL-UK71-121-67E-5320 |
| 9.4 | Archaeological evaluations | |
| | SMR 1168 | Wilkinson, K. 1994 Archaeological assessment of former station yard, Midsomer Norton, Somerset. Cotswold Archaeological Trust CAT Job: 0409 CAT Report 94190 |
| | No SMR | Hollinrake, C. & Hollinrake, N. 1997 Archaeological watching brief at 'Old Pit', Clandown, Radstock. |