

THE HIGH STREET, TWERTON

AN HISTORICAL SURVEY

Mike Chapman



Published by Bath and North East Somerset Council

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for Bath and North East Somerset Council

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Cover Illustration: Twerton High Street on a Sunday afternoon in the early 1900s, looking east. To the left is Mill Lane, and on the right is the Crown Inn and the Twerton Club and Institute.

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'The first house on the right hand' - Fielding's Lodge (demolished 1963) which marked the eastern extremity of Twerton High Street in the mid 18th century. The 'spread eagle' (phoenix) over the door can be seen protruding through the ivy

THE HIGH STREET, TWERTON

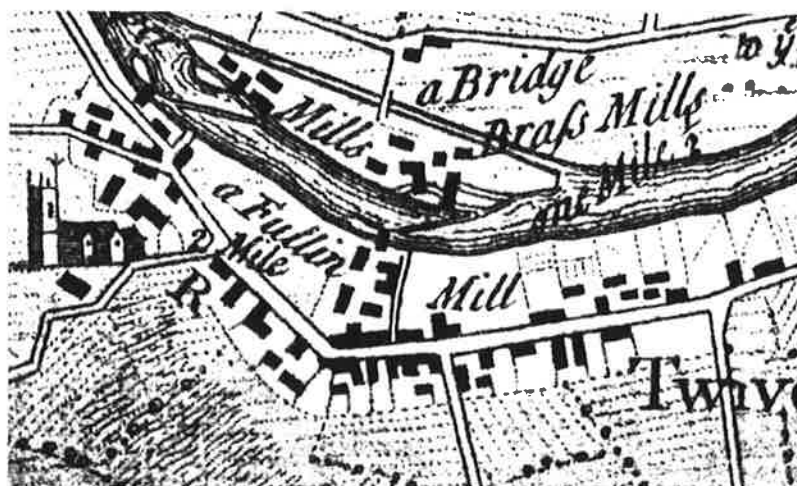
AN HISTORICAL SURVEY

The High Street, Twerton

The name of this stretch of road is a reminder that it was once the ancient high street of the former village of Twerton. Richard Graves, in his *Triflers*, written in 1805, states that Henry Fielding, whilst writing his novel of *Tom Jones*, lived for a while at Twerton 'in the first house on the right hand, with a spread eagle over the door, now inhabited by Mr. Williams, a respectable brewer'. This suggests that in his time the street extended eastward as far as 'Fieldings Lodge' (demolished in the 1960s for the Herman Miller furniture factory) on the Lower Bristol Road, but was later cut off by the Great Western Railway. At the other end of the street, one of the mills became isolated in a similar way. Nevertheless the street as it is now defined, between the eastern railway arch by old Twerton Station, and the western arch below the church, still represents the core of the old village and therefore forms the basis of this study.

From earliest times Twerton village stood on the main road between Bath and Bristol on the south side of the River Avon (the 'Lower Bristol Road'), and the High Street has much in common with other village High Streets in the area (particularly Batheaston) which formed part of the 'king's highway'. Because it was by-passed by alterations in the mid 19th century, the High Street still preserves much of the character of the old road, and provides an interesting example of the radical changes in the transport and industrial systems on the outskirts of Bath that occurred during that time.

These developments can be followed by means of a good sequence of historical maps and development plans of Twerton which exist from the late 18th century onwards, and it is for this reason that the present study concentrates on changes that have taken place since then. Except for occasional references in the Minutes of the Bath Turnpike Trust in the 18th century, there are otherwise few early administrative records relating to the highways in Twerton, and it is regretted that the records of the Bath Rural District Council (to which Twerton belonged in the late 19th century) were destroyed, it would seem, during the blitz on Bath in WWII. Nevertheless the processes of road construction and management commonly employed in North Somerset during this period are now better understood thanks to the Historic Streetscape Surveys recently carried out for the present local authority in Bath and Norton Radstock. A comprehensive picture can therefore be built up in combination with other documentary sources such as postal directories, property deeds, old photographs or illustrations, and of course, the testimony of the inhabitants themselves.



The earliest map showing the village high street in Twerton. From Thomas Thorpe's map of 'Five Miles Around Bath', 1742



The Bristol road through Twerton, taken from the Bath Turnpike Trust map of 1786 by C.Harcourt Masters

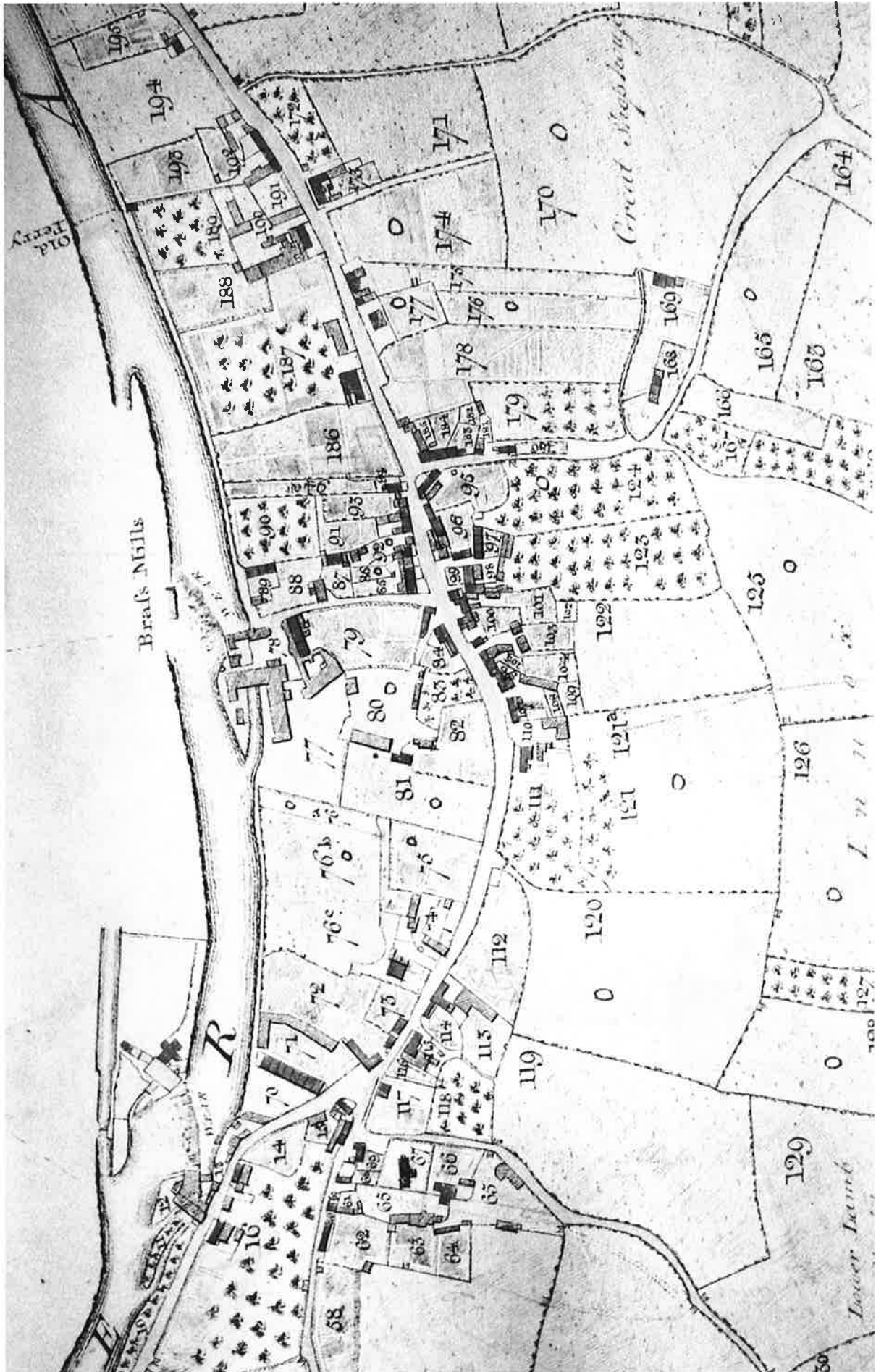
Background History of the Village and Parish

Formerly, the village was more closely associated with the River Avon than today, and it was not until the two were separated by the Great Western Railway viaduct in the mid-19th century that Twerton began to lose its alternative name of 'Twiverton'. According to Eckwall, these names are derivations from the Old English 'Two-ford-town' (as in Tiverton in Devon), an interpretation supported by recent archaeological research. Not only is it now thought that the so-called 'Jurassic Way', a prehistoric route which ran along the edge of the Cotswolds, crossed the River Avon into Twerton, but that the eastern boundary of the parish itself may well have originated as a branch of the Roman Fosse Way. (The postal address, 'Twerton-on-Avon', which came into use about 1876, is thought to have been introduced to avoid confusion with Tiverton.)

In Saxon times Twerton/Twiverton consisted of two manors (presumably giving rise to the 'dual' title), both of which can be traced as land estates from the Domesday survey through to the early 19th century. Although these manors were superseded by a single unified parish during the Middle Ages, the physical division of the village into two core areas was still apparent until recent times. The smaller of these estates was centred around its Farm at the western end of the village (here referred to as the 'western farm') in the region of the church and the 'lower' (downstream) corn mill by the river. The larger, eastern, manor was centred at the other end of the High Street, around its own ('eastern') Farm overlooking the 'upper' mill. Together, their lands covered a wide area extending in a rough triangle from the Victoria Bridge on the Avon up to the Burnt House on Odd Down and back to the river following the Patley and Newton Brooks. However, the lords of manor were never resident here, a factor which no doubt accelerated the process of enclosure and the disappearance of manorial tenure that was already well advanced throughout this region by the end of the 17th century.

Although there was no administrative connection between Bath and Twerton until the 20th century (Twerton belonged in the County Hundred of Wellow), the growth of the Georgian City in the early 18th century had a substantial economic influence on the parish. In 1707 the main Bristol road came under the jurisdiction of the newly authorised Bath Turnpike Trust, and in 1727 the river was made navigable between Bristol and Bath by the Avon Navigation Company. The village mills, which had already been employed in the 16th century for fulling cloth manufactured at Bath, now found new wealth in the manufacture of fine fabrics and 'fancy goods' (at the upper mill), writing paper and dressed leather (at the lower mill), or (on the opposite side of the river) brass products for the Bristol trade. The land itself also became valuable, and by the end of the century, Twerton came to be the subject of much property speculation from local developers and the new city banks. This however did not result, as elsewhere, in the construction of set-piece Georgian housing (except perhaps, Charlton Buildings on the Lower Bristol Road), but rather in the development of further service industries for the city. A group of large malshouses made their appearance on the edge of the village, and considerable investment (and bankruptcy) was undertaken in cloth production, involving important technical innovations and new factory methods. Nevertheless, although at the forefront of the industrial revolution, Twerton was still regarded as an essentially rural and picturesque village. A favourite recreation for visitors to Bath like Jane Austen (who took a 'very pleasant' walk to Twerton in April 1805) was to take an airing along the riverside meadows to view the curious machinery in operation at the mills.

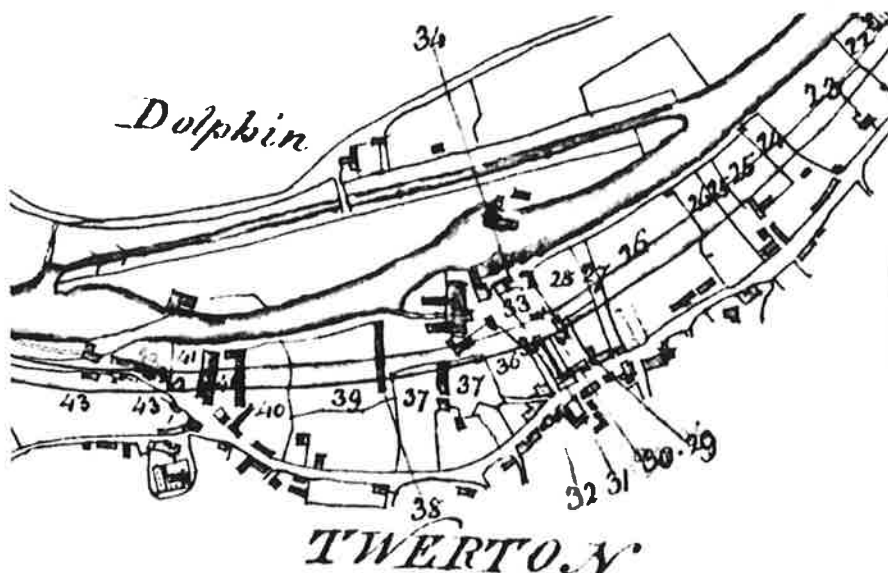
Of greater significance for the village in the future was the proposal in the 1790s for an extension of the Kennet & Avon Canal to Bristol which would have passed through the parish at high level. Initially there was vigorous opposition in the region to this scheme, but in 1809 a new low-level route (to link up with the recently completed Bristol Floating Harbour) was planned, which would have run through the village between the river and the High Street. Although this plan received Royal Assent in 1811 and land in the village was purchased for the purpose, the need for a canal immediately disappeared in the following year when a proper towpath was started building along the river by the Avon Navigation Company. However, the land in Twerton (mostly around the Lower Mill) was retained, later to be sold to the Great Western Railway Company who built the present viaduct along its course instead.



Twerton village in 1807, taken from the map of the parish by Jeremiah Cruse



The outlines shown on the 1807 parish map, superimposed onto modern detail

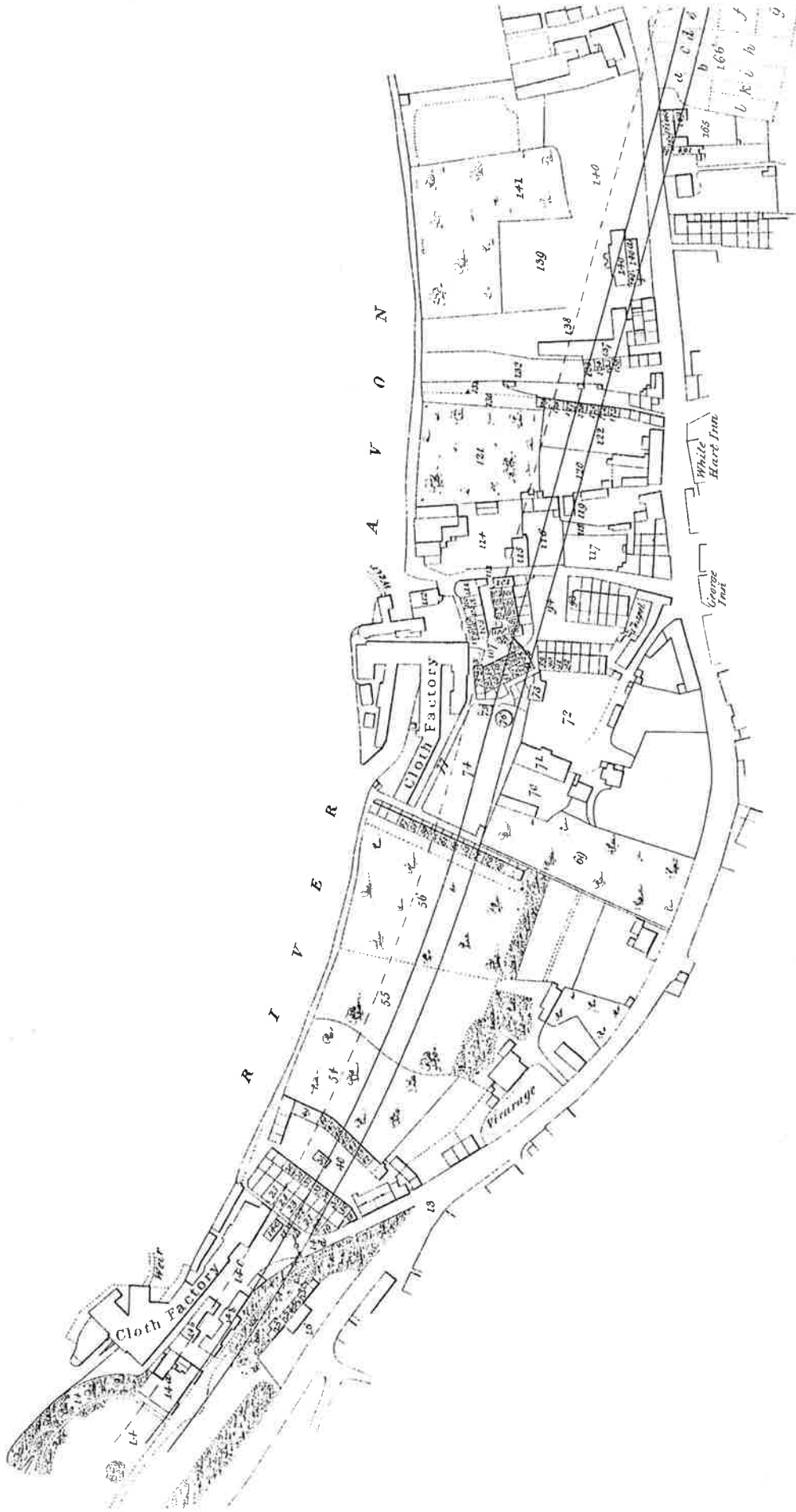


Extract from the K&A deposited plan of 1810, showing the line of the proposed canal extension to Bristol running between Twerton High Street and the river Avon

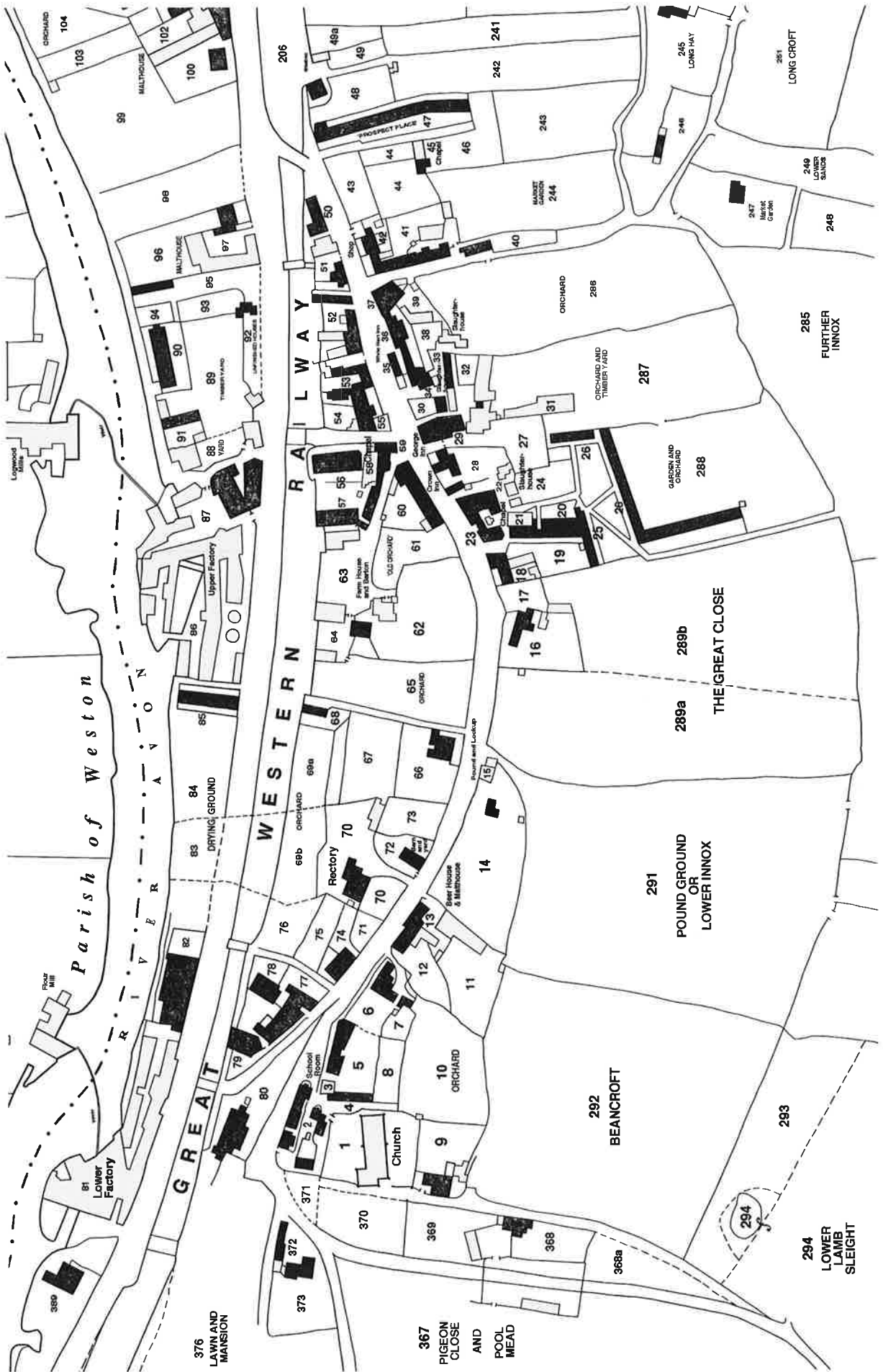
By the time the railway was built in 1840 however, there had been a dramatic expansion of all the mills (on both sides of the river) into large-scale cloth factories, together with the resulting growth in the village population and new housing. A key figure in this was the cloth manufacturer, Charles Wilkins, who by this time had not only gained a monopoly of all the factories, but had also become the principal landowner in the village. Although the eastern manorial estate had already started to break up in the 17th century, it was not until 1833 that an Act of Parliament authorised the sale of the entailed western estate, most of which was purchased by Wilkins. Both Wilkins and the then Rector of Twerton were prominent members of the Bath & West Society with as much interest in the modernisation of agriculture as in industry. Wilkins himself built a fine mansion house by Twerton Wood (Wood House), and removed the western farm to a more convenient site nearby, leaving space for the enlargement of the churchyard. Beyond the village, he also sank a coalmine (closed in 1874) and opened up a large limestone quarry and limeworks nearby which remained in existence up to WWII. As a leader of the community (he was Captain of the Bath Militia) he also promoted improvements in public works, such as the parish roads, the church, and other social amenities. In 1847 the entire Wilkins estate, including most of the factories, was purchased by the Carr family who continued to run village affairs with very little change for the next hundred years.

However, land on the eastern boundary of Twerton (roughly, the present 'Oldfield Park' area) was also being developed into an 'overspill' area for Bath, consisting mainly in the construction of mass by-law housing (not to mention the new city gaol), a process accelerated by the construction of the Somerset and Dorset Railway through the area in 1874. This was accompanied by various 'unwanted' service industries which by the 20th century included a tannery, the city scavenger's (refuse) yard, gas holders for the gasworks, and the city sewage pumping station. More respectable industries followed, such as the Pitman print-works and the Bath cabinet making firms.

In 1911 the parish itself was eventually incorporated into the city, and after WWI housing development, including Council house estates, continued to expand into the southern part of the parish. During WWII a number of houses in and around the High Street were destroyed by bombing (usually from random attacks on the railway line during the Bristol raids), but most of the damage during the Bath 'blitz' of 1942 was restricted to the eastern end of the parish. However, by the end of WWII, the village itself was ripe for development, following the sale in 1951 of the Carr estate to the city council and the imminent closure and demolition of the cloth mills. This enabled new post-war 'model' council house estates to be built on the remaining open land around the village as far as the western boundary of the parish. As elsewhere in Bath, most of the historic buildings in the village disappeared from this time onward, although remnants of agricultural land still remain above the village (used for the community farm) and at the western end of Twerton Wood.



Extract from Brunel's deposited plan of 1833 showing the line of the proposed Great Western Railway through Twerton village



Twerton village in 1840, copied from the parish tithe map

Historical Development of the High Street

The present layout of the High Street originated during the administration of the Bath Turnpike Trust which was authorised by Act of Parliament in 1707. Although it is not possible here to speculate on the appearance of the High Street when it was still under the control of the parish, from entries in the minute books of the Trust it appears to have been somewhat constricted. In 1757, when an extensive programme of improvements to the Lower Bristol Road was carried out, it was reported that the road in front of the George Inn was 'too narrow for two carriages to pass' and that the road 'between the White Hart and the Lane to Mr.Sperrin's [i.e. to his Mill, now Mill Lane]' had been widened. Numerous gardens and orchards were set back, and several buildings, including 'a little baker's shop' and (later) 'a tenement of the Duke of Chandos' (then a prominent landowner in Twerton) were demolished for road widening. At about this time, James Chilcott 'of Twerton' (presumably the builder of 'Chilcott's Buildings' in the High Street) was appointed Surveyor of the Lower Bristol Road for the Trust. There was also a turnpike gate somewhere in the village at the time, but this appears to have become redundant in the 1760s after the Newbridge 'Cross Post' gate was installed at Newton St.Loe.

From details of the road shown on C.Harcourt Master's map, produced for the Trust in 1786, it can be seen that the street layout created by these works has broadly remained unaltered since then. Even the high pavement in front of the present Full Moon is included, where the main road continued steeply down the hill (now Connection Road, known locally as 'Big Hill') towards the Lower Mill and the level stretch beside the river then known as 'Twerton Flat'. There was however one notable difference from today. At the top of the hill, the lane to Newton St.Loe branched away up the slope in front of the Full Moon through the site of the churchyard, where it passed between a complex of buildings before continuing on through the fields. These buildings, known as Church Row, have long since disappeared, except for a rank of cottages at the western end of the Row which still remain on the opposite side of How Hill, their front gardens now occupying the course of the old lane. At a point between the Church Rooms and the churchyard gate another lane turned off sharply left, passing the church below the eastern wall of the churchyard. This lane ('Half-acre Lane' or 'Watery Lane'), led to the church gate and entrance porch (which stood on the south side before the 19th century), before continuing on up through the fields towards Haycombe and Englishcombe.

Connection Road, which runs through a deep cutting, probably originated as one of the many ancient 'holloways' commonly found in the Bath area, created by the combined erosion from downwash and traffic wear. Even today it can be appreciated that this gradient would have presented a daunting obstacle to 18th century traffic (even without the railway arch), and in the 1750s efforts were made to 'ease the ascent and raise the bottom from the floods'. At the bottom, a slipway to the river was also provided to a watering-place next to the mill. The opinion was then already being expressed that this stretch of road should be diverted along an easier gradient. The next large-scale programme of improvements along the Lower Bristol Road was proposed in 1827, under the direction of John Loudon McAdam, who had been appointed Surveyor General of the Bath Turnpike Trust the previous year. This not only included further road widening, but also the deviation previously proposed at the western end of Twerton Village. The new diversion started at the fork between Connection Road and the old lane to Newton, and following the present course of the road towards How Hill, continued straight on towards Twerton Wood on a more gentle slope to rejoin the original line of the road along 'Twerton Flat'.

In the process, the buildings on the north side of Newton Lane in Church Row (including a small malthouse) were demolished, all of which belonged to Charles Wilkins. Characteristically, Wilkins arranged to have the lane at the eastern end stopped up, so that he could build some new dwellings next to the houses that remained on the south side. In return, a new lane was opened up from the new road at the bottom of How Hill to maintain access into Newton Lane in front of the How Hill cottages. It also provided the opportunity to replace Watery Lane with a new route from this junction through the site of the western farm complex past the tower of the church. By this means, the west door now became the main entrance instead of the south porch, which was demolished. Although Connection Road was now made redundant, it was retained as a parish road for access to the Lower

Mill and Wilkin's residence next to it. The rest of the road at the bottom of the hill was then closed off and the space used by Wilkins for an ornamental riverside pleasure ground on the west side of his house.

These arrangements however proved to be temporary, as the act was passed in 1834 for the building of the Great Western Railway through the parish. This not only entailed the construction of the viaduct between the High Street and the river, but provision was also made for a new section of turnpike road to be built along the north side of the viaduct as a village 'bypass'. Three arches were built under the viaduct to connect the High Street with this new road. The main entrance was at the eastern end, where the railway cut directly across the Street, and where Twerton station was built. Another was constructed over Mill Lane, leaving the tail end of the lane (still visible today) leading on to the river on the opposite side of the bypass. At the western end of the Street, 'Big Hill' was reconnected with the new road (hence the title 'Connection Road'), under another arch. The new diversion through Twerton Wood, now redundant, was stopped up and mostly destroyed by the construction of the railway cutting at the approach to the eastern portal of Twerton tunnel. However, the short section leading towards How Hill was retained to maintain access into the lanes to Newton and Englishcombe. In 1838, when Charles Wilkins moved to his new residence in Wood House (his original house by the mill was demolished for the railway) and vacated the site of the western farm, the opportunity was taken to extend How Hill into the farm area in order to replace these lanes (yet again) with the roads which we see today. Newton Road was redirected around the back of the cottages in How Hill, past Hope Cottage, and Watery Lane removed to the west side of the farmyard area which was then sold to the church to extend the churchyard. In the 1870s the turnpike trusts gave way to local authority control, but since the completion of the railway in 1840, the High Street layout has remained unchanged except for alterations to the side roads. The junction with Shophouse Road was widened in 1932 and Dominion Road was opened up for the post-war housing development in 1951. In the early 1970s, the entrance to Clyde Gardens was built opposite.

Materials and Maintenance

Although road surfaces in the 18th century still consisted of broken stone, the drainage and grading of main roads was already much improved by the turnpike trusts. After J.L. McAdam became General Surveyor to the Bath Turnpike Trust in 1826 the main road would certainly have been 'macadamised' with his self-compacting road surfacing (see Appendix), and Twerton High Street could probably claim to be one of the best roadways in the country. Any hard stone material was suitable for this purpose, and Twerton was well endowed with Lias limestone quarries which supplied not only its own needs, but also Bath itself. In 1782, for example, the Trust acquired a half-acre of ground 'for quarrying stones' next to the road below Twerton Wood, which remained in use up to the 1830s. It is likely that some 'foreign' stone was imported at an early stage, particularly Pennant Sandstone brought up the river from the Hanham area, but this was more expensive and used only for high quality paving slabs, bollards, spur-stones and kerbs. However, the tithe map of 1840 shows two stone wharves belonging to the Trust by the river on the outskirts of the village; one next to Avon Bridge at the end of 'Twerton Flat', and another at the end of Feilding's Road on the site of the later Loxbrook footbridge. This would suggest that larger importation had started of the harder 'Black Rock' Carboniferous Limestone from the Bristol Downs which became standard material for macadamised surfacing up to the 20th century.

Early photographs show that by WWI the road surface through the High Street remained much as it was in the 1840s, with macadamised surface and Lias stone gutters and kerbs. However, its relegation to a parish road from this time onward led to a considerable lowering of the standard of maintenance and cleaning. By the end of the 19th century, the village had acquired the unofficial title of 'Twerton-on-Mud', and muddy wheel-ruts are clearly evident on several of the old photographs. Even by the 1930s when tar macadam was already extensively in use in the Bath area, the High Street seems to have merely been treated with a coating of tar over the original macadamised surface. It was not until the end of WWII, when new sewers and service conduits were required for the post war housing around the village, that the High Street was completely remade (with the assistance of Italian prisoners of war) with a modern asphalt surface and concrete kerbs.

Pavements and crossings

It was general practice in the 18th century for frontagers on a street or road to provide their own 'pitched' footwalks (usually constructed of stone blocks or 'setts') outside their doors, although the mention of 'pitching' in the High Street in the Turnpike Trust minute books for the 1750s may also refer to public 'causeways' maintained by the parish overseers. This was already an important feature in Batheaston, for instance, as early as the mid 17th century. However the raised footwalks which are a distinctive feature of the High Street today were evidently part of the road improvement works being introduced by the Trust at that time. A raised pavement has the obvious advantage of protecting pedestrians from spatter thrown up by passing traffic, but their absence in the centre of the village between Shophouse Lane and Mill Lane suggests that this was not the prime reason for their presence elsewhere. The high pavement in front of the Full Moon and Oriel Cottages probably originated as an old causeway built on a natural terrace, but the rest, which ran continuously along the north side between Mill Lane and Clyde House, may have been produced as a result of cutting back the verges during the regrading and widening of the roadway. A raised section which formerly existed between Shophouse Lane and the Station suggests that the paving possibly continued as far as Jew's Lane before it was buried under the railway. Until this part of the roadway was regraded after WWII, the pavement at the end of this section fell very steeply in front of the arch to provide sufficient headroom through to the lower level of the main road. These high pavements were also provided with a series of flat stones projecting from the wall below the footwalk, most frequently near houses (i.e. towards Chilcott's Buildings), which served as steps onto the road or as mounting blocks. These were all removed in the 1970s as a traffic hazard.

The north side of the street seems to have been particularly favoured. By the mid 19th century, the entire length from the Station to Connection Road had a pitched footwalk of some kind, whereas the south side had only short sections outside specific premises, probably built privately. Indeed, until the end of WWII the section between Church Farm and Ivy House, near the pound, merely tapered off like any other country road into the roadside waste. The pitching on the north side was also distinguished by its own attractive pattern of paving, consisting of a central line of small pennant paving slabs supported each side by standard Lias setts. A good example of this can be seen today in the garden path of no.18 High Street. It is noticeable that later modifications to the pavement abandoned this pattern, such as in front of Whitehead's Buildings, built in the late 1820s. Similarly, the sections of pavement on the south side, all installed at a late stage, i.e. at Church Farm (altered in about 1860), the George Inn and the Crown (rebuilt 1835), and the frontage of the White Hart (rebuilt probably in about 1870), had standard Lias setts only.

There was only one pitched crossing, at the top of Mill Lane, which appears very prominently on early photographs as a continuation of the footwalk between Nelson Place and Chilcott's Buildings. This also linked up with a pitched footwalk which ran down the west side of Mill Lane. A gas lamp standard was erected in the middle of this junction of crossings, but such an arrangement would not then have presented much of an obstacle as there was little traffic in the Lane until after WWI. Part of the crossing, at the entrance to Twerton Farm Close, was not removed until the 1970s.

The use of asphalt for pavements instead of stone pitching came into use in this area from the 1880s, and several of the later sections seem to have been replaced or covered over by the 20th century. The pavement on the north side of the road between the station and Shophouse Lane, probably laid out with gravel in the 1830s, appears to have been one of the first, as also the path on the north side of Howe Hill which was probably not built until the 1860s. Other late developments, such as Fernley Terrace (c.1900) and Carlton Terrace (c.1880), which already had raised kerbs but only with only gravel surfaces, were almost certainly asphalted from the outset. The remainder of the pitched footwalks were either replaced or covered over during the 1930s, but several sections, such as in front of the Institute, did not disappear until the 1970s.

Traffic Regulation

Until the building of the railway and the new bypass, the High Street was a busy main road, particularly towards the end of the 18th century with the development of stage coaching and the increase in heavy haulage. It is probably for this reason that most of the properties in the High Street

that did not front directly onto the road were hidden behind high walls. Nevertheless, this route was often preferred to the Upper Bristol Road, which was more likely to be congested with wagons from the Kingswood collieries. After 1840 however, when 'through' traffic ceased, Twerton Village seems to have become a 'backwater'. Even up to WWII, cattle were still driven along the High Street from the fields in Shophouse Lane to the farm behind Mill Lane, or from the Pound Ground into Church Farm. Nevertheless, as a busy community it was well served with public transport, first by the railway station, followed in 1880 by the early horse buses. Neither of these services however operated from the High Street. The entrance to the Station was from the Lower Bristol Road (until a bridge was provided over the line to the down platform in the 1890s), and the buses (replaced by electric trams in 1904) terminated outside the Railway Hotel opposite the Station. The low railway arch is still an obstacle to high vehicles, but in the days when it conducted two-way traffic, its width was also a cause of traffic obstruction.

This situation changed dramatically after WWII as a result of the post-war housing developments around the village, which required an extended and more flexible public transport facility. Instead of the railway (the station had already closed in 1917) or trams (replaced by motor buses in 1939), a bus service through the village was provided by single deck buses (No.5A) which could pass under the railway arch. It was therefore at about this time that the present one-way system through the High Street was adopted, using the Station arch as an entrance, and the Mill Lane arch as an exit. Besides the single-deck bus which terminated at Day Crescent, a double deck bus (No.5) continued to operate for a while on the Lower Bristol Road, terminating opposite the archway of Little Hill. Since then there has been virtually no change to the siting of bus-stops in the street.

Cleaning

No record has been found relating to street cleaning, but it is likely from comparison with other areas that, until the formation of the District Councils, there was no system of cleaning other than the clearance of obstacles to the free flow of traffic. There is record of street watering being carried out in Twerton by Bath District Council in 1906, but early photographs show that although the macadamised surface of the High Street was scraped to remove surface mud and dust (together with horse and cattle droppings), this was only carried out between long intervals. It was not until the introduction of tar-spraying and tarmac after WWI that Twerton would have benefited from mechanised street sweeping.

Drainage

Although the Bristol Road which followed the river through Twerton was subject, like other parishes on the south side of Bath, to periodic flooding until the recent flood prevention scheme, the village itself was, as might be expected, sited on a terrace above the flood plane. Indeed, the High Street rises some 20 feet between the Station and the top of Connection Road, a total of about 32 feet above the river level (the church itself stands on a 'knoll' a further 27 feet above that). However, in the hillside behind the river is a spring-line extending westward from the top of Shophouse Road (in a field formerly known as 'Springfield') to the top of 'Watery Lane' (and 'Poolemead'), which in extreme conditions could cause 'flash floods'. Until the widening of Shophouse Lane and the Hollow in 1932, the torrent flowing down this narrow 'holloway' into the High Street could reach a depth of over 2 feet. Similarly, water flowing down into the opposite end from Howe Hill could make the road above Connection Hill impassable.

Street Lighting

In common with other villages, Twerton probably had some form of street lighting from oil lamps by the early 19th century. These however would only have been sited at particularly significant sites (e.g. the Church entrance, over front doors of Inns, &c.) and were generally provided privately - a situation which would not have altered when the parish was connected to the gas supply system in 1866. Indeed, when public lighting was first proposed for the principal roads in the parish in 1873 it was firmly rejected by the Select Vestry on account of the additional burden on the rates of the householders. When it was finally adopted in 1888, a series of conventional lantern lamps on standards was installed in the High Street, but only along the north side. There were also a few (probably private) bracket lamps attached to structures such as the Institute gatepost and over the Full Moon door, but none over any of the shops (as generally found in the urban commercial centres).

With the arrival of electricity, a more modern 'swan-neck' design was adopted in the 1930s, but there was little alteration in the layout, as the new electrical fittings were merely installed onto the original standards. With the increase in motor traffic, however, the standard at the top of Mill Lane was moved to the opposite side of the road, replacing the Institute lamp, and another by the station arch was moved to the south side by Fernley Terrace. Several of these design of standard still remain in the churchyard. Since WWII the introduction of overhead sodium lamps has resulted in the complete reorganisation of the street standards, and the majority are now located on the south side of the road.

Other Street Amenities

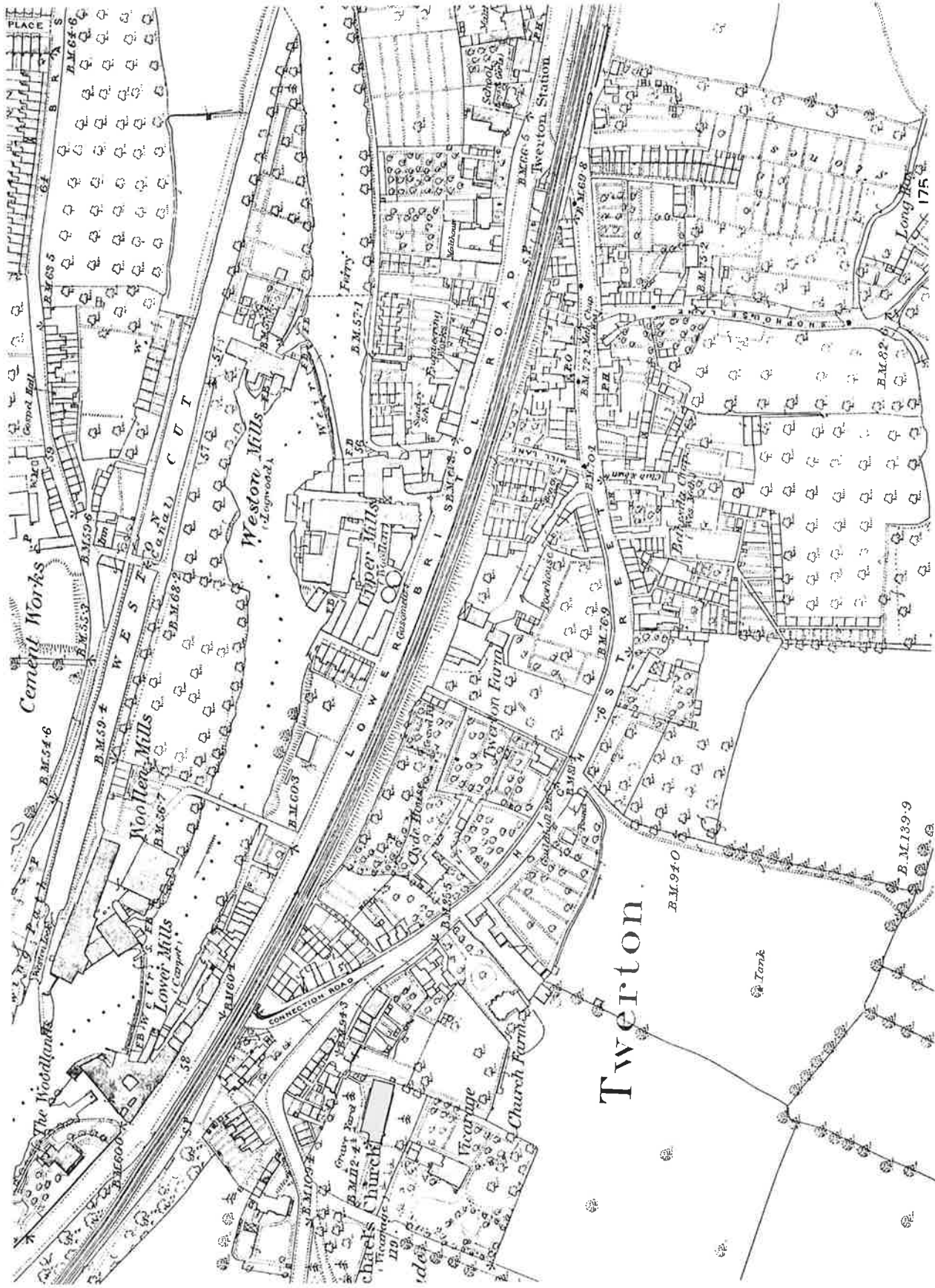
The village had few street amenities, nor is it likely that the parish had a livery of its own. Street name-plates were introduced in the late 19th century, probably when the numbering system was altered in 1891. The old plates on the corners of Mill Lane and Waterloo Buildings appear to be survivors from this period. The only pre-WWII direction post, indicating 'to Englishcombe', was attached to the wall of the house (since demolished) on the west corner of Shophouse Lane. Other old signs include a cast-iron notice prohibiting cycling at the top of Little Hill, and the Turnpike Trust mile stone in the wall next to Rose Cottage. The latter had a distance plate (now missing) marked 'Guildhall 2 Miles', which was still marked on maps of the 1930s, but by 1952 is shown as 'defaced'.

A post-office was established somewhere in the High Street as early as 1811, and in the 1840s and 1850s was run by the Kelson family who appear to have had a haberdasher's shop in Fern House. After 1857 it was located at Newman's drapers shop in Providence Place (11 and 12 High Street) until 1891 when it moved to No.1 Mill Lane, where there was a post-box in the front wall. After 1920 the post office disappeared altogether from the High Street when it was re-located to 'Albany House' on the corner of Jew's Lane on the Lower Bristol Road. In the meantime the post-box was removed to the orchard wall next to Chilcott's Buildings until nos. 26-41 High Street were built on the site in 1963 and it was moved again to its present site in the front wall of Clyde House. The post office returned from Jew's Lane to the High Street in the 1990s (to the Spar store), together with a pillar box. Phone booths have always been installed away from the High Street, in the adjoining residential areas.

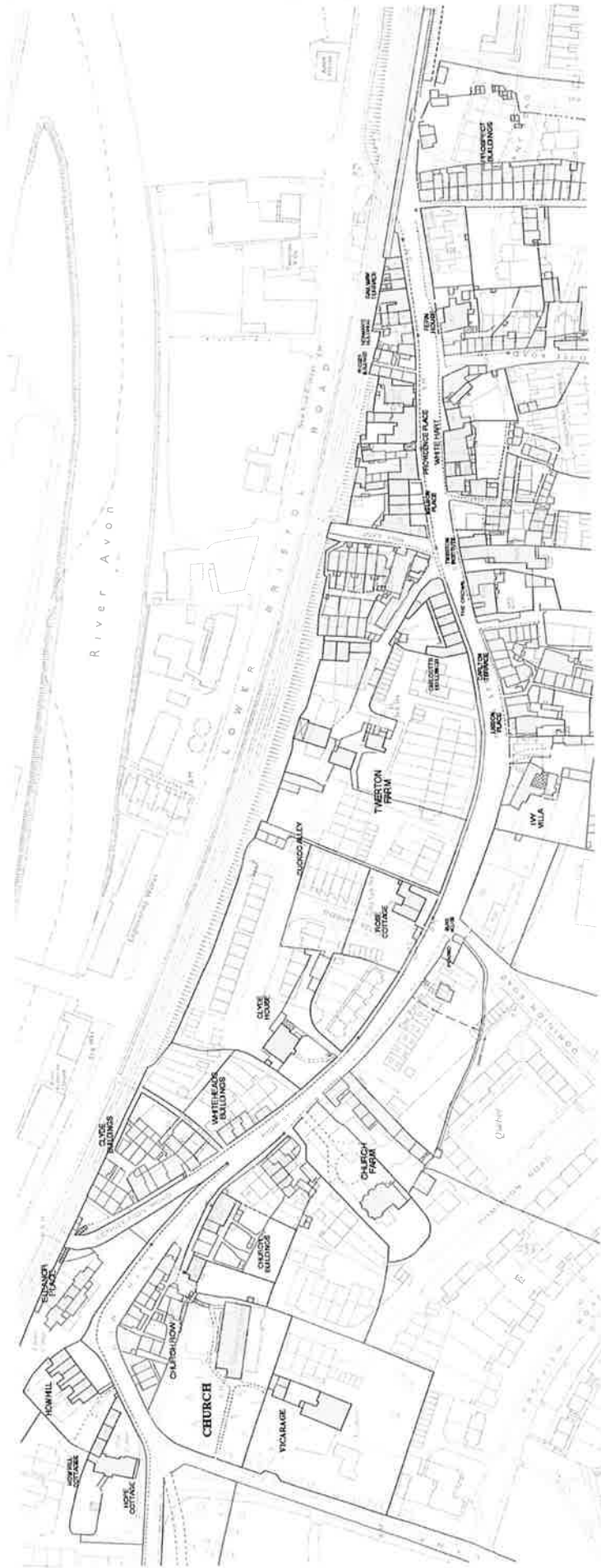
There have never been any fountains, troughs, memorials, or ornamental trees in the High Street, but the public conveniences near the Parade were installed in the early 1950s, and seats have been subsequently provided in front of the Parade and on the corner of Shophouse Lane.

Street Events

Although it is quite probable that the High Street was a scene of activity during the 'Twerton Revels' which took place in the 18th century, Twerton was never associated public events such as markets or fairs. In the late 19th century, Twerton had a high reputation for its flower shows, but these were held in the grounds of Wood House and elsewhere. However, popular events such as funfairs which begin to appear from about that time, were always held in the fields adjoining the High Street, on the Pound Ground, or the land on the west side of Ivy Villa. In the 1930s, a more permanent arena was provided in the field behind Ivy Villa when the Bath City Football Ground was established on the site (below Innox Park) in 1933. In the last 20 years the weekly 'Twerton Market' established on the car park in front of the football ground has also gained in popularity.



Twerton village, from the first edition Ordnance Survey 'County Series' map, surveyed in 1884



The outlines shown on the 1884 OS map, superimposed onto modern detail

Appendix

John Loudon McAdam (1756-1836) introduced a new system of road surfacing which was universally adopted in this country during the 19th century, and is still used throughout the world today where conditions do not favour the use of tarmac. Later referred to as macadamizing, it consists of a layer of small standard-sized stones, about 2 in. diameter, laid onto a well drained sub-soil. Being the same dimension as the average tyre width of a horse-drawn vehicle, the stones automatically compact under the weight of the traffic, while any stone dust (introduced artificially or by vehicular attrition) is washed into the gaps, producing a mortar-like bond. Not only did this produce a flat and stable surface, but required little maintenance and material

John Loudon McAdam did not have the opportunity to apply these principles (acquired from a lifetime of observation) until 1816 when he was appointed Surveyor General of the Bristol Turnpike Trust, but within a year the instant success of his system also led to an offer from the Bath Turnpike Trust. Although his report on the Bath roads was adopted, he did not become General Surveyor of the Bath Trust (in partnership with his grandson) until 1826, by which time the advice and services of the McAdam family were required all over the British Isles. J.L.McAdam himself died in 1836, but his grandson William continued to run the Bath Turnpike Trust until his death in 1861. Macadamizing remained the principle road surface until the early 20th century and the introduction of the motor car

Any local stone was suitable for macadamised roads, but even in McAdam's time it was already evident that the Carboniferous 'Black Rock' limestone found at Clifton (Hotwells) and on the Mendips (Cranmore, Whatley &c.) was more suitable than the local Lias. In 1851, for example, Bath Corporation was ordering '..50 barge loads of Black Rock stones from Hotwells, Bristol, to be delivered to the Corporation stone yard' [City of Bath Act Committee].

The main disadvantage with macadamised surface was that quantities of dust or mud was produced by the attrition of passing traffic. In wet weather this meant that mud had to be scraped from the surface, and in hot weather the road had to be water sprayed or treated with calcium chloride to lay the dust. This became an increasing problem as cars with pneumatic tyres travelling at higher speeds made their appearance, only resolved by the introduction of tar-based surfacing.

Source Maps

Thomas Thorpe, 'Five Miles Around Bath', published 1742, Bath Record Office [BRO]

C.Harcourt Masters, Bath Turnpike Trust road map, surveyed 1786, Somerset Record Office [SRO] D/T/ba 24

Jeremiah Cruse, Twerton parish map surveyed in 1807, copy in BRO [with schedule 1825-1837 in SRO]

Kennet & Avon Canal Extension, Deposited Plan, 1810, SRO Q/RUp 31

I.K.Brunel, Deposited Plan of the Proposed Great Western Railway, 1833, SRO, RUp 120, with schedule. *Note that the railway and new road, as built, takes a course several yards to the south of the proposed alignment shown on the deposited plan.*

Tithe map of Twerton, 1840, SRO D/D/Rt 324, with schedule

OS 1:500 scale, Sheet XIII.8.15.Bath, surveyed 1884

OS 1:2,500 scale (County Series), Sheet XIII.8.; editions 1888 (surveyed 1884), 1903, 1932

OS ST7264 1:2,500 scale, 1952; OS ST7264NE 1:1,250 scale, 1973

Further Reading

Nicholas von Behr, 'The Cloth Industry of Twerton from the 1780s to the 1820s', *Bath History* vol.VI, 1996, pp.88-107

Kenneth R.Clew, *The Kennet & Avon Canal*, 1968

Robert G.Naish, *Twerton Vols I & II* [Bath Central Library: a collection of newspaper cuttings containing a series of articles on the history of Twerton, published in the *Bath & Wilts Chronicle and Herald* in the 1930s]

W.J.Reader, *Macadam - the McAdam Family and the Turnpike Roads, 1798-1861*

D.M.M.Shorrocks ed., 'Medieval Deeds from the Walker-Heneage MSS', *Medieval Deeds of Bath and District*, Somerset Record Society, Vol.73, 1974



The western end of Twerton village. Newton Lane, at the top of How Hill in 1910. To the left is the junction with Watery Lane and the former entrance to Pool Mead House.



KEY to the Site Descriptions, indicating the site numbers in the text.

Also shown are the original sections of raised pavement (shaded) still existing up to the mid 20th century

SITE DESCRIPTIONS

1. Church Row (now the Church Yard and How Hill Cottages)

At the extreme western end of the High Street, the road to Newton originally climbed up the slope in front of the Full Moon, into the present churchyard, where it passed between a complex of buildings known as Church Row. Mid 14th century references to '... a certain bakehouse ... in Twerton lying between the churchyard and the way leading towards Newton ...', and '... a cottage with adjoining courtyard called Churchcote there ...' indicate that this site had been occupied from earliest times and is therefore of particular archaeological interest. When the turnpike road was diverted in the 1830s the houses on the north side of Church Row were demolished and replaced with new buildings on the site of the old road next to the remaining houses. However, by 1900 most of these buildings were derelict and after WWI were demolished for the enlargement of the churchyard. The churchyard had already been closed for burials in 1881, so in 1920 the ground was merely backfilled for the erection of the war memorial.

2. Church Buildings (68 High Street - the Full Moon, and the Church Rooms)

The high pavement probably originated in the Middle Ages as an elevated causeway along a natural terrace overlooking the junction of the turnpike road and lane to Newton. In 1786 a single building, possibly a dwelling, is shown on the site of the present Full Moon public house. However, this plot of ground appears to have been redeveloped in the early 19th century, probably at about the time the Sunday School was built in 1816, and by the 1830s the whole frontage had been completely filled in with new dwellings. Some of these became shops, including a small grocer/confectioners and the Full Moon itself (originally a grocer's shop in the late 1860s) which became a public house in about 1872. Steps with rails leading up from the road onto the pavement, outside the entrance, were installed by the 1880s. It was about this time that the whole rank acquired the title of 'Church Buildings'. After WWII the house adjoining the School had become derelict and was demolished in the 1960s, and in the 1980s the pavement in front of this gap was removed to provide access for a car park at the rear of the Full Moon. The steps outside the public house were also removed in the 1960s as a traffic hazard, and railings installed along the raised path for pedestrian safety. However, the pitched paving between the front door of the Full Moon and the site of the steps still remain, and the pitching in the pathway (once known as 'Monk's Walk') in front of the Church Rooms appears to still exist under the asphalt. The ramp and steps next to the churchyard were added when the Rooms were refurbished in the 1990s.

3. Eleanor Place and How Hill (now 1-6 Eleanor Cottages and nos.1-8 How Hill)

When the turnpike road was diverted at the west end of the High Street in 1828, a rank of cottages known as Eleanor Place was built on the steep ground (formerly an orchard) just below the road, roughly on the site of the present Eleanor Cottages. Attached to the back of these, at the higher level facing onto the road, was another building described as a 'hothouse' belonging to Charles Wilkins. Below the cottages, at the end of their gardens, was a pathway which led in one direction down to the bottom of Connection Road (described below) and the factory area of the Lower Mill, and in the other, up into Twerton Wood. When the railway was built in 1840, the hothouse was replaced by a Jacobean-style house known as Eleanor Cottage, and the lower pathway was realigned alongside the viaduct. The long flight of steps leading down to the road still exists (although now walled up), but the route in the opposite direction, which connected with Wood House and Twerton Wood, was closed off in the early 20th century. All these buildings were destroyed by a wartime bomb. Although a modern house was built on the site of Eleanor Cottage in the mid 1950s, this was later demolished, together with the ruins of the lower rank, for the building of the present row of houses in the 1990s.

Initially, in the late 1820s, How Hill was laid out merely as a side entrance leading off from the newly diverted turnpike road into the lanes to Newton (in front of the old Howe Hill Cottages) and Englishcombe (past the church). It was not until the late 1830s when the railway was completed and the turnpike diversion abandoned, that it was extended, and the present layout of Newton Road and

Church Row in the early 1900s



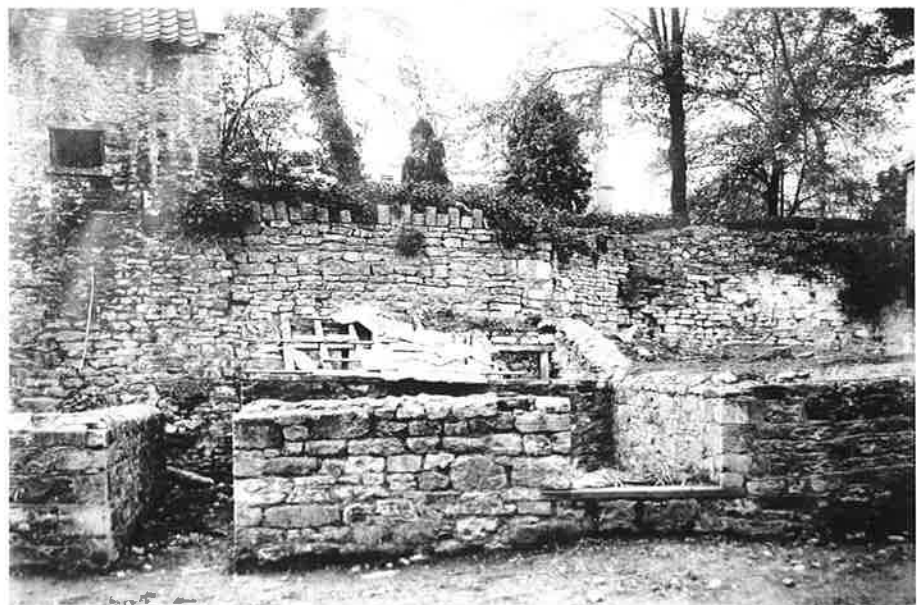
Left: How Hill Cottages, remnant of Church Row, cut off by the How Hill road. The old lane to Newton ran along the front of the cottages

Below Left: The old house which once stood at the eastern end of Church Row, facing into the churchyard. The steps, right, and gravestones still remain

Below Right: Another old house in Church Row, below the churchyard. The alleyway by the garden wall (the photograph is torn here), was formerly part of the old lane to Newton



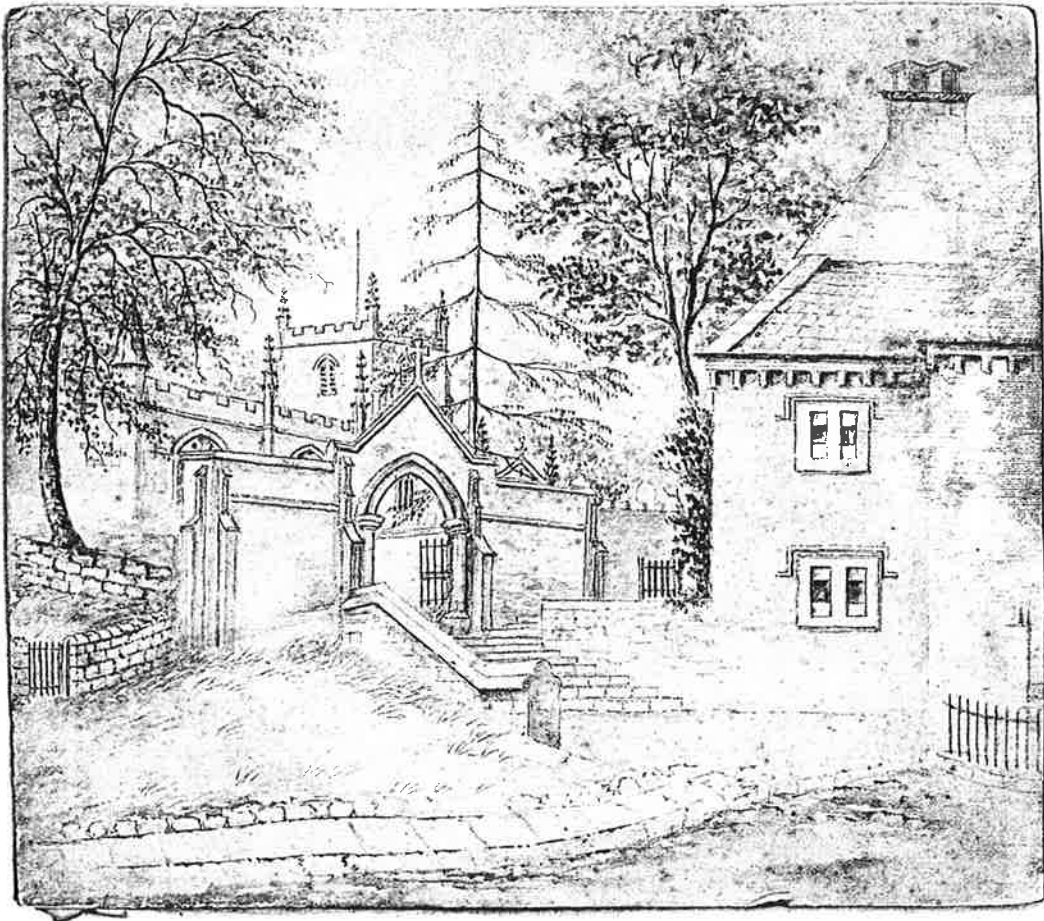
The high retaining wall between the old houses shown above, together with the back of the eastern house (left) and the garden wall of the other (right). In the foreground is the alleyway, formerly the old road, and in the distance the feint outlines of the church tower is just visible



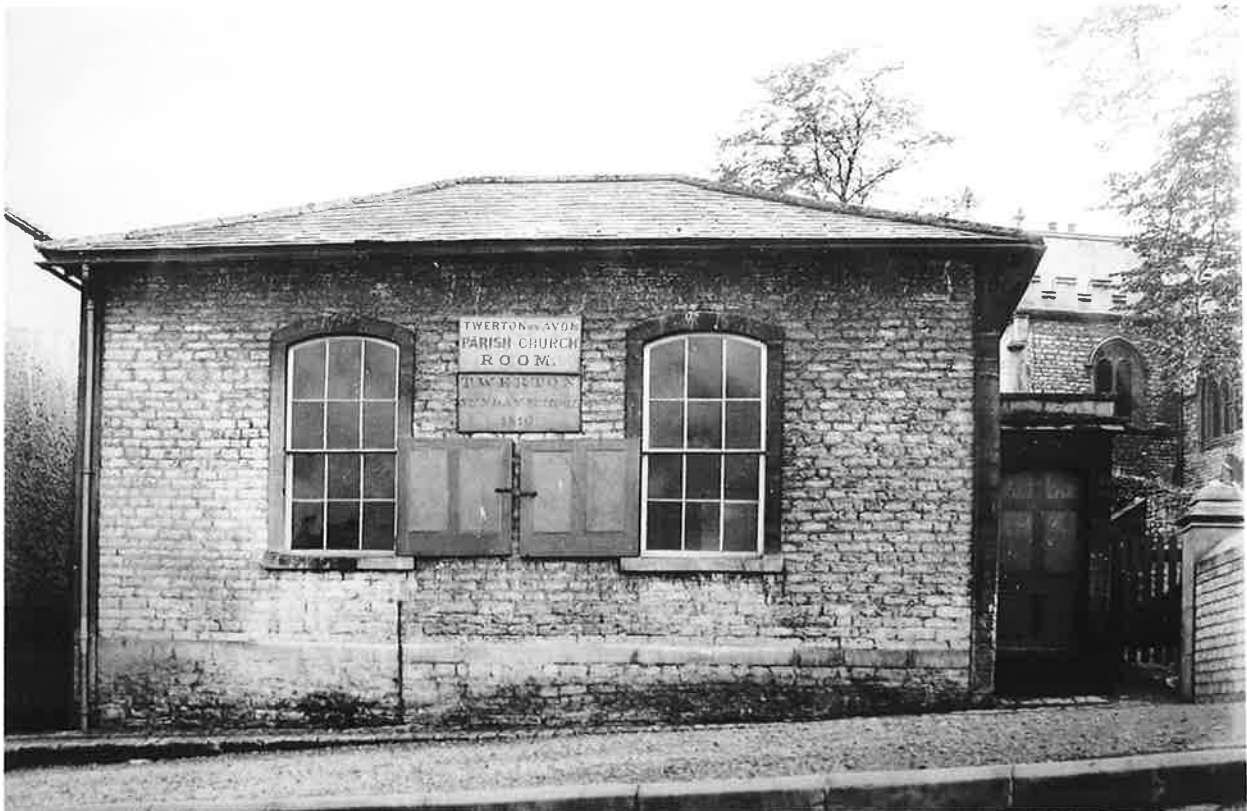


Above: The houses in Church Row built in the 1830s on the top of the old Newton lane after it was replaced by the new Bristol road, on the right. Beyond, are the houses in How Hill, built across the new road when it too was closed in c.1840. Left, can be seen the gable end of the old house which faced toward the churchyard, masked by the later houses. Coming into view, extreme left, is the corner of the Sunday School

Below: A view of the same buildings, with the narrow alleyway which was all that remained of the old lane to Newton. In the foreground can be seen the pitching of the causeway along the front of Church Buildings



Above: An anonymous drawing of the northern entrance steps and arch into the churchyard, opened up in the 1830s. Visible on the right are the houses in Church Row, and below, the pitching of the causeway.
Below: The old Sunday School soon after the churchyard was extended up to the present wall and entrance (visible right), and the old archway became redundant. Note the building to the left of the School, removed in the 1960s



Watery Lane created. Hope Cottage was immediately built at the top of this new road, but the lower rank of houses, built on the site of the abandoned turnpike road, do not seem to have been added until the late 1860s. A comparison of the pillars fronting these houses with the one opposite the Full Moon suggests that the latter (with the railings) was installed at about the same time, the iron fitting on the top being a support, perhaps, for an oil lamp or ornamental feature.

4. Clyde Buildings (Connection Road, Cabbage Square and Little Hill, now a transformer station)

This was a complex of buildings that stood on the north side of the old turnpike road (the present Connection Road) as it dropped steeply down to the Lower Mill. Initially it consisted of two rows of weaver's cottages, built in the late 18th century, which ran down from the side of the road to the river bank, but by the early 1830s the upper ends of these two rows were joined together by an additional rank of buildings along the raised path facing the road. In 1840 all these buildings were cut off by the railway viaduct on the north side, thereby forming a hollow square. In the middle, various intervening vegetable gardens or allotments also remained, which gave rise to the title 'Cabbage Square' to the houses on the west side. The houses on the east side, facing onto the present footpath under the viaduct, came to be known as 'Little Hill'. The entrance to the 'square' was through an archway at the lower end of the buildings fronting Connection road. On the upper corner towards the footpath was another entry, to a smithy (or rather a farrier's shop), where horses (such as those drawing the buses from the railway station) were shod. When the house numbers in the High Street were altered in 1891, the different names for each of these groups of houses disappeared under the more convenient general title of 'Clyde Buildings'.

Several of these buildings suffered bomb damage during WWII and remained in ruins until the whole block was demolished for the present transformer station in the late 1950s. The lower courses of the buildings on the western side however can still be seen in the undergrowth and are therefore of some archaeological interest. The high pavement and steps along the frontage also remain - complete with iron railings, together with another long flight of pennant steps at the lower end near the ruined foundations of several small buildings (perhaps privies). The stone pitching along the pathway seems to have survived more or less intact, although buried under a layer of humus, brambles and accumulated rubbish. In the high wall on the opposite side of the road is an arched recess, now blocked up, for the pump which was the water supply for the houses.

5. Oriel Cottages (now 68-72 High Street)

A complex of 18th century buildings consisting of a house and attached cottages fronting onto the high pavement formerly stood on this site. The name refers to Oriel College, rectors of the parish church, who appear to have acquired the property after it was put up for sale in 1854. The buildings were grouped around a courtyard at the rear, with gardens on the west side next to the Full Moon, hidden behind a wall. Oriel Cottages survived a bomb which dropped at the back of the premises in WWII, but were demolished in 1960 for the present row of houses. However the original angled entrance to the back yard (now replaced by garages) still remains on the east side, together with the old boundary wall of the adjoining property.

6. Whitehead's Buildings (now 62-67 High Street)

Two small buildings, presumably cottages, which stood on this site in the 18th century were replaced in the late 1820s by a block of three houses built in Gothic style. This development was undertaken jointly by Rev.Wm.Baily Whitehead (rector of Twerton between 1815 and 1825) and the mill owner, Chas.Wilkins. The garden on the east side, which was hidden behind a high wall with a pointed arch door, was initially detached and incorporated into the garden of the adjoining Rectory (Clyde House, below), but was returned in about 1850. The grounds behind the houses, described as 'pasture and orchard used as a [cloth] drying ground', originally led down to the river bank, but were cut off by the railway. The occupation of these houses by cloth workers until the 1880s, combined with the notion that weavers were introduced into Twerton from the Continent, led to them later being called the



Above: Clyde Buildings in the early 1900s, taken from the garden of Eleanor Cottage, showing the archway into Cabbage Square and, in the distance, the entrance to the Farrier's shop.
 Below: The Full Moon, and beyond, How Hill, Eleanor Cottage and Eleanor Place. Note the steps from the road up to the Full Moon. Just visible on the right are the steps up to Clyde Buildings, and in the distance, the lower mill





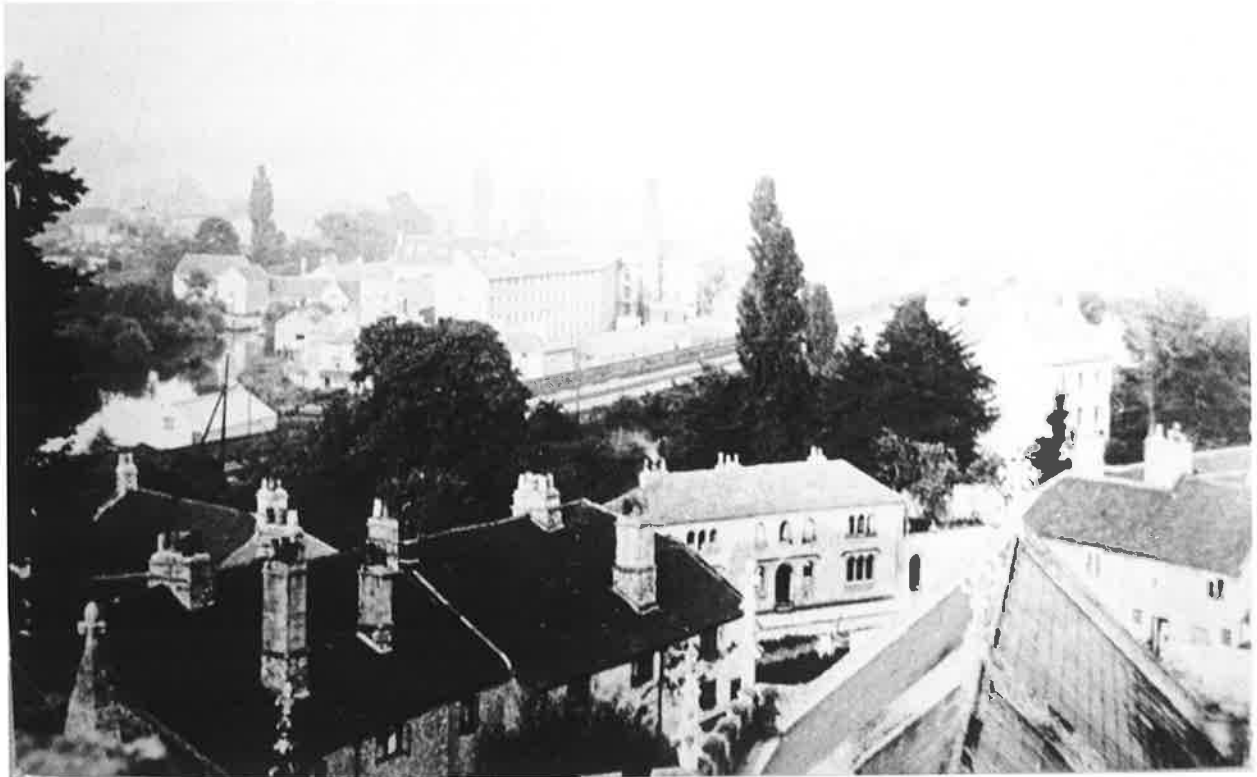
Above: The interior of cabbage square, showing the large windows in the building on the right which illuminated the weaver's looms

Below: The consecration of the war memorial in 1920 in the newly enlarged churchyard. In the distance is Clyde Buildings





Above: The front of Whitehead's Buildings, showing the pitching of the pavement. The entrance to Little Hill was at the end of the garden wall on the extreme left. In the distance is the roof-line of Clyde House
Below: View from the church tower along the roof of the nave showing, in the foreground, the Full Moon (left) and Oriel Cottages (right). Beyond is the roof-line of Little Hill (behind the Full Moon), Whitehead's Buildings (centre) and Clyde House (right). In the distance is the railway and upper mill



'Dutch Cottages'. In 1958 they were demolished and replaced by the present row of houses known initially as Nos.1-6 Clyde Terrace.

7. Clyde House (56 High Street)

Clyde House, built in the late 18th century, was originally Twerton Rectory House situated on church land. Besides the front garden, there was also a large ornamental garden at the rear (now the site of Clyde Gardens), which overlooked various pasture grounds and orchards beside the river. The present vehicle entrance on the east side led into a separate farm area (now mainly occupied by Springfield View, described below) where the stables and outbuildings were situated. On the 1786 map the pedestrian entrance is shown leading directly from the High Street to the front door.

In the late 1830s the whole property was purchased by the GWR Company from Oriel College (the then Rectors) for the building of the railway which separated the lower grounds from the house and its gardens. However the premises continued to be held on lease from the GWR until the late 1840s to accommodate the curate, Rev.Charles Nutt, until a new vicarage could be built. In 1850, after the curate had moved into the new vicarage behind the church, the 'old vicarage house' was taken over for a few years as a 'gents academy' (boarding) run by a John Frederick Hewlett, but by 1860 it was in the possession of Mr.John Hippisley who adopted the name 'Clyde House'. The presence of this name carved into the lintel over the entrance suggests that this opening and the surrounding high walls were probably constructed not long after this date, although Hippisley continued to occupy the house until about 1906. Since that time the house has remained as a private dwelling except for a period in more recent times when it became a care home for the aged. Indeed, the only change to the frontage in the last hundred years has been the installation of a GVI letter box in the wall, transferred in c.1968 from the orchard wall which formerly stood on the site of nos.26 to 41 High Street (described below).

8. Springfield View (51-55 High Street)

In the 18th century this was the site of the church farm adjoining the old Rectory (Clyde House), which included a stable block at the rear and a large barn abutting onto the High Street. Access to these buildings was through the present entrance drive on the east side of the main house, with a separate pedestrian doorway into the barn yard, remains of which can still be seen in the wall to the right of the driveway entrance. During the ownership of John Hippisley, some time before 1884, the barn was demolished, the doorway blocked up, and the yard converted to an orchard protected behind a high front wall. When the rank of houses known as Springfield View (nos.1-6) was built beside the road in 1935, the lower courses of the orchard wall were adapted to use as their garden wall. The stable block survived until the early 1970s when it was demolished for the building of Clyde Gardens.

9. Rose Cottage (42 & 43 High Street)

On the east side of the old Rectory grounds, running down to the river, was large pasture ground attached to the back of Twerton Farm known as Court Orchard, named perhaps after a manorial courthouse that formerly existed in or near the farm. In 1788 a two acre section on the west side of the orchard was purchased by Rev.Thos.Broughton (then Rector), and added to the Rectory grounds. However it was not until after Oriel College became rectors, in the early 1830s, that Rose Cottage was built on the east of the ground. Initially this building, which consists of two dwellings, served as a residence for churchwardens and parish officers, but since WWI has been mainly occupied by curates and pastoral staff. The low garden wall in front of Rose Cottage was originally topped with iron railings until WWII, when they were removed for the war effort. There were also two matching front gates until recent times when the one on the west side was blocked in, leaving only its Pennant sill still visible at the base of the garden wall. When the access road into Clyde Gardens was driven through the wall of the garden on the west side of Rose Cottage in the early 1970s, a portion next to the house, which included the turnpike milestone and benchmark, was retained.



Above: View taken in 1905 of Clyde House with its orchard wall on the right, and the cottages and entrance of Church Farm opposite. In the distance is the Full Moon

Centre left: A similar view taken in 1936 with the newly built houses of Springfield View in front of Clyde House. Left is the wall of the Glebe Garden, and further on, the Church Farm cottages. Note the absence of a pavement on the south side of the road

Bottom left: A view of the front of Church Farm House and its garden (with Monkey Puzzle tree), taken from the road entrance

Formerly there were a number of small cottages that lay behind Rose Cottage. In 1815 a narrow strip along the eastern edge of the Rectory ground was purchased by the owner of Lower Mill to build a long rank of 'blind-back' weaver's cottages known as Rackfield Place which ran down to the river. Access from the High Street to these cottages ran along the eastern edge of the ground, next to Rose Cottage through a narrow walled pathway known as 'Cuckoo Alley'. When the GWR was built through the middle of these grounds in the late 1830s, most of Rackfield Place was cut off next to the river (as can still be seen today), leaving the cottages mentioned above isolated on the south side of the railway line. They were demolished in the 1980s, having remained unoccupied for many years, and Cuckoo Alley has subsequently been incorporated into the adjoining gardens on the east side of Rose Cottage.

10. Church Farm (now Fotec, 73 High Street)

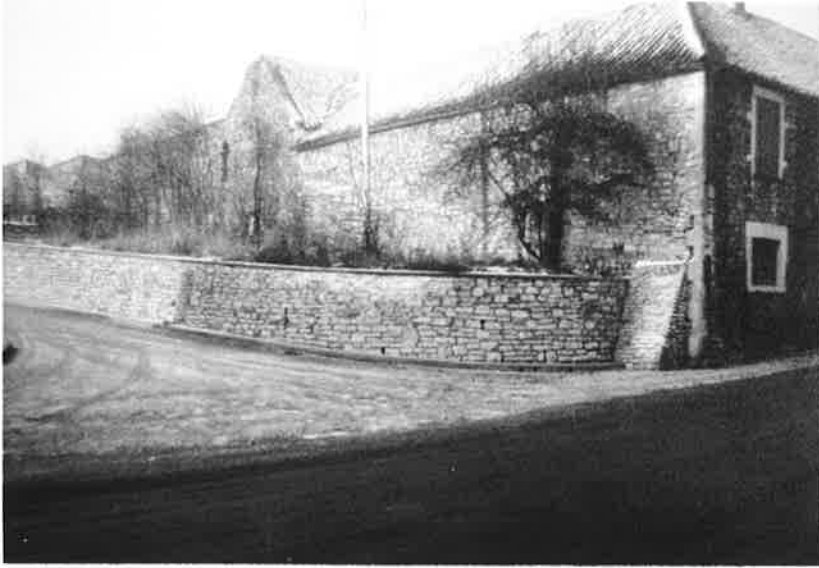
In the 18th century this site was occupied by a group of buildings, directly abutting onto the road, which were listed in 1840 as two dwelling houses and a cottage, together with a 'beer house' (the 'Clothier's Arms') with malthouse, yard and stables. By 1854 however, when it was put up for sale, the inn had become the 'Butcher's Arms', and the malthouse a butchery. This was evidently a very ancient site, as the premises were also described as '... the manor of Twerton, with all its fishery rights, royalties, and appurtenances', and was a copyhold tenancy (with 'heriot') - presumably the last to be granted by the manorial lordship. About 1860 the whole property was acquired by Oriel College, Rectors of Twerton Church, for the site of a new church farm. Formerly the farm was situated next the old Rectory (Clyde House), but when the house and its grounds were acquired by the GWR Company in 1840, it was run temporarily from the old western farmhouse behind the church. This too ceased to be available by 1850 when the farmhouse was replaced by the present 'Old' Vicarage House.

The new farmhouse was built on the western half of the site (formerly occupied by most of the old dwellings) and was a fine residence set well back from the road with an ornamental garden leading down to the entrance. A monkey-puzzle tree in the garden remained a notable landmark throughout the existence of the farm. The stables and outbuildings however, on the eastern half of the site, were retained and walled off separately for the farmyard area, with a new cottage facing the road. Although 'Church Farm' later passed from church ownership, it continued to operate as a farm until after WWII. In 1970 it was demolished and replaced by the present building - initially a home for the aged called the 'Hollies', but now converted to a community learning centre. All that remains of the old buildings is the angled wall on the west side which constituted the boundary of the manorial cottages.

11. Glebe Garden and Village Pound (now The Parade; 82-104 High Street)

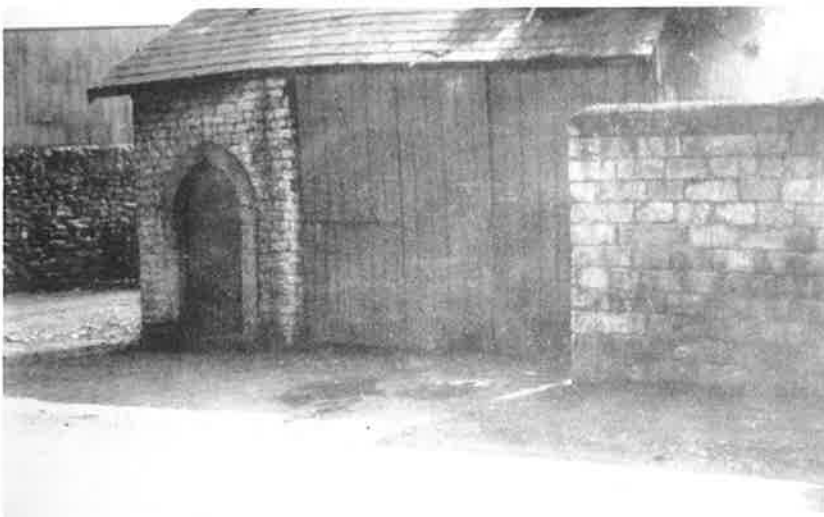
The Parade occupies what was originally a triangular piece of glebe pasture ground or orchard, hidden behind a high wall, which extended from Church Farm to the site of Dominion Road where there was a farm gate leading into the fields. On the upper side, adjoining a large field called the 'Pound Ground', it was bounded by a small stream which ran down to the field gate and disappeared under the road. Some time between 1807 and 1840 the ground became a market garden, with a cottage built in the middle towards the eastern end.

At the extreme eastern end also there was a small walled enclosure which served as the village pound. This does not seem to have been the original site, as there is record in 1802 of consent being given by the Vestry for the pound to be removed from the 'corner of Twerton [Upper] Mills Garden' to some 'other convenient place' provided agreement was obtained from the Lord of the Manor. However, in front of the pound, next to the gate, was a small windowless lock-up building known as the 'Blind House' which is already referred to as 'old' in 1840. There are references to this building in the 18th century, but its arched entrance, studded plank door, and angled corners, suggest an even earlier origin. In the 1890s the lock-up was enlarged on the west side for a cart shed, and provided with a new roof and east-west gables, probably at the time when the pound was taken over by the Bath District Council for a contractor's yard.



Left: The cottages and farm complex of Church Farm before demolition. The western entrance to the Parade is visible on the left

Below: The old 'Blind House' in the early 1900s. Behind the wall was the village pound, and behind that the cottage in the glebe garden. On the left is the field entrance into the Pound Ground. Note the pile of road-stone on the right, ready for use by the Council contractors



Left: A close-up view of the 'Blind House' in 1926, showing the curved corner of the building. In the background, left, the back of the grandstand of the new football ground is visible beyond the orchard wall of Ivy Villa

The glebe garden together with the cottage, pound and lock-up was cleared in 1951 for the Quebec housing development. The field entrance was replaced by Dominion Road and the area now occupied by the Parade was also excavated and walled, although it remained an empty building plot until construction began in 1958.

12. Ivy Villa (now shops and Supermarkets)

A large three-storey 18th century farmhouse facing the road, but standing back at an angle, formerly occupied this site. On the west side of the garden surrounding the house was a large orchard enclosed by a high wall which extended along the road to the field gate by the pound. On the east side was the entrance to the farm yard at the rear which contained a barn and other farm buildings. Also belonging to the property at the back was a large pasture field called the Great Close. It formed a smallholding which in the 18th century was occupied by the farmer of the western Twerton Farm, but was acquired in about 1830 by Thomas Hitchens, 'surgeon and registrar of births, marriages and deaths', who also acted as the local physician. He was succeeded by William Hitchens (presumably his son) who continued in this capacity until 1897. It was this family which later gave the name Ivy Villa to the house. It nevertheless continued to be run as a smallholding, with a farmer living on site, for whom a new house was added to the east side of the main building after 1834 (later known as Ivy Lodge). In the 20th century the property continued to be occupied by farmers and dairymen, until the Great Close was sold for the building of the Football Ground in 1933, with entry through the farm entrance on the east side of the houses. By this time the orchard had already been cleared and a second entrance was opened up through the wall, providing additional space for fairgrounds and other public events next to the road. In 1956 the main house was pulled down and the orchard site cleared for redevelopment after Dominion Road was opened up a few years earlier. It was not until 1960 however that the Co-operative supermarket (now Blockbuster Video) was built on the corner - preserving the curved alignment of the field entrance - together with the Twerton Service (petrol) Station on the site of the old house. In 1971 Ivy Lodge was also demolished and replaced by the supermarket store (now Spar, with the carpet shop adjoining), with access to the football ground retained in the form of the narrow alleyway on the east side. The Service Station was closed in the late 1980s and remained empty for some years before the rank of shops and flats were built on the site in the 1990s.

13. Lisbon Place and the Wheatsheaf (117 High Street)

From the late 18th century this building stood at the western end of a block of three dwellings fronting the road later known as Lisbon Place, and in about 1850 was converted a public house called the Wheatsheaf. Unlike its neighbours it was set back slightly and had a small garden area in the front which, in the early 1890s was filled in with the present front extension, presumably for a new saloon bar. The cast iron brackets which supported the fascia board still remain. In 1922 the public house became a fried fish bar which continued in business until WWII. After the war it changed again to the 'Enterprise Café' which ran until 1953, since which time it has served a variety of purposes such as shoes repairers, licensed betting and (presently) upholstery. The two adjoining dwellings were demolished in 1963 along with Carlton Terrace (below) on the east side, for the development of the Marjory Whimster Home in the late 1970s.

14. Carlton Terrace (now Marjory Whimster Home)

A rank of thatched 17th century cottages once stood on this site, occupied in the early 19th century by cloth workers. In front was a raised gravelled footwalk with pitched pathways leading out from the front doors. At each end was an alleyway – the one on the west, next to Lisbon Place, led to Penney's Yard buildings, the other on the east passed between a narrow row of dwellings known as Barrett's Buildings. In 1876 the thatched cottages were demolished and replaced a few years later with a new rank of dwellings known as Carlton Terrace, the two alleyways and Barretts Buildings being retained. In 1963 the whole site, including Barrett's Buildings and Penneys Buildings at the rear were demolished, together with the neighbouring houses in Lisbon Terrace, for the development of the Marjory Whimster Home in the late 1970s. The raised pavement was also removed at this time.



Above: A view taken along the High Street in 1936, with Rose Cottage on the left and the field entrance into the Pound Ground on the right. An entry through the wall of Ivy Villa orchard is also visible.

In the distance the west gable of Ivy Villa can be seen, and the frontage of Lisbon Place.



Left: Two views of the petrol station which occupied the site of Ivy Villa.

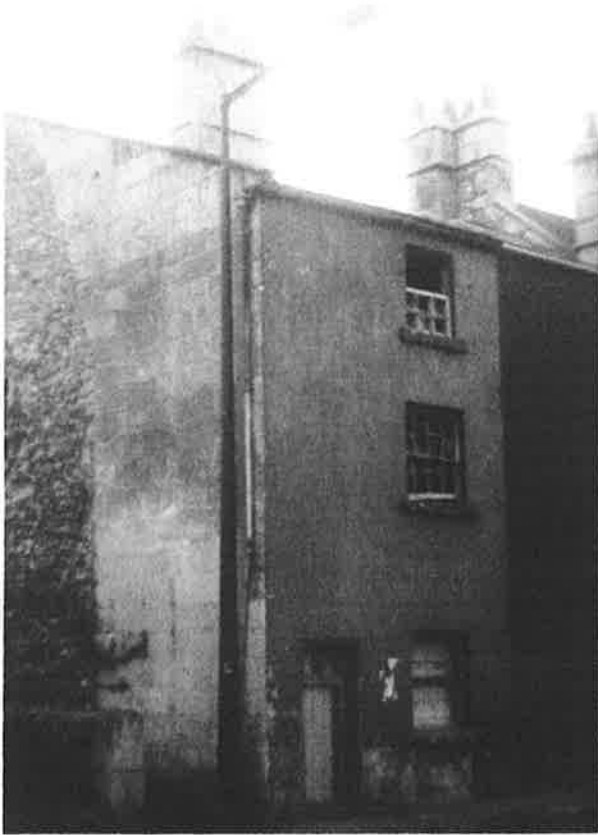
The lower photograph shows the eastern extension of the house (Ivy Lodge) which remained in use



Above: A view taken in the early 1900s, showing Carlton Terrace on the high pavement to the right. On the left is the orchard wall of Twerton Farm, and the west gable of Chilcott's Buildings

Below: The thatched houses that were replaced by Carlton Terrace in 1876. Note the raised footwalk. and to the left, the buildings attached to the Crown Inn at the entrance to Barrett's Buildings





Views of the eastern part of Lisbon Place (left), and Carlton Terrace (below), just before their demolition.



The view at the bottom of the page was taken about the same time along Barrett's Buildings, looking towards the High Street. Visible on the opposite side of the street is Batten's shop in Chilcott's Buildings. On the right are the buildings attached to the wall of the Crown Inn



15. Twerton Farm and Orchards (now 26-41 High Street)

This rank of houses stands on the site of various orchards and garden grounds attached to Twerton Lower Farm including, on the west side, part of 'Court Orchard' mentioned above, and 'Old Orchard' next to Chilcott's Buildings. The orchards were screened from the road by a high wall through which there was once a small gateway leading into the farm barton. The only other feature in the wall was a letter-box installed at the eastern end, apparently in the 1920s. When the wall was demolished for the present houses in 1963, the letter-box was removed to its present site in the wall of Clyde House.

16. Chilcott's Buildings (19-25 High Street)

Most of this rank of houses, from nos.19-23, are shown on maps in the late 18th century, but were probably built much earlier, as indicated by the mullioned windows and door canopy of no.20. The Chilcott family are recorded as owners from the mid 18th to the mid 19th century. Numbers 24 and 25 were added at the western end in the 1820s, and no.19 rebuilt later, probably in about 1894 when it was taken over by Henry Bence, 'grocer, confectioner and builder'. These houses appear to have been occupied by the poorer tenants in the early 19th century, when several were converted to grocer shops which continued in this capacity for a very long time, most notably no.23 which was run by the Batten family from at least 1854 up to 1962. Whatley's Butcher's shop at no.26, which ran from 1871 to 1940, became a private dwelling in 1965, but indications of the shop window are still visible on the front of the house. The only surviving shop, number 19, after serving as a grocery store for at least 90 years, became an electrical dealers for a while after WWII, but has served as a hairdressing salon since 1967.

17. The Crown Inn (131 High Street)

The frontage of the Crown in the 18th century were markedly different from today. The building then stood end-on to the street, and on the east side was attached to the premises of the George Inn. Between them the buildings were partly set back from the road to form a front courtyard. If the Crown had any stables, these would have been on the west side which remained an open yard with access through the lane later known as Barrett's Buildings. During the later half of the 19th century it was owned successively by two engineer millwrights, James Barrett (from about 1834 to 1883) and James B.Blackmore (from 1884 to 1900), both of whom ran an engineering works by the Upper Mill. It was Barrett who presumably installed the present frontage after the building was detached from the George (described below) in 1832. It was also during his time, about 1870, that the inn was renamed the 'Old' Crown. Despite these alterations, the Crown remains the only survivor of the three inns that once served the traffic on the 18th century turnpike road.

18. The George Inn (132 High Street)

The main building of the George in the 18th century appears to have been the house which now stands end-on to the street on the eastern side of the present block and is of at least 17th century origin. At that time the site of the western house and the courtyard next to the Crown was occupied by other buildings set back from the road. The stables of the George stood at the back of the building, apparently reached through an alleyway on the east side.

The two inns were separated and the present western house and courtyard built in 1832, the courtyard presumably being provided for better access to the stables. The gateway at that time however was set further back, on the site of the present steps up to the hall. The alleyway on the east side (now a garden footpath) was retained for pedestrian access to the rear. On the west face of the building overlooking the courtyard is a datestone marked 'REBUILT 1832' set around an older stone, its armorial lettering almost completely weathered away, which was evidently taken from part of the earlier building. The inscription, still legible in the 1930s, read "A.B.S. 1681," the central "B" standing above the "A" and "S." This almost certainly refers to Abel and Sarah Broad whose marriage is recorded in the parish registers in 1671. The new house was presumably built by a 'John Smith', who acquired the property in 1830.



Above: A view taken in the early 1900s showing Chilcott's Buildings at the corner of Mill Lane. The muddy condition of the road is clearly visible in this photograph
Below: A similar view taken in the 1930s, showing the Twerton Club and Institute and the Crown Inn on the left. In the distance can be seen the frontage of Ivy Villa and Ivy Lodge





Above: A view taken in the early 1900s from the front of Chilcott's Buildings, opposite the Crown Inn and Institute. Further on are Providence Buildings, the Zion Chapel and the frontage of Poole's Buildings. In the distance the footbridge over the Railway Station is just visible

Below: A view taken at about the same time of the Twerton Club and Institute. Since that time, the front door has since been blocked in and the gas lamp over the gate removed. Note the pitching of the footwalk



However, in 1878 the inn was purchased for the parish by the owners of the Cloth mills, Isaac and William Carr, to provide premises for the Twerton Club and Institute. A library and reading rooms (previously located near the lower mill) was provided in the western wing, accessed through a door at the front facing Mill Lane. A clock was later installed above the front windows. The present hall at the rear was also built, presumably on the site of the stables, and the ornamental iron gates and spur stones installed at the front. The eastern wing, which was separated off as a private dwelling, was later converted to a small shop in the early 1900s. The Institute continued in use until about 1959 when the hall was given over for the formation of the St. Michael's and All Angels' Youth Club and the west wing for a private dwelling. In 1965 the shop in the east wing was also closed and converted back to a dwelling.

Next to the alleyway on the east side of the building was a walled garden which is clearly shown on the early maps in line with the frontage of the George. In the mid 19th century however it encroached forward, in line with the White Hart Inn on the east side, and for this reason there was insufficient room for a foot-walk between the two inns. It was not until the 1970s, when the present house was erected on the site, that the wall was removed and the boundary, now marked by a beech hedge, set back to its original alignment, providing room for a foot-walk.

19. Mill Lane and Twerton Farm Close

In the 18th century the junction between these lanes was occupied by a house which fronted onto the High Street. Mill Lane, as its name implies, was originally an old hedged pathway belonging to the Upper Mill which led down to the river. Similarly, Twerton Farm Close was the old entrance to Twerton (Lower) Farm. Its alternative name, 'King Edward's Cottages' (presumably introduced after the coronation of King Edward VII in 1903) refers to a rank of buildings erected on the north side of the lane in 1831-2 to serve as the parish Poor House. All these buildings, which stood on land belonging to the mill, are listed in 1840 as the 'Chapel Houses... [referring to the Baptist Chapel which stood built behind them, built in 1808] ... in the hands of the parish officers'. In about 1870 the house on the junction was replaced further back by the present no.1 Mill Lane, known initially as Mill Lane House, which served as the High Street Post Office from 1892 to 1920. King Edwards Cottages were demolished in the 1960s, but no.1 Mill Lane remains unaltered except for the blocked aperture for the post-box (still visible in the wall on the right-hand side of the bay window), and the iron railings at the front which were removed during WWII, but later replaced.

20. Nelson Place and Nelson House (15-18a High Street)

This group of buildings originally consisted of three early 18th century houses of which only the central house (divided into nos.16 and 17) now retains its original form (particularly no.16). By the beginning of the 19th century the two end houses, Nelson House (nos.15) and house on the corner of Mill Lane (no.18), had already been acquired by wealthier tenants who rebuilt them - presumably about the time of the Battle of Trafalgar in 1804. Both houses had garden railings (removed during WWII), unlike the central pair that still has a simple wall. Nelson House was a particularly fine dwelling which, from the late 1830s until the end of WWI, was occupied by the Bence family who ran the maltings in Twerton. The house next to Mill Lane would also have presented a fine elevation before the present shop extension was built over the western half the garden. This did not occur until after 1840, probably in the 1860s when the premises were taken over by a James Hayter for a bakery and grocer's shop. The original garden wall, gate pillars and railings still remained in front of the shop until WWII, when the metal canopy over the shop window also disappeared. In the early 1930s, when the shop changed to a newsagents, the eastern part of the house, with the remaining half of the garden, became a separate dwelling, no.18, with the newsagents being renumbered 18a.

21. Providence Buildings, the Zion Chapel and Poole's Buildings (10-14 High Street)

In the late 18th century a series of buildings existed on the east side of the cart-entry which included nos.11 and 12 followed by several cottages (on the site of the Zion Chapel), and 'Poole's House' (on the site of the carpark). On the west side however, the space between these buildings and Nelson



Above: The entrance to Mill Lane in the early 1900s, showing the old Post Office, the Baptist Chapel and, extreme left, King Edward's Cottages. Note the canopy and garden fence posts in front of the shop on the opposite corner. The pitched crossing across the top of Mill Lane is clearly visible
Below: A closer view of King Edward's Cottages and the entrance to Twerton Farm





A view of Mill Lane in the 1930s. The pitched crossing is still visible at the bottom of the photograph. At that time there was still only one footwalk in the Lane, on the west side



The eastern end of the High Street in the early 1900s. Nelson House is on the left, followed by Providence Buildings. On the right is the baker's shop at the entrance to Waterloo Buildings, in front of the 'Templar Restaurant'. Note the old garden wall projecting out onto the street, far right

House was still an open yard containing a barn and blacksmiths shop at the rear, with an entrance gate on the site of the cart-entry. The present buildings, nos.13 and 14, were built along the front of the yard in the early 1800s, to which were added a short row of houses at the rear in the late 1830s known as Newman's Buildings. The 'bridge' over the cart-entry was built later, between 1852 and 1884. Initially they seem to have been dwellings, but no.14 served as a shoemakers' shop between 1876 and 1920 (the old shop window still remains), and from the 1890s no.13 has been successively a fishmongers and fried fish bar, a butchers shop (from 1930 to 1967) and more recently a taxi hire office and a fish tackle shop, before converting back to a private dwelling.

On the east side, the cottages were demolished in 1853 to make way for the Zion Methodist Chapel, and it is also about this time that the adjoining premises, nos.11 and 12, acquired the title 'Providence Buildings' or 'Providence House' which they retained up to the end of the 19th century. From 1858 they appear together as a drapers shop run by a William Newman, which also served as the village Post Office. Although the Post Office moved to no.1 Mill Lane in about 1891, the shop remained a draper's up to the 1980s. The classical shop window of no.12, now a hairdressing salon, is particularly fine and would appear to be of mid 19th century date. Number 11 became detached in 1951 and has since served a variety of purposes, such as a chemist's shop, hairdressers, TV repairs, launderette, and currently, an insurance office.

In about 1800, John Pool demolished the house at the far eastern end and replaced it with a row of cottages leading away from the High Street known as Poole's Buildings. A narrow alleyway from the Street separated these buildings from their gardens on the east side. By the mid 1850s the end cottage which abutted onto the street (no.1 Poole's Buildings, later no.10 High Street) was refronted with a false parapet and converted to a draper's shop. In 1903 it became a chemist's, but five years later returned to use as a dwelling. In January 1941 these houses received a direct hit from a wartime bomb, killing four of the occupants. The whole site was subsequently levelled and ever since has served as a private parking area for the chapel. The west wall of the buildings still stands however, complete with remnants of old fireplaces. The chapel, which survived the blast, reopened in 1948 with its stained glass window restored, but minus its front railings.

22. The White Hart Inn (141-147 High Street)

This rank of buildings was almost entirely taken up by the 18th century premises of the White Hart Inn. The Inn itself occupied the site of nos.145, 146 and part of the rear of 144, which are set back from the street. These houses follow the original 18th century alignment and most probably still retain some of the earlier structure. Beyond this, on the west side, was the stable block which projected further out into the street, on the present site of nos.142 to 144, with a narrow entrance at the east end along a narrow alleyway in the angle between nos.144 and 145. At the extreme western end was an enclosed garden or paddock on the corner, now the site of the baker's shop at no.141.

At the opposite end, there was also a large house which turned at an angle into Shophouse Lane. In the early 19th century this became attached to the end of the inn with an infill building, now no.147. Similarly, at the west end a slaughter-house (later converted to the dwellings in Waterloo Buildings) became attached to the stable block. At some stage after 1840 the frontage at this end was rebuilt in its present form, probably about 1873 when the first baker at 141 is recorded as moving into a residence 'in the High Street'. A continuous succession of bakers has occupied these premises through to the present day. The inn itself was relocated into these new buildings (the gable at the east end of no.144 still retains the faded letters, 'WHITE HART BREWERY'), and the original building, nos.145 and 146, converted private dwellings, the latter becoming known as Coventry Cottage after its owners. At, or soon after this time, the angle between the old and new buildings, now marked by a low wall with iron spikes, was filled in with a lean-to structure which remained in use up to WWII. It appears to have served as a small shop, and between the wars was a hairdresser's.

In about 1899 the inn ceased to be a public house, becoming instead the 'White Hart Restaurant' or 'Temperance Restaurant'. This evidently was not a success in Twerton, and in 1907 was converted to the three private dwellings that exist day. Nevertheless, the painted words '*WHITE HART TEMPLAR*



Above: The High Street at the corner of Shophouse Lane, left, in the early 1900s, showing the gable end of the 'Templar Restaurant' (former White Hart Inn) further on. Note the sign to Englishcombe on the corner wall. On the extreme right is the alleyway and shop at the end of Poole's Buildings, followed by the Zion Chapel and Providence Buildings

Below: The east end of the High Street in 1910, showing Newman's Buildings on the right. Opposite, the shops next to Fern House, at the bottom of Shophouse Lane, are just visible



INSTITUTE & RESTAURANT Head Quarters TWERTON LODGE' can still be read faintly along the platband over the lower windows. The relieving arch of the delivery entrance at the west end of the inn can also be seen in the wall of 142.

The houses at the east end seem to have been used as shops for a long time. No.147 (now a fire-place dealers) had served a variety of small businesses, but was a grocer's shop from 1904 until the 1980s. The house which stood next to it, at the corner of Shophouse Lane, was a bakers/confectioners until 1918 when it became a fishmongers and (in 1922) a fried fish bar. Around the corner, facing the Lane, another part of the building became a newsagents in about 1910. Although the building suffered some damage during WWII, it was only as a result of an accidental fire soon after that it was demolished, leaving the present open space. The fried fish shop moved two doors down to no.146 where it has remained ever since.

23. Newman's Buildings and Railway Terrace (1-7 High Street)

Opposite the bottom of Shophouse Lane, on the east side of the chapel car-park, was a hedge which in the early 19th century marked the boundary between Poole's Buildings and the pasture grounds and orchards adjoining the river which surrounded a large house belonging to the owner of the Upper Mill. This house is shown on Brunel's railway plan of 1833 on what was eventually to become the site of Twerton Railway Station. In 1825 however, the house and adjoining grounds had already been sold off for development, and four dwellings were built on the site of nos.1-4, with a large malthouse at the back. When the railway was built, most of the malthouse was demolished but part of the remainder to the north of the line was extended and enlarged into the present maltings building on the Bristol Road, now occupied by the Somer housing trust. The four houses which remained on the south side of the station, soon became known as Railway Terrace. On the adjoining plot next to Poole's Buildings, another rank of dwellings (confusingly known as Newman's Buildings) had also been built, but most of these were demolished by the railway, except for five grouped inside a walled yard next to the road. In about 1905 these were also demolished and replaced with four new houses fronting the road (nos.5 to 8), but during the air raid in January 1941 the pair at the western end were destroyed, leaving only the present nos.5 and 6. The empty space was filled in with the present no.7 in the 1990s.

All the houses in Railway Terrace appear to have been used as small shops from the outset. The largest of these was no.4 which served as the 'Ring o'Bells public house from the early 1850s until its conversion to a dwelling in 1964. Number 3, which still retains its fascia board and window frame, was initially an ironmongery, followed by a furniture dealers and, from 1914 to its closure at the end of WWII, a boot-makers. The making and selling of boots was also carried on at no.2 from the 1850s up to 1917. More varied and unusual activities were carried on at no.1, such as a 'clock-cleaner's' (1860-1876), the 'Welcome Coffee Tavern' (1879-1883) and newsagent (1905-10). However nos.1 and 2 were combined in 1915 when they were taken over by the Twerton Co-operative Society Ltd. Since the removal of the Co-op to a more modern premises further up the High Street (mentioned above) in 1960, the site has been occupied by Harris's of Green Street, Bath, for an art materials and picture-frame workshop. The painted Co-op sign on the east gable and the TCS mosaic on the entrance step still remain.

Originally the triangle of 'waste' ground on the east side of the terrace seems to have been the station-master's back yard, and was fenced off with iron railings and an entrance through a wicket gate at the apex next to the railway arch. After the station was closed in 1917, the yard seems to have been converted to a garden with shrubs. The railings were removed during WWII, since which time the ground level appears to have been raised by rubbish dumping.

24. Fern House and Fernley Terrace (150-158 High Street)

Originally, Shophouse (or rather, Sheephouse) Lane was a very narrow and deep holloway, which by the end of the 18th century was occupied only by a few old cottages at the lower end, leading into the High Street on the east side. The site of nos.150-152 was however covered by an extensive range of



Above: The bottom of Shophouse Lane during road widening in the early 1930s. In the centre is Newmans Buildings and the adjoining gardens of Poole's Buildings. On the right is Fern House and the demolished remains of the rank of old houses at the bottom of the Lane

Right: The rank of old houses at the bottom of Shophouse Lane before demolition



Below: Shophouse Lane in c.1910, showing the depth of the road before it was regraded in the early 1930s. In the distance, at the bottom of the lane, is the rank of old houses mentioned above





Two views taken during the 1930s at the eastern end of the High Street, showing on the left Fernley Terrace and the entrance to Prospect Place. Further on Fern House is just visible. Opposite is Railway Terrace followed by Newman's Buildings. Note the shrubbery and railings in the area on the extreme right





Above: A view of the eastern end of the High Street taken in about 1905 from the Railway Station, before the two end shops of Railway Terrace were acquired by the Co-operative Society. Note the empty area at the end of the Terrace, with railings and wicket gate



Left: A photograph, taken at about the same time, of the second shop in Railway Place, which was then occupied by Mrs.Emily Brown, newsagent

utility buildings. These were entirely replaced by the present house, together with the stable yard on the west side in about 1825. Prospect Buildings, which ran down to the High Street on the east side of the alleyway beside no.158 was built about the same time. Later in the 19th century no.150 became known as Fern House. By 1840 it is shown in the possession of Thomas Kelson (member of a well-known family of Bath brewers and distillers at that time), who ran the British Wine Stores at the Assembly Rooms in Bath. This property is listed on the tithe map as a 'House, garden and *shop*' which presumably refers to the haberdashery and Post Office which was run by the Kelson family in Twerton High Street at that time. Until the 1890s the house continued to be occupied by members of the Kelsons, but about 1899 it was taken over by a Mr.Maurice Francis, who used the adjoining yard and stables for his coal dealer's business. It continued as a coal yard and haulier's business under William Rogers after 1904 until the 1970s. Since that time the yard has been the site of the present used furniture dealers.

About the time Fern House was built, another building on the west side appeared on the corner of Shophouse Lane, linking up with the old 18th century cottages. This house contained two dwellings, with single storey shop extensions added to the front (possibly in the early 1900s), mainly a grocer's and confectioner's. However, this house, together with the 18th century cottages, was demolished to make way for the widening of Shophouse Lane in about 1932-3. Fernley Terrace (nos.153-8) was built in about 1900 in the garden ground on the east side of Fern House which extended up to the alleyway of Prospect Buildings. The front gardens of Fernley Terrace formerly had iron railings, removed during WWII. Prospect buildings was demolished for the present housing in the 1960s, together with an 18th century cottage and stables at the rear which once belonged to the GWR during the construction of the railway.

Right: Prospect Place not long before demolition, looking towards the railway arch at the east end of the High Street



Below: The entrance to Prospect Place, taken in the 1930s. On the right is the end of Fernley Terrace, and behind, the old Methodist Chapel





The entrance arch to Twerton High Street, by the Station, c.1900. At that time the arch had only one footway, on the west side. Fernley Terrace is visible on the other side of the arch



Railway Buildings was once part of Twerton High Street until cut off by the building of the railway (off right) and the diversion of the Bristol Road at this point. An original house which stood in the High Street is visible on the far right. Most of these buildings were destroyed by a bomb during WWII

This publication can be provided in audiotape, large print, Braille and computer disk versions in English and also translated into other local community languages if necessary.

For further information please contact the Projects and Partnerships Team, Planning Services on 01225 477524.

This 'Historical Survey' was commissioned by Bath & North East Somerset to improve our understanding of the history of Twerton High Street. This will help to ensure that future decisions about changes to the High Street are made with a clearer appreciation of the historical context of the area.

The 'Historical Survey' is a supporting document to the 'Twerton High Street Improvement Plan' – a project initiated by Bath and North East Somerset, with part funding from Bath Communities Partnership*. The Street Improvement Plan seeks to promote the revitalisation of Twerton High Street and encourage the creation of a high quality environment.

* Bath Communities Partnership is the regeneration partnership for Bath - currently focused on delivering a £1.5 million scheme funded by the Regional Development Agency over the next five years (2003-2007):

The Vision for Bath Communities Partnership is of a much more integrated city, whose communities all have pride and self-confidence, and enjoy equal access to quality facilities, services and opportunities.

