

Great Western Main Line
Route Structures
Gazetteer
Prepared for Network
Rail
April 2012



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1.0 Introduction

1.1 Purpose

The purpose of the Route Structures Gazetteer is to provide a baseline description and assessment of the significance of every railway structure and building along the lines affected by the Great Western Main Line Electrification Project (see map opposite). This information will inform the Environmental Impact Assessment of the scheme, and English Heritage's listing review of the affected routes.

The Gazetteer has been prepared by Alan Baxter & Associates, using a combination of information supplied by Network Rail and Atkins, site visits and desktop research.

1.2 How to Use this Gazetteer

This Gazetteer provides information about individual structures along the routes. Two classes of structure have been excluded because they are all structures of no architectural, historical, archaeological or aesthetic interest: signal posts and gantries and level crossings. For example, all signalling is modern colour aspect technology; there are no semaphore signals left on the routes analysed.

The Gazetteer is intended to be used in conjunction with its companion volume, *the History and Significance of the Great Western Main Line*. That document provides important context for readers of this Gazetteer by explaining the historic development of the lines, the main phases of alteration, the types of structures found on them, and the significance of the structures in the context of other railway engineering. It is particularly useful for understanding more about the standard and generic types of structure which are a characteristic of the lines (for example, Brunel's triple-arch overbridges).

The organisation of the Gazetteer

The Gazetteer is organised first by line and then by ordering the structures along any given line according to their distance from London.

For each structure there is an entry containing information under the following headings, explained here in the order in which they appear:

Structure number

Every structure is identified by a number comprising its 'ELR' plus its distance from the old buffers at Paddington Station in London, measured in miles and chains. This system of measurement was in use when Brunel built the line.

The ELR - or Engineer's Line Reference - is a three letter code used throughout Britain's railways to distinguish lines from one another. The following are used in this Gazetteer:

BHL - Berks & Hants Line from Reading to Newbury and beyond

- BKE - Reading to Basingstoke Line
- BSW - Bristol & South Wales Union Line (Bristol Temple Meads to Severn Tunnel Junction)
- DCL - Didcot to Oxford Line
- DWC - Didcot West Chord
- MLN1 - Paddington to Bristol Main Line
- SWB - South Wales & Bristol Direct Line (Wootton Bassett to Patchway)

Note that in the structure number single digits are always preceded by a zero. For example, a bridge on the Didcot to Oxford line at 43 miles and 50 chains from Paddington will have a structure number of DCL 4350; a bridge on the Main Line at 101 miles and 2 chains will have a structure number of MLN1 10102.

Structure name

This can incorporate a place name, such as 'Appleford overbridge', a road name, such as 'Avon Lane Underbridge', or might simply be 'overbridge'. Many bridges are known by more than one name. In such cases the most commonly used name is given. If more than one name is commonly used, the alternatives are supplied.

Easting/ Northing

The grid reference of the structure's location.

Local planning authority

The local planning authority for the area in where the structure is located. Some structures, such as viaducts and tunnels, span authority boundaries and therefore two local authorities are given.

Designation

Some structures are statutorily designated in one, or a combination, of the following categories:

- Listed building (Grades I, II* and II)
- In a Conservation Area
- Scheduled Monument

There are other non-statutory designations which are relevant 'material considerations' in planning terms:

- World Heritage Site (WHS) – UNESCO (United Nations Environmental, Scientific and Cultural Organisation) designates sites which have 'outstanding universal value' (OUV) around the world. The City of Bath WHS also has a buffer zone around it.
- Registered Park and Garden – English Heritage designates landscape areas in recognition of their special historic interest.

- Locally listed – Local authorities designate assets of special historic interest at a local level. Each authority has its own criteria.

As well as these designations, the Gazetteer uses the category 'Adjacent to a conservation area'. This has been included because government guidance on the historic environment, in England the *National Planning Policy Framework* (NPPF), contains policies relating to the 'settings' of heritage assets, which are considered a material consideration. Therefore, any structure adjacent to a conservation area, or indeed any other heritage asset, could be within its 'setting'.

Listed building identification number

The 'List Entry Number' is a unique identification number which English Heritage's *National Heritage List for England* uses to distinguish heritage assets from each other. It has been used in the Gazetteer. In Wales the equivalent is the 'List Reference Number'. If the asset is not listed, N/A appears in this field.

Date of designation

Provided by the National Heritage List for England or Cadw. If the asset is not listed, N/A appears in this field.

Structure type

The structures are categorised into the following types:

- Overbridge - road
- Overbridge - railway
- Overbridge - accommodation
- Underbridge - road
- Underbridge - railway
- Underbridge - accommodation
- Underbridge - river
- Culvert
- Footbridge
- Pipe bridge
- Viaduct
- Aqueduct
- Station
- Tunnel
- Cutting
- Embankment
- Retaining wall
- Subway
- Other

Design type

These categories are applicable to bridges only:

- Arch - semi-elliptical
- Arch - semi-circular
- Arch - segmental
- Arch - four centred
- Arch - horseshoe
- Arch - other
- Beam
- Truss
- Girder
- Other

Some bridges are complex structures with more than one span. In this instance, the span which crosses the tracks will be in this field. If there is more than one span which crosses the tracks, then the older of the spans will be in this field. If the design cannot be represented in this way, additional information is added in the 'description of structure' field.

1st Material

This is the material from which the majority or most significant part of the structure is constructed. For example, a red brick bridge with a concrete parapet would be categorised as 'red brick'. The materials are:

- London stock brick
- Red brick
- Engineering brick
- other brick
- Purple and red brick engineering brick [a pattern of red stretchers and purple headers laid in English Garden bond, which was much favoured by the GWR]
- Stone
- Swindon Portland stone
- Bath stone
- Pennant stone
- Bramley Fall gritstone
- Limestone
- Sandstone
- Steel
- Timber
- Iron

- Concrete
- Other

2nd Material

Only used if there is more than one material. From the example above, this would be 'concrete'.

Construction date

Archival research and knowledge of structure types has been used to identify a construction date. A detailed explanation of the construction phases which are quoted can be found in *The History and Significance of the Great Western Main Line*. In some cases, no detailed information is available and a broad category, such as 'c. 1880-1939', is used.

Dates include:

- GWR section L (1835-1838)
- GWR section R (1837-1840)
- GWR section S (1839-1840)
- GWR section C (1839-1841)
- GWR section B (1836-1841)
- Swindon - Gloucester (Jan 1841-May 1845)
- Didcot - Oxford (1844-1845)
- Berks & Hants Railway (1845-Dec 1847)
- South Wales Railway: Phase 1 (1846-Jun 1850)
- South Wales Railway: Phase 2 (1846-Jul 1851)
- Bristol & South Wales Union Railway (1858-1864)
- Standard Gauge Conversion: South Wales (1872)
- South Wales Railway: Phase 3 (1849-Jul 1852)
- Bristol-New Passage Pier (1858-Jan 1864)
- Standard Gauge Conversion: Oxford branch (1872)
- Standard Gauge Conversion: New Passage Pier (1873)
- Standard Gauge Conversion: BHL (1874)
- GWML widening: Phase 1 (1875-1884)
- The Severn Tunnel (1873-1886)
- GWML widening: Phase 2 (1890-1893)
- Standard Gauge Conversion: GWML (1892)
- South Wales Quadrupling: Phase 1 (1895-1900)
- South Wales & Bristol Direct Line (1897-Jul 1903)
- GWML widening: Phase 3 (1903-1905)
- GWML widening: Phase 4 (1908-1910)
- GWML widening: Phase 5 (1931-1932)
- South Wales Quadrupling: Phase 2 (1941)

Major alteration phase(s)

Only used if a structure has been altered; for example, if the central brick arch of a Brunel bridge was replaced in the 20th century with a concrete deck.

If there is more than significant alteration phase is known, they are all given. More information about the alterations may appear in the 'description of structure' field.

Description of structure

A short description of the structure in terms of its age, design and material, plus anything else of relevance, such as alterations. Not included if the structure is of 'minimal interest' or on the Paddington - Maidenhead section of the line, since this is not within the scope of the electrification project and therefore not subject to an EIA.

Railway conventions have been followed to identify different parts of structures:

- Up (side) - the side nearest the track used by trains heading 'up' towards London. As on the roads, in the UK trains travel on the left. Therefore, for much of the GWML, the Up side is the north side of the line
- Down (side) - the opposite of the above
- Low mileage (side or face) - meaning the one nearest London
- High mileage (side or face) - meaning the one furthest from London

Assessment of significance

The NPPF defines significance as:

The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.

The following widely used definitions are employed in the Gazetteer to assess significance:

Archaeological interest

An interest in carrying out an expert investigation at some point in the future into the evidence a heritage asset may hold of past human activity. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them. These heritage assets are part of a record of the past that begins with traces of early humans and continues to be created and destroyed.

Architectural and Artistic Interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide an emotional meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Where relevant, i.e. in and around the Bath World Heritage Site, regard has been paid to the ICOMOS guidance, *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*.

No entry is made under this heading if the structure is of 'minimal interest' or on the Paddington - Maidenhead section of the line, since this is not within the scope of the electrification project and therefore not subject to an EIA.

Summary statement

This summary brings together the 'description of structure' and the 'assessment of significance'.

Significance value

Following the 'assessment of significance', the relative significance of each structure or building is given a value. The table on the following page plains how these values relate to statutory designation and how they apply to the GWML.

Sources

Information sources used to compile the Gazetteer include:

- *Books* – See appendix 1 of *The History and Significance of the Great Western Main Line* for the title of books and reports referred to in the Gazetteer by author
- *Google Maps / Bing Maps / Streetview* – consulted to verify other sources
- *Site visits* – where these have been made
- *GWML EIA TWS* - information supplied at project tender which includes photographs and basic information about many of the overhead structures on the routes
- *List Descriptions* - from the National Heritage List for England or Cadw
- *National Archives* – material is referenced as 'NA' followed by the reference numbers.
- *Network Rail National Records Centre* – material is referenced as 'NRC RN' (National Records Centre Roll Number) followed by the relevant roll numbers.
- *Network Rail Inspection Reports* – obtained from Network Rail. Contain information on materials and condition, plus photographs.
- *GRIP 3 reports* - GWML Electrification Project design studies
- *OS Maps* - Ordnance Survey maps

Value	Description	Example	On the GWML
Very High	<p>Internationally important heritage assets generally recognised through designation as being of outstanding universal value.</p> <p>Individual heritage assets that convey the OUV of a WHS</p>	<p>World Heritage Sites</p> <p>Nationally designated heritage assets of all grades that convey the Outstanding Universal Value of a World Heritage Site. These include listed buildings, Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, Registered Historic Battlefields, Conservation Areas.</p>	Structures that convey the Outstanding Universal Value of the Bath World Heritage Site
High	<p>Nationally heritage assets generally recognised through designation as being of exceptional interest and value.</p> <p>Individual heritage assets that convey to some degree the OUV of a WHS</p>	<p>Grade I and II* Listed Buildings and those structures which are candidates for designation, Grade I and II* Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, Registered Historic Battlefields, Conservation Areas with notable concentrations of heritage assets and undesignated assets of national or international importance.</p> <p>Nationally designated heritage assets of all grades that convey to some degree the Outstanding Universal Value of a World Heritage Site.</p>	Structures and buildings of outstanding historical, structural or architectural interest. On the GWML, all of these are works by Brunel
Medium	Nationally or regionally important heritage assets recognised as being of special interest, generally designated.	Grade II Listed Buildings, Grade II Registered Parks and Gardens, Conservation Areas and undesignated assets of regional or national importance. Can also include archaeological remains that relate to regional research objectives or can provide important information relating to particular historic events or trends that are of importance to the region.	<p>Well preserved structures from the original construction phase of the GWR (the Pioneering Phase of the railways, up to 1841), such as bridges;</p> <p>Structures and buildings from later phases that are unusual for their design interest and state of preservation, or have notable group value with other structures, landscapes or historic townscapes.</p>
Low	Assets that are of interest at a local level primarily for their contribution to the local historic environment.	Undesignated heritage assets such as locally listed buildings, undesignated archaeological sites, undesignated historic parks and gardens, etc. Can also include degraded designated assets that no longer warrant designation.	<p>Standard structures from the original construction phase of the GWR which have been altered or extended;</p> <p>Later structures built by the GWR that are of standard, repetitive design but have some architectural or structural interest or group value.</p>
Minimal	Elements of the historic environment that are of insufficient significance to merit consideration in planning decisions and hence be classed as heritage assets.	Undesignated features with very limited or no historic, architectural or archaeological interest. Can also include highly degraded designated assets that no longer warrant designation.	Later structures by the GWR, BR and their successors which are of negligible architectural, structural or historical interest, or have been extensively altered.

Structure Number: BHL 3773

Southcote Farm Lane Underbridge

Easting: 469754.114

Northing: 171825.25

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel deck span at the junction of the BHL and BKE. Brick abutments partly rebuilt but retaining characteristic Brunel relieving arches on the faces to the carriageway.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 3812

Mill Lane Underbridge

Easting: 469438.798

Northing: 171609.999

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Sandstone

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): none

Description of structure:

Typical Brunel-designed underbridge of the more modest kind, dating from the construction of the Berks & Hants line in 1845-7. Built of red brick, with a single, 12ft semi-elliptical arch, stepped string course and splayed wing walls. A notably well preserved example with original parapet and sandstone coping stones. Also, 20th century steel railings.

Assessment of significance:

This is a notably well preserved example of a Brunel-designed bridge. However, it is similar to many surviving bridges designed by him, structurally and architecturally unexceptional, and postdating the 'Pioneering Phase' of railway construction. Therefore it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Notably well preserved example of a typical Brunel-designed underbridge of the more modest kind, dating from the construction of the Berks & Hants line in 1845-7. Built of red brick, with a single semi-elliptical arch, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 3822

Briscoes Underbridge

Easting: 469245.315

Northing: 171555.709

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Sandstone

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): none

Description of structure:

Typical Brunel-designed underbridge of the more modest kind, dating from the construction of the Berks & Hants line in 1845-7. Built of red brick, with a single, 12ft semi-elliptical arch, stepped string course and splayed wing walls. A notably well preserved example with, e.g., original parapet and sandstone coping stones, though some of the wing wall brickwork may have been rebuilt. Also, 20th century steel railings.

Assessment of significance:

This is a notably well preserved example of a Brunel-designed bridge. However, it is similar to many surviving bridges designed by him, structurally and architecturally unexceptional, and postdating the 'Pioneering Phase' of railway construction. Therefore it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Notably well preserved example of a typical Brunel-designed underbridge of the more modest kind, dating from the construction of the Berks & Hants line in 1845-7. Built of red brick, with a single semi-elliptical arch, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 3824

Holy Brook Underbridge (1)

Easting: 469206.414

Northing: 171545.583

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): 1901 - 1914

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two riveted steel girders resting on skewed brick abutments with splayed wing walls. Since these abutments are red brick (not alternating red and purple bricks typical of the later GWR) they could date from the construction of the line, and may have originally supported a timber or iron deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 3871

Burghfield Road Underbridge

Easting:	468283.887
Northing:	171346.979
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Red brick
2nd Material:	Concrete
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	Post-1947



Description of structure:

Brick overbridge dating from the construction of the line in 1845-47, but extensively altered by the replacement of the central span. Approach arches are semi-elliptical and red brick, with original string course, arch rings, parapets and curved wing walls. The piers, with typical Brunel relieving arches, are adapted as the seat for a post-war (?) concrete deck partly by infilling the relieving arches with brick buttresses. The replacement span has level red brick parapets, higher than the approaches. Based on historic drawings of similar bridges on this line, the original central span was probably timber and may have been replaced by the GWR first with a steel deck.

Assessment of significance:

This is an example of a slightly unusual Brunel design, but one that was relatively common on the Berks & Hants line. It does not date from the 'Pioneering Phase' of railway construction and has also been extensively altered by the replacement of the central span with a concrete and brick deck. Because of these factors, the bridge is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Overbridge dating from the construction of the Berks & Hants Line in 1845-47, but extensively altered by the replacement of the central span with a concrete deck in the 20th century. Because this is not an early example of a railway bridge designed in Brunel's office, and because of the extent of alteration, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BHL 3875

Holy Brook Underbridge (2)

Easting: 468203.774

Northing: 171337.316

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two welded steel girders resting on very low skewed brick abutments with splayed wing walls. Since these abutments are red brick (not alternating red and purple bricks typical of the later GWR) they could date from the construction of the line, and may have originally supported a timber or iron deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 3942

Holy Brook Underbridge (3)

Easting: 467259.799

Northing: 171292.396

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel girder underbridge supported on brick abutments, spanning the Holy Brook.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 4011

Holy Brook Underbridge (4)

Easting: 466281.79

Northing: 171231.435

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel girder underbridge supported on brick abutments, spanning the Holy Brook.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 4020

Holy Brook Underbridge (5)

Easting: 466103.346

Northing: 171208.709

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: 1971

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel girder underbridge supported on brick abutments, spanning the Holy Brook.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4043

M4 Overbridge

Easting: 465641.281

Northing: 171135.459

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: None

Construction date: 1971

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Wide, utilitarian concrete motorway bridge dating from the construction of the M4 in 1971.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4123

Theale Railway Station

Easting: 464459.869

Northing: 170893.599

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: None

Construction date: 1961 - 1980

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A small station dating in its present form from the late 20th century. No pre-1948 buildings. Western (Up) platform and island platform both have modern shelters. Steps up to modern steel footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4127

Station Road Overbridge

Easting:	464384.543
Northing:	170866.604
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two span overbridge. Spans have been replaced with concrete decks in the 20th century; may have originally been a single timber deck or brick arch.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4267

Sulhampstead Hill (Tile Mill) Overbridge

Easting:	462496.225
Northing:	169396.413
LPA:	West Berkshire District Council
Designation:	Adjacent to a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Red brick
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	1902-04



Description of structure:

1902-04 steel and jack arch girders spanning between brick abutments of original 1845-47 bridge. Historic drawings in the NRA show that the central span was originally a timber deck, replaced with the present standard GWR steel and brick arch deck like other similar bridges on the line.

Assessment of significance:

This is an example of a slightly unusual Brunel design, but one that was used elsewhere on the Berks & Hants line and which does not date from the 'Pioneering Phase' of railway construction. The span is also not original and therefore the bridge is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Overbridge dating from the construction of the Berks & Hants Line in 1845-47, but extensively altered by the replacement of the central span with a concrete deck in the 20th century. Because this is not an early example of a railway bridge design in Brunel's office, and because of the extent of alteration, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 55527, 58633, 14034; GWML EIA TWS

Structure Number: BHL 4440

Padworth Lane Overbridge

Easting: 460531.321

Northing: 167638.928

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Red brick

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): 1861 - 1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Brunel designed brick bridge built 1845-47, altered by widening a side span and by installing a steel deck replacement for original central (probably timber) span.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 4459

A340 (Basingstoke Road) Overbridge

Easting:	460234.045
Northing:	167417.589
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Red brick
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	1944



Description of structure:

Overbridge with a steel girder central span of 1944 between semi-elliptical brick approach arches from the original 1845-47 bridge. The central span was originally timber and historic drawings show that this was first replaced in 1903 and again with the present deck in 1944 (possibly to upgrade the bridge for heavy war time road traffic).

Assessment of significance:

This is an example of a slightly unusual Brunel design, but one that was used elsewhere on the Berks & Hants line and which does not date from the 'Pioneering Phase' of railway construction. The span is also not original and therefore the bridge is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Overbridge dating from the construction of the Berks & Hants Line in 1845-47, but extensively altered by the replacement of the central span with a concrete deck in the 20th century. Because this is not an early example of a railway bridge designed in Brunel's office, and because of the extent of alteration, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 66962, 56638

Structure Number: BHL 4465

Aldermaston Railway Station

Easting:	460127.115
Northing:	167360.589
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Steel
2nd Material:	None
Construction date:	1931 - 1939
Major alteration phase(s):	1981- present



Description of structure:

-

Assessment of significance:

-

Summary Statement:

A small station, in its present form of two phases: c. 1930s and late 20th century. Two platforms, each with a modern shelter and steps up to a c. 1930s steel footbridge (apparently raised up on recent footings).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List; site visit

Structure Number: BHL 4471

Beenham Lockside Crescent Bridge

Easting:	460015.544
Northing:	167311.363
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Red brick
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	c. 1900



Description of structure:

Overbridge with a central steel girder span of c.1900 between semi-elliptical brick approach arches from the original 1845-47 bridge. The piers with typical Brunel relieving arches, the parapets over the arches and wing walls with a typical stepped string course. The central span was probably originally a timber deck like those of other similar bridges on the Berks & Hants Line.

Assessment of significance:

This is an example of a slightly unusual Brunel design, but one that was used elsewhere on the Berks & Hants line and which does not date from the 'Pioneering Phase' of railway construction. The span is also not original and therefore the bridge is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Overbridge dating from the construction of the Berks & Hants Line in 1845-47, but extensively altered by the replacement of the central span with a steel deck c. 1900. Because this is not an early example of a railway bridge designed in Brunel's office, and because of the extent of alteration, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 12574, 56638

Structure Number: BHL 4552

Frouds Lane Overbridge

Easting: 458968.634

Northing: 166727.188

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: None

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): None



Description of structure:

A standard, skew road overbridge with a single semi-elliptical arch, erected c. 1845-47 and designed in Brunel's office. Original handmade red brick, with limited patching in red engineering brick. English bond. The span is 30 ft [9.5 m.]. Each face has a stepped string course and arcing parapet with step moulding, terminating in piers. Coping course of shallow-pitched stone. Splayed and raked wing walls with bull-nose brick copings. No substantial alterations. An alternative design for a timber bridge, preserved in the NRA, was not built. There are similar bridges on the contemporary Didcot - Oxford line at Culham (DCL 5616) and Appleford (DCL 5518).

The bridge is close to the Kennet & Avon Canal and prominent in an agricultural landscape.

Assessment of significance:

The last unaltered example of an original overbridge on Brunel's Berks & Hants Line still standing east of Newbury. Because it dates from after 1841 it does not form part of the 'Pioneering Age' of railway construction. Nevertheless it is an early, little altered railway bridge and because of its rarity on this line, it is of medium architectural and historic interest (but no archaeological or aesthetic interest).

Summary Statement:

A standard Brunel semi-elliptical single-arch brick overbridge built 1845-47, similar to others on the contemporary Didcot - Oxford Line. As the last unaltered example on the line east of Newbury, the bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NRA RN 12594, 12557

Structure Number: BHL 4651

Millstream Underbridge

Easting: 457406.788

Northing: 166630.13

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Beam

1st Material: Steel

2nd Material: Red brick

Construction date: Unknown

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel beam bridge on brick abutments, possibly from a previous bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 4656

Midgham Railway Station

Easting:	457284
Northing:	166651
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Brick
2nd Material:	Timber
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	c.1930s, 1981- present



Description of structure:

-

Assessment of significance:

-

Summary Statement:

A small station, c. 1930s, late 20th century. Opened in 1847 as Woolhampton, but nothing survives of that date. Two platforms, the north one with a modern brick shelter, the south with a c. 1930s timber shelter. No footbridge. Level crossing.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: BHL 4663

Millstream Underbridge

Easting: 457122

Northing: 166673

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Beam

1st Material: Steel

2nd Material: None

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century riveted steel beam bridge over river.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 4731

Underbridge

Easting: 456244.374

Northing: 166408.025

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Unknown

1st Material: Unknown

2nd Material: Unknown

Construction date: Unknown

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available

Significance value:

Unknown architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4809

Brimpton Road Overbridge

Easting:	455105.982
Northing:	166332.841
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Red brick
2nd Material:	Concrete
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	post 1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Originally a red brick bridge but rebuilt with concrete (?) deck. Original abutments probably survive.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4809

Underbridge

Easting: 453834

Northing: 166493

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: Unknown

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel beam bridge on brick abutments from a previous bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 4873

Colthrop Lane Footbridge

Easting: 453825.297
Northing: 166493.695
LPA: West Berkshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Footbridge
Design Type: Truss
1st Material: Steel
2nd Material:



Construction date: Post-1941

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Post-1941 steel footbridge. Detracts from the setting of the late 19th century, standard GWR style, Colthrop Lane crossing box

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4874

Colthrop Lane Signal Box

Easting:	453797
Northing:	166500
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Other
Design Type:	Other
1st Material:	Red brick
2nd Material:	Timber
Construction date:	c. 1900-1920
Major alteration phase(s):	None



Description of structure:

A standard GWR signal box, in red brick with replacement double-galzed windows and a hipped slate roof. This type was built c. 1900-1920

Assessment of significance:

This appears to be the last remaining GWR-designed signal box on the routes affected by the GWML Electrification Project in England. However, its appearance has been changed by replacement windows of different pattern. It is also a standard GWR design and dozens still survive across the country. It is therefore not unusual at a national level and so is of low architectural and historic interest (and no archaeological and aesthetic interest).

Summary Statement:

A standard GWR signal box, in red brick with replacement windows and a hipped slate roof. Although it appears to be the last remaining GWR-designed signal box on the routes affected by the GWML Electrification Project in England, it has been altered and is a standard GWR design of which dozens still survive across the country. Therefore, it is of low architectural and historic interest (and no archaeological and aesthetic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TMS; Vaughan

Structure Number: BHL 4910

Footbridge

Easting: 453485.256

Northing: 166504.475

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post-1947

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern steel footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4932

Footbridge

Easting: 453057.247

Northing: 166431.238

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post-1947

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern steel footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 4947

Thatcham Railway Station

Easting:	452764.827
Northing:	166359.22
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	
1st Material:	Red brick
2nd Material:	
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	1981-present

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Station opened in 1847, but nothing survives of this date. Two platforms, each with modern brick buildings, the north one larger and with a platform canopy. Modern steel footbridge and level crossing.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List; site visit



Structure Number: BHL 5003

Monkey Aprilsh Footbridge

Easting:	452032
Northing:	166335
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Truss
1st Material:	Steel
2nd Material:	None
Construction date:	Post-1947
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern steel footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 5116

Thatcham Moor Underbridge

Easting:	450204.407
Northing:	166637.899
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - horseshoe
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Red brick horseshoe arch underbridge, probably built 1845-47. Different colour brickwork suggests substantial rebuilding.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 5131

River Kennet (Bulls Lock) Bridge

Easting:	449903.833
Northing:	166637.212
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Beam
1st Material:	Steel
2nd Material:	Concrete
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	Post-1900



Description of structure:

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Assessment of significance:

-

Summary Statement:

Skewed steel and concreted beam bridge over the River Kennet, with red brick abutments and wing walls, probably from an earlier bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BHL 5135

Hambridge Lane

Easting: 449824.127

Northing: 166645.025

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Concrete deck underbridge with red brick abutments and wing walls, probably from an earlier bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 5233

Newbury Racecourse Railway Station

Easting:	448285.861
Northing:	166862.538
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Brick
2nd Material:	Steel
Construction date:	1905
Major alteration phase(s):	Post 1947; c.2010



Description of structure:

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Assessment of significance:

-

Summary Statement:

The station opened in 1905 to cater for raceday specials and excursion traffic to the adjacent Newbury Racecourse. Very little above platform level appears to date from then. North and south platforms linked to island platform by recent steel footbridge. North (Up) platform with modern shelter. South (Down) platform with electricity enclosure and, east of footbridge, an old GWR station sign.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List; site visit

Structure Number: BHL 5244

Hambridge Road Overbridge

Easting: 448065.326
Northing: 166845.032
LPA: West Berkshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Girder
1st Material: Steel
2nd Material: Red brick
Construction date: Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s): c.1880-1939

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard GWR steel girder deck on red brick abutments of a previous bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 5255

Boundary Road Overbridge

Easting:	447845.067
Northing:	166819.021
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Red brick
Construction date:	1901 - 1914
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Wide span originally over multiple tracks at the entrance to Newbury Station. Steel, continuous parapet and one slender central steel pier. Unclear if anything of an earlier/original structure survives. Assumed to date to the reconstruction of Newbury Station.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BHL 5279

Winchcombe Road Overbridge

Easting:	447374.173
Northing:	166742.437
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	Post-1947
Major alteration phase(s):	None

Description of structure:

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Assessment of significance:

-

Summary Statement:

Appears to be a concrete beam bridge 'dressed' with red brick, supporting a dual carriageway. Unclear if any part of an earlier structure survives.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BHL 5306

Newbury Railway Station

Easting:	447239.507
Northing:	166720.372
LPA:	West Berkshire District Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Red brick
2nd Material:	Sandstone
Construction date:	1908-10
Major alteration phase(s):	None



Description of structure:

Station, constructed as a piece in 1908-10 in archetypal GWR style and form, replacing an earlier station of which no trace is thought to survive. Two main platforms, both with single-storey buildings and canopies, either side of four tracks spanned by a footbridge. Main entrance building on the Up platform (North, or town side), smaller range including southern entrance on the Down platform. Both buildings of red brick and stone and engineering brick dressings in free Jacobethan style with gables, small entrance canopies and retaining some original lamps. The contemporary steel footbridge is of standard GWR design, but notable for its long clear span to clear the four lines. Long steel canopies to both platforms of standard GWR form, with utilitarian riveted steel upstands and decorative timber valences.

Brunel's original Newbury station, which opened in 1847, had an overall roof, although the current Up (north) platform is thought to be in the same location as its predecessor. The goods shed survived until demolished in 1974. With the opening of lines to Southampton and Lambourne, Newbury became an important junction. The present station was constructed in one phase in 1908-10 in association with the upgrade of the Berks & Hants as a direct route to the South West, providing, for example, through lines for non-stopping West Country expresses.

Photographs from 1910 suggest that since the new station opened, a small building (4 by 1 bays) west of the north entrance building, two signal boxes and platform gas standards have been demolished.

Assessment of significance:

This is a well preserved example of a medium sized Edwardian station, and a good illustration of characteristic GWR station design of the period. Because of the degree of survival, down to for example some original external lamps, this complex is of medium architectural and historic interest (though no archaeological or artistic interest).

Summary Statement:

Station completely rebuilt in 1908-10 and largely unaltered, with Jacobethan detailed, brick and stone buildings on both Up and Down platforms, canopies and contemporary footbridge. As a large, well preserved example of Edwardian GWR station design, Newbury Station is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List; Vaughan; site visit

Structure Number: BHL 5321

Bartholomew Street Overbridge

Easting:	446947.866
Northing:	166688.541
LPA:	West Berkshire District Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	1961 - 1980
Major alteration phase(s):	None

Description of structure:

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Assessment of significance:

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Summary Statement:

Late 20th century concrete and steel beam bridge. Unclear if any fabric from an earlier bridge survives in the abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BHL 5333

Rockingham Road Bridge

Easting: 446693.945

Northing: 166669.871

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - segmental

1st Material: Red brick

2nd Material: None

Construction date: Berks & Hants Railway (1845 - Dec 1847)

Major alteration phase(s): None



Description of structure:

Little altered brick bridge dating from the construction of the line, and designed in Brunel's office. A slightly skew segmental arch road overbridge, spanning a cutting. Original handmade red brick, with some red engineering brick patching and GWR red and purple engineering brick to the tops of the parapets. English bond. Single segmental arch with c. 36 ft span springing from abutments which incline inwards. Each abutment pierced by three segmental arched recesses. The carriageway is unusually wide at 24 ft between parapets. The bridge faces, with stepped string course, continue in an elegantly gentle curve to form slightly raked wing walls, where the humped-back parapets terminate in piers expressed on the external face only. The parapets raised in the 20th century with five courses of engineering brick and a steeply pitched rendered coping.

Assessment of significance:

Brunel rarely used segmental arches for his masonry railway bridges, preferring a semi-elliptical profile which better suited the profile of his broad gauge trains, but there are also examples on the DCL and MLN1. These, however, are flying arches. This is unique on the lines to be electrified in that it has abutments and abutments that are raked inwards. Essentially unaltered, with elegantly concave elevations, this is an unusual and well preserved Brunel overbridge from the 1840s and therefore of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Segmental, single-arch brick overbridge dating from the construction of the line. A non-standard Brunel design, unique on the lines to be electrified, which is largely unaltered and therefore of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: BKE 3672

Reading West Railway Station

Easting: 470129.231

Northing: 173063.312

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: None

Construction date: 1931 - 1939

Major alteration phase(s): c. 2000

Description of structure:

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Assessment of significance:

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Summary Statement:

A small, simple station apparently of two phases: c. 1930s and c. 2000. Two platforms, each with steps up to a modern steel footbridge. The west platform has a much-altered c. 1930s canopy, cut back.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: BKE 3708

Tilehurst Road Footbridge

Easting: 470123.617

Northing: 173043.845

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: c. 1970-2010

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Modern utilitarian steel footbridge adjacent to the 1840s Tilehurst Road Bridge (BKE 3709). The footbridge detracts from the setting and appearance of that bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NR inspection report



Structure Number: BKE 3709

Tilehurst Road Overbridge

Easting:	470123.617
Northing:	173043.845
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	None
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	None



Description of structure:

Tall little altered, triple-arch skew road overbridge with semi-elliptical spans, set in a cutting, erected c. 1845-47. Original handmade red brick with some red engineering brick patching and replacement. English bond. Limestone coping.

The central arch is slightly taller and wider than the side arches. The contract drawings give a span of 38 ft 4 in and the side arches a span of 31 ft 2 ins. The carriageway is 24 ft [7.3 m.] wide between parapets, favoured by Brunel for larger road bridges. Tall tapering piers. Each originally pierced by two tapered transverse arches, now infilled so that they read as blind arches. Abutments/wing walls vertical and gently curved, the north-west abutment with shallow engineering brick buttress of c. 1896. Stepped string course to each face. Parapets stepped on the outer face only and raised in the twentieth century by four courses of engineering brick above the original stone coping (left insitu), with pitched tile coping topped by small iron anti-climbing spikes. The western (Up) ends of both parapet recently rebuilt in engineering brick, but apparently reusing the original coping insitu, with the north (low mileage) parapet stepping up towards a rectangular brick pier which forms part of the approach to the neighbouring modern steel footbridge.

The bridge is not visible in the wider landscape because it is in a cutting and because of topography and existing structures. However, it is intervisible with the similar Brunel-designed Bath Road overbridge (BKE 3729).

Assessment of significance:

A handsome example of a typical Brunel design adapted to the circumstance of the site (skew, inclined roadway) which is imposing because of the height of the structure above rail level. As an early railway bridge designed in Brunel's office and because it is largely unaltered, the bridge is of medium historic and architectural interest. However, the adjoining steel footbridge is unsympathetic and detracts from the significance of the 1840s road bridge.

Summary Statement:

A tall, triple-arched brick bridge dating from the construction of the Berks & Hants Line and designed by Brunel's office. An imposing and well-preserved example of Brunel's standard approach to railway overbridge design in the 1840s, it is of medium architectural and historic interest (but no archaeological or aesthetic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NRC RN 56653P, 34664; NR inspection report

Structure Number: BKE 3713

Oxford Road Underbridge

Easting:	470103.281
Northing:	172965.397
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Unknown
1st Material:	Unknown
2nd Material:	Unknown
Construction date:	Unknown
Major alteration phase(s):	Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available

Significance value:

Unknown architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BKE 3729

Bath Road Footbridges (x2)

Easting: 470043

Northing: 172680

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post-1948

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern utilitarian steel footbridges flanking the fine 1840s Bath Road bridge (BKE3729). The footbridges, which show no sympathy in form or materials, screen the road bridge and therefore detract from its historic and architectural interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BKE 3729

Bath Road (A4) Bridge

Easting:	470039.591
Northing:	172650.626
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	None
Construction date:	Berks & Hants Railway (1845 - Dec 1847)
Major alteration phase(s):	Post-1947



Description of structure:

A good example of the standard Brunel triple-arched overbridge, dating from the construction of the Berks & Hants Line. Semi-elliptical arches, red brick and skewed. The bridge was built to carry the London-Bristol turnpike (now A4) and therefore has a wider roadway than normal.

Original handmade red brick. Red engineering brick used for patching and for alterations to the parapets. English bond. Limestone copings. The central arch is slightly taller than the side arches. Dimensions appear to be similar to those of neighbouring and contemporary Tilehurst Road Bridge (BKE 3709), which has a central span of 38 ft 4 in and c. 30 ft side arches. The carriageway is 24 ft [7.3 m.] between parapets. The piers are tapered and were originally pierced by three tapering transverse arches. These arches have been blocked up with brick so they now read as blind arches. At least one tie plate is visible in the north (low mileage) face. Abutments/wing walls are vertical and straight. A stepped string course runs across each face and above the outer face of the parapet is stepped. They have been raised in the twentieth century by two courses of red engineering brick above the original coping left in-situ and have steeply pitched purple brick copings with small anti-climb spikes. The parapets are also rebuilt in red engineering brick at the ends, possibly in connection with the construction of the entrances to the modern steel footbridges which flank the bridge on both sides. In particular, the east end of the south (high mileage) parapet was truncated and rebuilt in engineering brick so that it curves back on a concrete raft to form part of the entrance to the southern footbridge.

The bridge is generally not visible in the wider landscape because it is in a cutting and because of topography and existing structures. However, it is intervisible with Tilehurst Road Bridge (BKE 3709).

Assessment of significance:

This is a good example of Brunel railway bridge design, being on the one hand typical of his standard approach (three semi-elliptical arches, relieving arches in the piers) and on the other elevated above the normal quality by virtue of its height (because of the cutting) and its dimensions (because it carried an important turnpike). It is also relatively little altered. Therefore, it is of medium historic and architectural interest, but the utilitarian later 20th century steel footbridges flanking it significantly detract from this interest.

Summary Statement:

An imposing, red brick, three-arch bridge by Brunel to carry the London-Bath turnpike (A4) which is one of the finest surviving overbridge on the Berks & Hants line to Newbury. Despite the harm caused to its setting by the flanking 20th century footbridges, the road bridge is of medium historic and architectural interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NR inspection report

Structure Number: BKE 3744

Underbridge

Easting: 469970.14

Northing: 172358.876

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Unknown

1st Material: Unknown

2nd Material: Unknown

Construction date: Unknown

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available

Significance value:

Unknown architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: BSW 0046

Barrow Road Overbridge

Easting: 360559.276

Northing: 172813.461

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: None

Construction date: Post-1970

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Very wide, late 20th century concrete road overbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0054

Barrow Road/Barton Hill Road Overbridge

Easting: 360680.772

Northing: 172938.343

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Stone

Construction date: Bristol & South Wales Union
Railway (1858 - 1864)

Major alteration phase(s): Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Largely a late 20th century concrete beam bridge, but at least one abutment contains rubble faced stone of Victorian date.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0072

Ducie Road Overbridge

Easting: 360842
Northing: 173263
LPA: Bristol City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: Stone
Construction date: Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s): c. 1891, Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete beam bridge of two spans supported by much older stone-faced abutments and central pier.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0079

Church Road (A420) Overbridge

Easting:	360886.15
Northing:	173394.496
LPA:	Bristol City Council
Designation:	None
List Entry Number:	n/a
Date of Designation:	n/a
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Sandstone
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c. 1891



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Plate girder deck in two spans supported by abutments and a very broad central pier of rubble-faced coursed stone (at the end of the former island platform of Lawrence Hill Station). Steps descend from the bridge to the station platforms. The BSW was quadrupled in 1891.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0105

Lawrence Hill Station

Easting: 360890

Northing: 173403

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: Concrete

Construction date: Bristol & South Wales Union
Railway (1858 - 1864)

Major alteration phase(s): 1874, c. 1891, c. 2000

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A small station with no pre-1948 buildings but older platforms. There are two of these (once four), each with a Paragon anti-vandal shelter of c. 2000 and steps descending from the Church Road bridge. The station opened with one platform in 1863, gained a second in 1874, and two more in 1891.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Bristol Railway Archive



Structure Number: BSW 0112

Filton Abbey Bristol-Bath Cycle Path Overbridge

Easting:	360937.18
Northing:	173654.127
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - railway
Design Type:	Girder
1st Material:	Steel
2nd Material:	Brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c. 1891, ?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical late Victorian / Edwardian plate girder overbridge, this one skewed on brick piers of apparently different phases, now giving three spans in total. Was built to carry the Bristol & Gloucester line of the Midland Railway over the GWR; that route predated the BSW (opened 1845) but this section was closed in 1969 and the bridge now carries a cycle/foot path.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bristol Railway Archive

Structure Number: BSW 0118

Easton Road Overbridge

Easting:	360942.672
Northing:	173776.746
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Steel
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c.1891, post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Three span bridge on red brick piers: east span typical plate girder span, the west two later 20th century concrete decks with brick parapets.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0139

Bannerman Underbridge

Easting:	360868.19
Northing:	174194.578
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - segmental
1st Material:	Red brick
2nd Material:	Steel
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c. 1891, ?



Description of structure:

Segmental single-arch underbridge with slightly splayed wing walls, string course and parapet. Possibly built 1858-64 judging from soft red bricks in soffit but substantially rebuilt in harder red brick. Steel girder span built alongside when the line was quadrupled in 1891.

Assessment of significance:

A substantially altered mid Victorian railway bridge. As it is neither from the 'Pioneering Phase' of railway construction nor constructionally or architecturally innovative or exceptional, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Segmental single-arch underbridge of possibly 1858-64, built of soft red bricks but mostly refaced in harder red engineering brick. As it is altered and neither from the 'Pioneering Phase' of railway construction nor constructionally or architecturally innovative or exceptional, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0148

St Aprilks Road Underbridge

Easting:	360805.127
Northing:	174342.711
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Stone
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c. 1891, ?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Broad, plate girder underbridge on quarry-faced stone abutments, with at least two main spans side-by-side and apparently smaller extensions with concrete decks on both sides. The line was quadrupled here in 1891.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0151

Stapleton Road Station

Easting: 360766.334

Northing: 174413.199

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: None

Construction date: Bristol & South Wales Union
Railway (1858 - 1864)

Major alteration phase(s): c. 1873, c. 1891, c. 2000

Description of structure:

-

Assessment of significance:

-

Summary Statement:

The station opened with one platform in 1863, gained a second in 1874, and two more in 1891. No pre-1948 buildings surviving, but at least some of the platforms themselves are remnants of the larger four platform station that once existed here. Today two active platforms, each with a Paragon anti-vandal shelter of c.2000 and the steel truss footbridge of c. 1891 cut back and without roof. Mural on west wall. A small modern station of negligible historic interest, but with a mural of communal value.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR Inspection Report; Bristol Railway Archive



Structure Number: BSW 0156

Stapleton Road Underbridge

Easting:	360701.412
Northing:	174514.859
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - segmental
1st Material:	Pennant stone
2nd Material:	Engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c. 1873-1886?



Description of structure:

Four span segmental arch stone underbridge, built 1858-64 or perhaps a couple of decades later when the BSW was upgraded with a second track to serve the new Severn Tunnel. One wider span over the roadway and three smaller approach arches to the south (towards Stapleton Road Station). Original quarry-faced stone largely intact; arch soffits replaced with engineering brick. Adjacent to the east is a disused riveted truss bridge of c.1891 which carried tracks which have been lifted.

Assessment of significance:

A large and well preserved mid Victorian masonry underbridge which contributes to the historic character of the local area, but of generic and unexceptional design and therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Four-span segmental arch stone underbridge, built 1858-64. Largely unaltered, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0162

M32 Underbridge

Easting: 360640.406

Northing: 174594.753

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Girder

1st Material: Steel

2nd Material: Brick

Construction date: Post-1960

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century steel girder over motorway, with a second span alongside for tracks which have now been lifted. They share biscuit coloured brick-faced abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0203

Glenfrome Road Underbridge

Easting:	360349.671
Northing:	174900.372
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-circular
1st Material:	Stone
2nd Material:	Concrete
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c.1891; post-1990



Description of structure:

Semi-circular single-arch underbridge, built 1858-64 with an extension of c.1891 for additional tracks on the east side. Both phases have quarry-faced stone facings. The second phase had girder span which has recently been replaced by a concrete deck.

Assessment of significance:

Although the form and detail of the original mid-19th century bridge is evident on the west side (e.g. splayed wing walls), it has been extended on the other side with a different and clashing structural form and therefore is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Semi-circular single-arch stone underbridge, built 1858-64 and widened on one side c. 1891 with a deck span. Because of the date and degree of alteration, this is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0212

Footbridge

Easting: 360234.164

Northing: 175037.515

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Concrete

2nd Material: Stone

Construction date: Pre-1900

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian 20th century concrete footbridge reusing stone faced abutments of an earlier and more substantial bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: BSW 0225

Watercress Farm Underbridge

Easting:	360112.748
Northing:	175266.886
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
1st Material:	Stone
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c.1891



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Tunnel like semi-circular arched accommodation bridge, built 1858-1864 and apparently widened on the east side c. 1891 when the line was quadrupled. West side faced with course rubble stone; east side is brick.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0248

Subway

Easting: 360055.585

Northing: 175722.656

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Arch - segmental

1st Material: Red brick

2nd Material: ?

Construction date: c.1870-1914

Major alteration phase(s): ?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Segmental arched subway. Wing wall approaches and superstructure appear rebuilt. Formed part of a now closed station.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0255

Muller Road Underbridge

Easting:	360079.392
Northing:	175861.833
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Red brick
Construction date:	c. 1891?
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical GWR riveted girder bridge on red brick abutments (two abutting spans for originally 4 tracks), perhaps dating from c. 1891 when the BSW was quadrupled.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0311

Footbridge

Easting: 360388.625

Northing: 176514.655

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: Post-1947000

Major alteration phase(s): ?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian steel girder footbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: BSW 0329

Constable Road Overbridge

Easting: 360477.621

Northing: 176868.682

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: c.1891

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical GWR riveted girder bridge on red brick abutments, probably dating from the quadrupling of the BSW in 1891.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0362

Bonnington Walk Overbridge

Easting:	360607.244
Northing:	177519.362
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Red brick
2nd Material:	Stone
Construction date:	c.1900
Major alteration phase(s):	None



Description of structure:

Double span segmental arch red brick overbridge, possibly built at the same time as the SWB in 1897-1903. Of strikingly similar form and detail to bridges on the line, with e.g. corbelled refuge, roll moulding over arches and stone impost blocks and string course.

Assessment of significance:

A well preserved example of a typical GWR masonry bridge of c. 1900 which because of its common generic form is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Double-span segmental arch brick overbridge, typical in form and detail of GWR bridges of c. 1900, and therefore of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0419

Stanley Farm Road Accommodation Bridge

Easting: 360819.435
Northing: 178201.461
LPA: South Gloucestershire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - accommodation
Design Type: Girder
1st Material: Steel
2nd Material: Stone
Construction date: c.1870-1914
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Narrow steel girder deck on stone abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0432

Filton Abbey Wood Railway Station

Easting: 360973.216

Northing: 178425.218

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: Concrete?

Construction date: 1996

Major alteration phase(s): , 2004

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Opened to serve the MoD site at Filton Abbey in 1996, replacing Filton Junction Station (see BSW 0464). East (Up) platform and island platform, each with Paragon shelters, and a footbridge. The island platform was created in 2004.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Bristol Railway Archive



Structure Number: BSW 0456

Station Road Underbridge

Easting: 361131.457
Northing: 178882.261
LPA: South Gloucestershire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -road
Design Type: Beam
1st Material: Concrete
2nd Material: ?
Construction date: Post-c.1960
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete bridge with piers, over a dual carriageway

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0464

Former Filton Station subway

Easting:	361142
Northing:	179046
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Subway
Design Type:	Arch - segmental
1st Material:	Red brick
2nd Material:	?
Construction date:	c.1900
Major alteration phase(s):	?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Subway built as part of the former junction station of Filton, which closed in 1996. Steps and platforms survive in a derelict state.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0522

Bridle Road Underbridge

Easting:	361181.626
Northing:	179803.739
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
1st Material:	Stone
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	c. 1873-86?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical accommodation underbridge, though much of the rubble-faced stone has been replaced by brick and parts have been reconstructed, perhaps when the BSW was upgraded in connection with the construction of the Severn Tunnel.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0528

Church Farm Underbridge

Easting: 361182

Northing: 179822

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Unknown

1st Material: Unknown

2nd Material: Unknown

Construction date: Unknown

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Hidden by undergrowth, therefore assessment not possible

Significance value:

Unknown architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0559

Gipsy Patch Lane Underbridge

Easting:	361172.95
Northing:	180509.049
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-circular
1st Material:	Stone
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864) ?
Major alteration phase(s):	c. 1873-86?

Description of structure:

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Assessment of significance:

-

Summary Statement:

Part of the rubble-faced stone has been replaced with brick, and the soffit appears to have been lined in steel, perhaps when the BSW was upgraded in connection with the construction of the Severn Tunnel.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0577

Patchway Railway Station

Easting: 361089.018

Northing: 180903.119

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Brick

2nd Material: Steel

Construction date: The Severn Tunnel (1873-1886)

Major alteration phase(s): c. 1980

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A small two-platform station which first opened in 1886 as part of the Severn Tunnel works (replacing an earlier station on the Bristol & South Wales Union Railway (Bristol - New Passage Pier). Platforms linked by a possibly original lattice steel footbridge. The platform shelters are late 20th century and of brick.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Bristol Railway Archive



Structure Number: BSW 0613

Little Stoke Farm Accommodation Bridge

Easting:	360976.3
Northing:	181204.1
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	None
Construction date:	The Severn Tunnel (1873-1886)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Masonry overbridge, with four equal segmental spans (one crossing Station Road) and a straight parapet rising gently to the west (Down) abutment.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0642

A38 Overbridge

Easting: 360655.1

Northing: 181687.4

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: Post-1981

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Broad, late 20th century skewed overbridge comprised of a concrete deck supported by concrete piers

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0644

Gloucester Road Overbridge

Easting:	360630.6
Northing:	181719.4
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Red engineering brick
2nd Material:	Purple engineering brick
Construction date:	The Severn Tunnel (1873-1886)
Major alteration phase(s):	Post-1981

Description of structure:

-

Assessment of significance:

-

Summary Statement:

High brick road bridge over the approach to the Patchway tunnels, with six segmental arches and slender piers. Roadway widened in late 20th or early 21st century on unsympathetic concrete decks projecting from both sides.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0656

Patchway New Tunnel

Easting: 360489.0

Northing: 181910.0

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Tunnel

Design Type: Arch - horseshoe

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: The Severn Tunnel (1873-1886)

Major alteration phase(s): None



Description of structure:

1609 metre tunnel constructed as part of the Severn Tunnel works to provide an easier gradient for heavy Up freight trains leaving the Severn Tunnel (the Patchway Tunnel of 1864 - BSW 0678 - is used by westbound trains). The low mileage portal is lower and forward of that of the original tunnel (BSW 0678). The northern (high mileage) portal is adjacent to that of the Patchway Short Tunnel on the Down line (BSW0753). Both portals horse-shoe arches flanked by slightly projecting piers with a dentilled brick string course beneath the parapet.

Assessment of significance:

As well-preserved elements of the wider Severn Tunnel engineering works, which form part of a group of interrelated and intervisible tunnels at Patchway, the tunnel has some group value and historical significance. However, neither the engineering nor the architectural treatment is exceptional and therefore the tunnel and its portals are of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

1609 metre long tunnel of c. 1873-1886, with engineering brick portals, which forms part of the wider Severn Tunnel engineering works and part of a group of interrelated and intervisible tunnels at Patchway. However, neither the engineering nor the architectural treatment is exceptional and therefore they are of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Bristol Railway Archive; MacDermot

Structure Number: BSW 0678

Patchway Tunnel

Easting:	360145.4
Northing:	182202.4
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	None



Description of structure:

Horse-shoe arched portals to a 1139-metre tunnel which dates from the construction of the Bristol & South Wales Union Railway (Bristol - New Passage Pier, from where steamers crossed the Severn to a railhead in Wales). Brunel was the chief engineer, but died before it was completed. Since 1886 the tunnel has accommodated the Down (Westbound) line to the Severn Tunnel (see the adjacent Patchway New Tunnel, BSW 0656, for the Up line). Simple red brick portals, extensively refaced/rebuilt in typical GWR engineering brick.

Assessment of significance:

Victorian tunnel with simple, partially refaced brick portals, which forms part of a group of interrelated and intervisible tunnels at Patchway. Because the engineering was not challenging and the architectural treatment is modest, it is of low architectural and historic interest; and no archaeological or artistic interest.

Summary Statement:

Tunnel with simple brick portals built 1858-64 as part of the Bristol & South Wales Union Railway. Now carries the Down line towards the Severn Tunnel and forms part of a historically interesting group of functionally and visually interrelated tunnels at Patchway. Because of the modesty of the architecture treatment and engineering achievement, and the degree of refacing, the portals are of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Bristol Railway Archive; MacDermot

Structure Number: BSW 0753

Patchway Short Tunnel

Easting:	359247.0
Northing:	182854.0
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	None



Description of structure:

A very short tunnel built in 1858-64 a few yards north of the high mileage end of the Patchway Tunnel (BSW 0678) on the B&SWUR from Bristol to the steamer crossing at New Passage Pier. Since 1886 it has carried the Down line to the Severn Tunnel. The northern (high mileage) portal adjoins the northern portal of the later Patchway New Tunnel (BSW 0656), which is at a lower level. Simple red brick portals, patched and refaced in engineering brick.

Assessment of significance:

Victorian tunnel with simple, partially refaced brick portals, which forms part of a group of interrelated and intervisible tunnels at Patchway. Because the engineering was not challenging and the architectural treatment is modest, it is of low architectural and historic interest; and no archaeological or artistic interest.

Summary Statement:

Tunnel with simple brick portals built 1858-64 as part of the Bristol & South Wales Union Railway. Now carries the Down line towards the Severn Tunnel and forms part of a historically interesting group of functionally and visually interrelated tunnels at Patchway. Because of the modesty of the architecture treatment and engineering achievement, and the degree of refacing, the portals are of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Bristol Railway Archive; MacDermot

Structure Number: BSW 0779

Ash Lane Footbridge

Easting: 358825.3

Northing: 183154.8

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Beam

1st Material: Concrete

2nd Material: none

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century reinforced concrete footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0822

Badger's Lane Underbridge

Easting:	358436.0
Northing:	183401.7
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - other
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	The Severn Tunnel (1873-1886)



Description of structure:

Parabolic arch underbridge, built 1858-64 in a tall embankment and widened when the Severn Tunnel was constructed. The south (Down) side is the original phase and is faced with quarry-faced coursed sandstone, with voussoirs and curved wing walls intact. Brunel was the chief engineer of the B&SWUR, but died before its completion. The Up side is in typical GWR red and purple engineering brick and has straight wing walls.

Assessment of significance:

An underbridge of unusual and striking form on the well preserved south (Down) side but widened on the other in a different material to a slightly different design. Therefore, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

An unusual parabolic arch underbridge, built 1858-64. It is well preserved on one side but the other was substantially altered in 1873-86 and therefore the structure is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0848

Virgo's Farm Accommodation Bridge

Easting:	357997.5
Northing:	183682.7
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - horseshoe
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	Bristol & South Wales Union Railway (1858 - 1864)
Major alteration phase(s):	The Severn Tunnel (1873-1886)



Description of structure:

Horse-shoe arch underbridge, built 1858-64 and widened as part of the Severn Tunnel works. The original Up (east) side is faced with squared and coursed sandstone with straight, splayed wing walls intact but arch ring in red brick. The Down side is the later section and faced with red and purple brick.

Assessment of significance:

A simple underbridge which retains most of its original sandstone facing on one side but has been widened in brick on the other, and it therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Typical modest underbridge, built in stone in 1858-64 and widened in brick in 1873-1886. It is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0904

Shaymore Lane Underbridge

Easting:	357349.1
Northing:	184009.7
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	The Severn Tunnel (1873-1886)
Major alteration phase(s):	None

Description of structure:

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Assessment of significance:

-

Summary Statement:

Single span underbridge with riveted steel girder decks on engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 0905

Culvert

Easting: 357349.1

Northing: 184009.7

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Culvert

Design Type: Arch - horseshoe

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: The Severn Tunnel (1873-1886)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed culvert with horse-shoe arch. Built c. 1873-1886 in red and purple engineering brick.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0929

Station Road Underbridge

Easting:	356895.1
Northing:	184222.4
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	The Severn Tunnel (1873-1886)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modest underbridge with riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 0942

Pilning Railway Station

Easting: 356663.6

Northing: 184341.3

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Red brick

2nd Material: Steel

Construction date: The Severn Tunnel (1873-1886)

Major alteration phase(s): Post-1970

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A small two-platform station which first opened in 1886 as part of the Severn Tunnel works (replacing an earlier station on the Bristol & South Wales Union Railway to New Passage Pier). Platforms linked by a robust steel footbridge with latticework sides, which may be original or early 20th century. Very simple postwar, single-storey brick buildings (the original timber buildings demolished sometime after 1972).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Bristol Railway Archive



Structure Number: BSW 0965

Culvert

Easting: 356251.6

Northing: 184557.0

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Culvert

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: The Severn Tunnel (1873-1886)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

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Summary Statement:

Culvert with segmental arch entrances. Built as part of the Severn Tunnel works in GWR red and purple engineering brick.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: BSW 1008

Cross Hands Road Overbridge

Easting:	355841.6
Northing:	184768.5
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	Limestone
Construction date:	The Severn Tunnel (1873-1886)
Major alteration phase(s):	None



Description of structure:

Five span brick overbridge with segmental arches and limestone string course, built c. 1873-86 across a wide cutting and four tracks. Largely unaltered but with patches of brick repair, part replacement parapet, and pipe attached to the low mileage face.

Assessment of significance:

A well preserved bridge of fairly typical late 19th century GWR design, on the approach to the Severn Tunnel. It has some significance for its group value as part of the massive engineering undertaking which was the construction of the Severn Tunnel and is therefore of low architectural and historic interest, but no archaeological or artistic interest.

Summary Statement:

Unremarkable brick overbridge with five segmental spans, built c. 1873-86 on the approach to the Severn Tunnel. It has some significance for its group value as part of the massive engineering undertaking which was the construction of the Severn Tunnel and is therefore of low architectural and historic interest, but no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 1054

Severn Road (A403) Tunnel

Easting:	355014.0
Northing:	185188.9
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Sandstone
2nd Material:	Engineering brick
Construction date:	The Severn Tunnel (1873-1886)
Major alteration phase(s):	None



Description of structure:

Horse-shoe arch portals to a short tunnel built c.1873-86 as part of the Severn Tunnel works. High mileage (west) elevation is largely unaltered with original quarry-faced squared and coursed stone, flanking piers, string course parapet and wing walls. The arch ring is of engineering brick. Similar in design to BSW 1557.

Assessment of significance:

Conventional but handsome and largely well preserved portals which form part of the approach to the Severn Tunnel. The tunnel has some group value as part of the massive engineering undertaking which was the construction of the Severn Tunnel and is therefore of low architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

Short tunnel with horse-shoe arch portals, built c. 1873-86. With handsome and largely well preserved portals, the tunnel has group value as part of the Severn Tunnel approach works. Therefore, it is of low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: BSW 1208

Severn Tunnel

Easting:	354445.8
Northing:	185480.0
LPA:	South Gloucestershire District Council / Monmouthshire County Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Brick
2nd Material:	Sandstone
Construction date:	The Severn Tunnel (1873 -1886)
Major alteration phase(s):	None



Description of structure:

The Severn Tunnel was constructed in 1873-86 and at 4 miles and 629 yards it was until 2007 was the longest main line railway tunnel in Britain. The incentive to dig the tunnel stemmed from the distance and inconvenience of the alternative routes to Wales, via Gloucester and a bridge across the Severn or by ferry from New Passage north of Bristol. The Bill for a tunnel over four miles long was passed in 1872, based on an engineering design by Charles Richardson (1814-96). Progress on the project to that design was slow, and the works were flooded with spring water in October 1879. At that point Sir John Hawkshaw (1811-91) was brought in as engineer, and he engaged the contractor T.A. Walker (1828-89) who had worked on other underground railway tunnels in London. Hawkshaw amended the design, lowering the track by 15ft, and the works were completed seven years later. It is lined by over 20 million locally made bricks. The stone faced English portal sits in a wide cutting and is comprised of a horse-shoe arch with giant roll moulding and piers either side projecting through the string course and parapet. The Welsh portal is of the same design but narrower as it is tightly sandwiched between the rocky sides of the cutting. The tunnel was designed with a flood defence and ventilation system which includes numerous culverts and shafts. Beam-engines pumped the water out until 1960 when they were replaced with electric pumps.

Assessment of significance:

Although the tunnel portals are handsome structures have architectural interest, it is predominantly the historic and engineering interest of the tunnel which makes this structure significant: it is as important in tunnelling history as the Forth Railway Bridge (completed four years later) is in bridge design. Therefore Severn Tunnel has always been recognised by engineers as a major achievement, though it has few specific elements which reflect the heroic effort needed to bring it to completion. It still requires constant pumping, and the pumping station at Sudbrooke on the Welsh side of 1886 is listed Grade II. In Summary, the portals and internal structures of the tunnel are considered of high architectural and historic interest. There is no archaeological or artistic interest. The tunnel also derives group value from the structures on the approaches either side of it.

Summary Statement:

The Severn Tunnel was excavated in 1873-86 and until 2007 was the longest main line railway tunnel in Britain. It was designed by Charles Richardson, overseen by chief engineer Sir John Hawkshaw and largely built by T.A. Walker. The English portal is stone faced with a horseshoe arch; the Welsh portal is of the same design but narrower. The tunnel itself was designed with flood defence and ventilation system which includes numerous culverts and shafts. In Summary, the tunnel is considered of medium architectural and historic interest because of the major engineering achievement. There is no archaeological or artistic interest. The tunnel also derives group value from the structures on the approaches either side of it.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit: Vaughan p.326-8; Biddle; Walker; Great Western Archive website

Structure Number: BSW 1557

Station Road (Farm Road) Overbridge

Easting:	347500.3
Northing:	187603.4
LPA:	Monmouthshire County Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Stone
2nd Material:	Engineering brick
Construction date:	The Severn Tunnel (1873 -1886)
Major alteration phase(s):	None



Description of structure:

Short tunnel or overbridge, built 1873-86. Horseshoe arch. Both elevations are largely unaltered with original quarry-faced course sandstone facing, string course and parapet and projecting piers. The arch ring is in engineering brick. Similar in design to BSW 1054.

Assessment of significance:

Handsome and largely well preserved tunnel or overbridge which forms part of the approaches to the Severn Tunnel. It has some group value as part of the massive engineering undertaking which was the construction of the Severn Tunnel and is therefore of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Overbridge or short tunnel built c. 1873-86 as part of the Severn Tunnel approach works. With conventional if handsome and well preserved elevations, it has some group value as part of the heroic Severn Tunnel project and is therefore of low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: BSW 1623

Culvert

Easting: 346573.5

Northing: 187557.0

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Culvert

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: The Severn Tunnel (1873 -1886)

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

-

Summary Statement:

Short steel girder deck with engineering brick abutments and wing walls.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5374

Didcot public footbridge

Easting: 452398
Northing: 191655
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Footbridge
Design Type: Girder
1st Material: Steel
2nd Material: N/A
Construction date: Post-1947
Major alteration phase(s): N/A

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A 20th century riveted steel girder footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5401

A4130 Overbridge

Easting: 452429.432

Northing: 191781.888

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: N/A

Construction date: Post-1947

Major alteration phase(s): N/A

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete beam deck on concrete piers and abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5517

Appleford Railway Station

Easting:	452522.739
Northing:	193698.352
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	N/A
1st Material:	Timber
2nd Material:	Steel
Construction date:	c.2000
Major alteration phase(s):	None



Description of structure:

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Assessment of significance:

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Summary Statement:

An unstaffed station with typical structures of c. 2000. No pre-1948 buildings or structures. A simple layout of two timber stage platforms, each with a Paragon anti-vandal shelter and steps descending from the B4016 road bridge (DCL5518). The mundane form of the station detracts from the setting of the listed DCL5518, which is a little altered bridge dating from the construction of the line.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: DCL 5518

Appleford Road Overbridge (B4016)

Easting:	452526.284
Northing:	193718.077
LPA:	Vale of White Horse District Council
Designation:	Listed (Grade II)
List Entry Number:	1368082
Date of Designation:	10/06/05
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Stone
Construction date:	Didcot-Oxford (Autumn 1843 - June 1844)
Major alteration phase(s):	None



Description of structure:

Brick, semi-elliptical bridge dating from the construction of the Didcot to Oxford line, similar to overbridge DCL 5616. Both are examples of the standard single-arch design developed by Brunel and used on the GWR and subsequent branches. Splayed wing walls on the North (down) side and straight wing walls on the South (up) side. Largely unaltered, with original parapet, stepped string course, arch ring brickwork (cement lined), and, apparently, capping stones.

Assessment of significance:

This is a well preserved example of a typical overbridge from the office of Brunel, and one of only two of this design on the DCL. Although it does not date from the 'Pioneering Phase' of railway construction, because of its state of preservation and its early date it is of medium historical and architectural interest (but no archaeological or aesthetic interest).

Summary Statement:

A typical Brunel-designed, single-arch, semi-elliptical brick bridge dating from the construction of the DCL in c.1844. Largely unaltered and one of only two surviving examples of its type on the DCL, it is of medium historic and architectural interest (but no architectural or aesthetic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DCL 5541

Appleford Thames Viaduct

Easting:	452658.232
Northing:	194162.884
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Truss
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	1929
Major alteration phase(s):	None



Description of structure:

This large bow-truss structure of 1929 replaced two low, seven-span iron girder bridges of c.1860. The single 167 ft span improved navigation on the river. There are three trusses (one between the tracks) of riveted steel, with cross bracing and joined by two cross girders near the apex. On either bank, brick abutments and flood arches (4 North, 18ft span; 1 South, 14ft span).

Assessment of significance:

The girders are of imposing size and so the bridge makes a significant presence on the River Thames and is a local landmark. However, the design of the trusses is fairly typical of the GWR in the 20th century, and the engineering achievement is unexceptional for the date. Therefore, the structure is of low architectural and historic interest, and no artistic or archaeological interest.

Summary Statement:

A large, riveted steel bow-truss structure of 1929, with a single 167ft span to improve river navigation. A structure of some size, but of unexceptional design for its date, and therefore of only low historic and architectural interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Tourret; Vaugan; GRIP 3

Structure Number: DCL 5614

A415 Overbridge

Easting: 452907.943

Northing: 195189.189

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: N/A

Construction date: Post-1947

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical post-war road bridge with concrete deck and abutments, and possibly reconstituted stone or concrete block parapets. It is a bypass to Brunel's original Abingdon road bridge (DCL5614)

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5616

Culham Overbridge

Easting:	452910.145
Northing:	195229.422
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	N/A
Construction date:	Didcot-Oxford (Autumn 1843 - June 1844)
Major alteration phase(s):	N/A



Description of structure:

Brick, semi-elliptical bridge, similar to overbridge MLN1 5518. Both examples of the standard single-arch design developed by Brunel and used on the GWR and subsequent branches. Splayed wing walls, brick string course and stone (?) parapet coping. Largely unaltered, with original parapet and arch ring brickwork, and possibly coping stones.

Assessment of significance:

This is a well preserved example of a standard Brunel design, but it does not date from the 'Pioneering Phase' of railway construction. However, because of its group value with the contemporary and Grade II* listed Culham station it is of medium historic and architectural, but no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed, single-arch, semi-elliptical bridge dating from the construction of the line in c.1844. Largely unaltered and with group value with Grade II* Culham Station, it is of medium architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: DCL 5618

Culham Railway Station

Easting:	452911.241
Northing:	195269.703
LPA:	South Oxfordshire District Council
Designation:	Listed (Grade II*) (former station building only)
List Entry Number:	1059789
Date of Designation:	28/05/05
Structure Type:	Station
Design Type:	N/A
1st Material:	Red brick
2nd Material:	Sandstone
Construction date:	Didcot-Oxford (Autumn 1843 - June 1844)
Major alteration phase(s):	c. 1990



Description of structure:

Station, c. 1844, c. 1990s. It has three parts: the modern station platforms and shelters, Brunel's original station building (now in private ownership) and the former stationmaster's house, possibly by Brunel too. The platforms each have a modern steel shelter and steps up to a modern steel footbridge. On the Up (East) side, the historic platform south and separated from the present platform and on it the combined former station offices and waiting room, of c. 1844, designed by Brunel. This is one of the best preserved example of his characteristic small station buildings, sometimes called the 'chalet' style (cf the illustration of the similar Langbourne station in Bourne, now demolished). Single storey, neo-Tudor in red brick with stone dressings, with steep gables and tall chimneys and all-around timber canopy incorporating decorative timber valences, supported on cast iron brackets. Both of the principal façades have a projecting central bay incorporating a window (canted on the platform side), flanked by a pair of doorways with four-centred arches. Originally known as Abingdon Road Station (it was renamed in 1856), this is the only survivor of four built to this design on this line, and illustrates how Brunel's small 'wayside' stations were conceived as picturesque lodges in the countryside and designed with care, beautiful proportions and some expense for genteel travellers. On the Down (West) side, up against the approaches to overbridge DCL5616 (on Station Road), a two-storey Tudorbethan-style house similar to those designed by Brunel for station-masters elsewhere on the GWR in the 1840s.

Assessment of significance:

The c. 1844 station building - listed Grade II* - is of high architectural and historic interest as a well preserved early Brunel-period station. It is a rare example of Brunel's standard provision for minor country stations and the only survivor of this particular design. This exquisite design actually represents one of four interrelated types, each of which had differing roof profiles and chimney shapes, aiming at an effect of family resemblance, which can no longer be appreciated. Its interest is enhanced as part of its group value with the contemporary Brunel designed overbridge DCL5616

(unlisted) and what appears to be the Brunel designed former station-masters house (also unlisted), making a good mid 1840s group (though the matching, but smaller, Down platform building and a Gothic goods shed are demolished). The architecturally mundane modern shelters detract from this group.

Summary Statement:

Grade II* listed Culham Station building on the Up platform (no longer in railway use) is of c. 1844 and is one of the best preserved of Brunel's characteristic and charmingly designed small country stations, and the only survivor of this particular Tudor Gothic design. It forms part of an important group with the contemporary overbridge DCL5616 and what appears to be a Brunel designed station-master's house. The late 20th century passenger shelters on the platforms harm the significance of the group.

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

Bourne; Biddle; Vaughan; site visit; list description

Structure Number: DCL 5654

Thame Lane Overbridge

Easting:	452826.173
Northing:	196048.994
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - other
1st Material:	Red brick
2nd Material:	N/A
Construction date:	Didcot-Oxford (Autumn 1843 - June 1844)
Major alteration phase(s):	N/A



Description of structure:

Red brick bridge with flying arch, built c. 1844. A less common design from Brunel's office. Brick string course and stone parapet coping. Largely unaltered, with original parapet and arch ring brickwork, and coping stones. Proposal for reconstruction as a concrete arch in 1983 was not carried through.

Assessment of significance:

This is an elegant example of a less common Brunel design. Though it does not quite date from the 'Pioneering Phase' of railway construction, it is well preserved and forms part of a group around Culham Station of little-altered Brunel designed structures dating from the construction of his Didcot - Oxford line. It is therefore of medium architectural and historic interest (and no archaeological and aesthetic interest).

Summary Statement:

Elegant red brick bridge with flying arch built c. 1844 to designs from Brunel's office. because of the good state of its preservation, because it is a non-standard design and because it forms part of a group around Culham Station of little-altered Brunel-designed structures dating from the construction of the Didcot and Oxford line, it is of medium architectural and historic interest (but no archaeological and aesthetic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC

Structure Number: DCL 5725

Nuneham Viaduct

Easting: 452602.519

Northing: 196984.115

LPA: South Oxfordshire DC/ Vale of White Horse DC

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1929

Major alteration phase(s): None

Description of structure:

A steel truss bridge crossing low over the River Thames, probably built between the wars (cf Appleford Viaduct DCL 5538). Two 85ft skewed decks with three bowstring trusses each (one between the tracks), the steelwork resting on brick abutments and a pier in the middle of the river. There are three segmental flood arches on the northern bank.

Assessment of significance:

This bridge is similar in many ways to Appleford Viaduct (DCL 5538) and must be of similar date. However, because it crosses the river in two rather than one span, it is a less impressive and exceptional piece of engineering. Nevertheless, it is a substantial feature in the landscape of the Thames and little altered, and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

A skewed bow-string girder bridge of c.1929, crossing the River Thames in two low 85 ft spans. Similar in some ways to the contemporary Appleford Viaduct (DCL 5538), but not as visually or structurally impressive, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GRIP 3 report



Structure Number: DCL 5736

Sandalls Underbridge

Easting: 452581.992

Northing: 197204.903

LPA: Vale of White Horse District/
Oxford City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Steel

Construction date: Didcot-Oxford (Autumn 1843 -
June 1844)

Major alteration phase(s): Unknown

Description of structure:

Brick, semi-elliptical arch underbridge built c.1844 to designs from Brunel's office. Similar design to bridge DCL 5749. Down (west) side with original string course, arch ring brickwork and splayed wing walls. Up (east) side appears to have a slightly projecting parapet and no string course, associated with refacing works. The steel railings are of the 20th century.

Assessment of significance:

This a standard Brunel design similar to others on the Didcot and Oxford and other early GWR lines, which does not date from the 'Pioneering Phase' of railway construction, is structurally modest and unreAprilkable and appears to have been refaced on one side. Therefore, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel semi-elliptical brick underbridge of c.1844, similar to others on the Didcot & Oxford and other early GWR lines. Apparently refaced on one side but otherwise largely unaltered. Because of its date and modest design it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5749

Rylands Underbridge

Easting: 452581.878

Northing: 197466.179

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Engineering brick

Construction date: Didcot-Oxford (Autumn 1843 - June 1844)

Major alteration phase(s): Unknown

Description of structure:

Brick, semi-elliptical arch underbridge built c.1844 to designs from Brunel's office. Similar design to bridge DCL 5749. Down (west) side with original string course, arch ring brickwork and splayed wing walls. Up (east) side appears to have a slightly projecting parapet and no string course, associated with refacing works. The steel railings are of the 20th century.

Assessment of significance:

This a standard Brunel design similar to others on the Didcot & Oxford and other early GWR lines, which does not date from the 'Pioneering Phase' of railway construction, is structurally modest and unreAprilkable and appears to have been refaced on one side. Therefore, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel semi-elliptical brick underbridge of c.1844, similar to others on the Didcot & Oxford and other early GWR lines. Apparently refaced on one side but otherwise largely unaltered. Because of its date and modest design it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5837

Radley Railway Station

Easting: 452619.2

Northing: 198830.616

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: N/A

1st Material: Steel

2nd Material: Concrete

Construction date: 1873

Major alteration phase(s): c. 2000

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A typical modern unstaffed station, in its present form built c.2008. No pre-1948 buildings. A simple layout of concrete two platforms, each with a Paragon anti-vandal shelter and steps up to a steel footbridge erected c.2011 to replace a GWR pattern one as part of gauge enhancement works for freight trains.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: DCL 5845

Radley Road Overbridge

Easting:	452627.308
Northing:	198995.345
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - other
1st Material:	Red brick
2nd Material:	Concrete
Construction date:	Didcot-Oxford (Autumn 1843 - June 1844)
Major alteration phase(s):	Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A typical brick, semi-elliptical single-arch bridge of c.1840 reconstructed since Nationalisation by replacement of the original arch with a standard BR/NR canted concrete arch and parapet. Parts of the original abutments remain.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 5968

Sandford Lane Underbridge

Easting:	452724.529
Northing:	201048.191
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Brick?
Construction date:	Post-1900
Major alteration phase(s):	Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Minor steel girder underbridge. The abutments may be brick. Appears to be of late 19th or earlier 20th century date.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6059

Tandem Footbridge

Easting: 452400.172

Northing: 202436.635

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: Unknown

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian steel footbridge with plate parapets of unknown 20th century date, but probably post Nationalisation.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: DCL 6123

Munday's Underbridge

Easting: 452003
Northing: 203240
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Beam
1st Material: Steel
2nd Material: Red brick
Construction date: Post-1900
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel beam underbridge with brick piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6137

Oxford Southern Bypass (A423) Overbridge

Easting: 451873.418
Northing: 203477.22
LPA: Vale of White Horse District/
Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: None
Construction date: c.1970-2010
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Large late 20th century / early 21st century concrete road bridge with two rows of piers carrying four lanes of traffic and two cycle lanes over four railway lines and the Hinksey Stream.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6137

Bypass Road Overbridge

Easting:	451873.418
Northing:	203477.22
LPA:	Vale of White Horse District/ Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Concrete
Construction date:	Post-1947
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete and steel road bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DCL 6149

Strouds Underbridge

Easting: 451758.925

Northing: 203689.345

LPA: Oxford City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: Post-1947

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two low, adjacent, minor 20th century steel and concrete spans.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6152

Abingdon Road Overbridge

Easting:	451731.582
Northing:	203743.079
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Red brick
2nd Material:	Concrete
Construction date:	Didcot-Oxford (Autumn 1843 - June 1844)
Major alteration phase(s):	Post-1900



Description of structure:

-

Assessment of significance:

-

Summary Statement:

19th century red brick pier footings supporting 20th century concrete and red brick bridge. Substantial alteration.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DCL 6169

Fowles Stream Underbridge

Easting: 451578
Northing: 504080
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Girder
1st Material: Steel
2nd Material: Concrete
Construction date: Post-1900
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A 20th century bridge over river with several spans. Some concrete and some riveted steel.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6178

Hinksey Brook Underbridge

Easting: 451519
Northing: 204221
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Beam
1st Material: Concrete
2nd Material: None
Construction date: Post-1900
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A 20th century concrete beam bridge over river.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6219

Hinksey Lake Footbridge

Easting:	451316.911
Northing:	204590.057
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Girder
1st Material:	Steel
2nd Material:	Concrete
Construction date:	Post-1947
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Slender concrete and steel footbridge of multiple spans over running lines and sidings. Probably post-war.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS

Structure Number: DCL 6245

Tuckwell Underbridge

Easting: 451044
Northing: 205027
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Beam
1st Material: Concrete
2nd Material: None
Construction date: Post-1900
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A minor 20th century concrete bridge over a stream.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6249

Footbridge

Easting: 451005.707
Northing: 205105.125
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Footbridge
Design Type: Girder
1st Material: Steel
2nd Material: Concrete
Construction date: Post-1947
Major alteration phase(s): None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Slender concrete and steel footbridge of multiple spans over running lines and sidings. Probably post-war.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS

Structure Number: DCL 6263

Stream Underbridge

Easting: 450855
Northing: 205346
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Beam
1st Material: Concrete
2nd Material: Steel
Construction date: Post-1900
Major alteration phase(s): None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

A very minor single span 20th century concrete bridge and culvert over a stream.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DCL 6279

River Thames (Isis) bridges

Easting:	450695.779
Northing:	205623.904
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Girder
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	c. 1870-1947
Major alteration phase(s):	Postwar



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two adjacent steel girder bridges across the Isis and its footpath. One (East) riveted steel, late 19th or early 20th century and carrying a single track on steel piers detailed as Doric columns. The other (West) a single welded steel and possibly post-war and carrying the running lines. Both rest on brick abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NR inspection report

Structure Number: DCL 6321

Cemetery Footbridge

Easting:	450525.128
Northing:	206023.931
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Girder
1st Material:	Steel
2nd Material:	Iron
Construction date:	c. 1850
Major alteration phase(s):	c.2011



Description of structure:

An iron and brick footbridge built c. 1850. The original spans have been replaced at least twice, most recently c. 2011 with the present steel girders. The original approach steps are still in situ. These consist of a panelled brick pier and cast-iron columns. The fixings are beautifully detailed.

Assessment of significance:

As evidence of a Brunel-era footbridge, the surviving parts of this bridge have low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Surviving iron and brick steps of a c.1850 footbridge, possibly designed in Brunel's office. The spans have recently been renewed. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Vaughan p.228; GWML EIA TWS

Structure Number: DCL 6332

Botley Road Underbridge

Easting:	450479.717
Northing:	206242.946
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	Pre-1900
Major alteration phase(s):	Post-1900



Description of structure:

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Assessment of significance:

-

Summary Statement:

Concrete deck, but abutments of brick and possibly pre-1900. The north abutment incorporates a vaulted pedestrian subway.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DCL 6338

Oxford Railway Station

Easting:	450456.941
Northing:	206362.843
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	N/A
1st Material:	Red brick
2nd Material:	Steel
Construction date:	c. 1900
Major alteration phase(s):	c. 1970, c. 1990



Description of structure:

Station, dating from c. 1900, early 1970s, c. 1990. A largely modern station with only fragments of historic GWR architecture. The station opened in 1852 as the city's first through station, replacing the 1844 terminus at what is now Western Road, Grandpont when the GWR complete the route via Banbury to Birmingham. Nothing survives of this station, which had an overall roof, apart from the overall arrangement of up and down platforms with relief lines between, and the main station buildings on the Up (East, or town) side. These now consist of a large entrance and booking hall building of c. 1990, adjoining 1970s platform canopies and c. 1990 footbridge to the Down platform, also with 1970s canopy. To the north, the Up platform (Platform 1) has a long riveted canopy of c. 1900 that also faces on to a bay platform, which has had its valences replaced by plain metal panels.

Assessment of significance:

The entrance building of c. 1990, adjoining 1970s platform canopies and c. 1990 footbridge possess minimal historic or architectural interest. The overall station layout and the riveted canopy of c. 1900 have some historic and architectural interest, though both are altered. As a largely modern station with only fragments of historic GWR architecture, the complex is of minimal architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Oxford Station has structures dating from c. 1900, the early 1970s and c. 1990. Although the station opened in 1852 when the GWR completed its route via Banbury to Birmingham, nothing appears to survive from that date except the basic overall arrangement. Only the riveted canopy at the north end of Platform 1 has any historic interest and overall the station is of minimal historic and architectural interest (and no archaeological or aesthetic interest).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; historic OS maps

Structure Number: DCL 6348

Sheepwash River (Rewley Abbey Stream)
Underbridge

Easting: 450418.47
Northing: 206560.149
LPA: Oxford City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Girder
1st Material: Steel
2nd Material: Red brick
Construction date: c. 1870-1947
Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A multispan and multiphase 19th and 20th century riveted iron/steel and welded steel bridge over a branch of the Thames at the northern throat of Oxford Station. (The river is crossed in a single span, but there are three adjacent spans - A, B, C - to carry all the tracks at this point). Brick abutments to the East span (C).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: DCL 6405

Castle Mill Stream Underbridge

Easting:	450291.594
Northing:	207287.803
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Girder
1st Material:	Steel
2nd Material:	Concrete
Construction date:	Post-1900
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

A 20th century concrete and steel bridge over a river.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DCL 6408

Walton Well Road Overbridge

Easting:	450289.127
Northing:	207326.386
LPA:	Oxford City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Red brick
Construction date:	Unknown
Major alteration phase(s):	Post-1900



Description of structure:

-

Assessment of significance:

-

Summary Statement:

The section of this bridge over the lines is a steel girder deck, which is flanked by brick semi-circular arches, probably 19th century. To the East is a further girder span with brick (?) parapets which formerly bridged tracks which are now lifted.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: DWC 015

Foxhall Road overbridge

Easting: 452008

Northing: 190915

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: Pre-1900

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard steel overbridge either late Victorian or early 20th century on the west cord between MLN1 and DCL at Didcot

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0000

London Paddington

Easting: 526585

Northing: 181363

LPA: City of Westminster

Designation: Listed Grade I and Grade II, and in a Conservation Area

List Entry Number: 209557

Date of Designation: 11/01/61

Structure Type: Station

Design Type: Arch - other

1st Material: Iron

2nd Material: London stock brick

Construction date: 1851-55

Major alteration phase(s): 1908-16, 1930-34



Summary Statement:

Station, 1851-55, 1908-16, 1930-34. Listed Grade I. Iron trainshed by Brunel of three arched spans with brick offices to the south, built in 1851-55, extended to the north-east by a wider fourth span and further tracks formed underneath London Street in 1908-16. Projecting beyond the trainshed five 1930s canopies incorporating decorative timber valences, plus the Hammersmith & City Line station. Additions to offices in multiple phases. Fronting Praed Street, the contemporary station hotel, extended in the 20th century and separately listed. Paddington is exceptionally important for the survival of Brunel's superlative trainsheds and its distinguished extension and therefore of high architectural and historic interest (and no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Brindle; Paddington Station Conservation Strategy (ABA, 2011)

Structure Number: MLN1 0019

Bishops Bridge Road Overbridge

Easting:

Northing:

LPA: City of Westminster

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: 2003

Major alteration phase(s): none

Summary Statement:

Large modern steel and concrete road bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 0033

Westbourne Bridge

Easting:

Northing:

LPA: City of Westminster

Designation: Listed Grade II

List Entry Number: 1357363

Date of Designation: 01/12/87

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: Granite

Construction date: c. 1907-10

Major alteration phase(s): none

Summary Statement:

Very large steel truss overbridge, comprised of two very long bowstring spans with central granite piers, over the approaches to Paddington. The sides of the roadway are lined with steel panels. At either end and over the piers the trusses terminate in large classical steel piers. An unusually impressive and architectural steel railway bridge of the Edwardian era

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindle - Paddington



Structure Number: MLN1 0041

Ranelagh Bridge

Easting:

Northing:

LPA: City of Westminster

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: Granite

Construction date: c. 1907-10

Major alteration phase(s): none

Summary Statement:

Large steel truss overbridge, comprised of two bowstring spans with central granite piers and classical terminations. Part of the same scheme as Westbourne Bridge and of similar design, but not as impressive because the spans and deck are not as wide and it lacks the classical steel piers between the trusses.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindle - Paddington



Structure Number: MLN1 0051

Lord's Hill Overbridge

Easting:

Northing:

LPA: City of Westminster

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: Brick

Construction date: c. 1907-11

Major alteration phase(s): unknown

Summary Statement:

Large steel overbridge, consisting of two bowstring trusses. Entrance to Royal Oak tube station attached. Later footways added both sides.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindle - Paddington



Structure Number: MLN1 0068

Footbridge

Easting:

Northing:

LPA: City of Westminster

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: unknown

Construction date: Post-1900

Major alteration phase(s): Unknown

Summary Statement:

Long, multi-span, utilitarian steel footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 0114

Great Western Road Overbridge

Easting:

Northing:

LPA: City of Westminster

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1865-80

Major alteration phase(s): c. 1907-11?

Summary Statement:

Very large steel five-span girder and truss overbridge, supported on steel piers and brick abutments. Spans MLN1 and the Hammersmith & City Line and the Westbourne Park Station buildings of 1871 are attached to the high mileage side. There were formerly platforms on the MLN1 too.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0117

Westway (A40) Viaduct

Easting:

Northing:

LPA: Royal Borough of Kensington & Chelsea

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: 1964-1970

Major alteration phase(s): none

Summary Statement:

Part of the Westway viaduct: reinforced concrete spans and piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 0138

Goldborne Road Overbridge

Easting:

Northing:

LPA: Royal Borough of Kensington & Chelsea

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1907-10?

Major alteration phase(s): none

Summary Statement:

Large single span bowstring truss overbridge

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0164

Ladbroke Grove Overbridge

Easting:

Northing:

LPA: Royal Borough of Kensington & Chelsea

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1907-10?

Major alteration phase(s): none

Summary Statement:

Very large skewed single span truss overbridge.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0255

Scrubbs Lane Overbridge

Easting:

Northing:

LPA: London Borough of Hammersmith & Fulham

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1907-10?

Major alteration phase(s): none

Summary Statement:

Large single span bowstring truss overbridge. (A bridge over the Grand Union Canal is adjacent to the north.)

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0338

Old Oak Common Lane Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: London stock brick

Construction date: Post-1900

Major alteration phase(s): unknown

Summary Statement:

Multiple short parallel decks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0341

Central Line Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - railway

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1920

Major alteration phase(s): unknown

Summary Statement:

Multiple parallel decks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 0357

West London Line Overbridge

Easting:

Northing:

LPA: London Borough of Hammersmith & Fulham

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - railway

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1875-1914

Major alteration phase(s): none

Summary Statement:

Large skew single span truss carrying the West London Line over MLN1. (A bridge over the Grand Union Canal is adjacent to the north.)

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 0358

North London Line Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - railway

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: c.1853

Major alteration phase(s): unknown

Summary Statement:

Three span skew steel girder overbridge of unknown date, carrying the Richmond branch of the North London Line (originally the North & South Western Junction Railway, opened 1853).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 0378

A40 Western Avenue Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: Post-1950

Major alteration phase(s): c. 2010

Summary Statement:

Wide three span concrete beam overbridge on concrete piers, carrying the North Circular. Widened in c.2010.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0417

Horn Lane Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - other

1st Material: London stock brick

2nd Material: Concrete

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): unknown

Summary Statement:

Four span concrete deck overbridge on brick piers, possibly from an earlier bridge. Provides access to Acton Mainline Station, but nothing significant of the entrance building survives.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0418

Action Main Line Station

Easting:	360250.381
Northing:	172680.827
LPA:	London Borough of Ealing
Designation:	
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	London stock brick
2nd Material:	Steel
Construction date:	c.1884?
Major alteration phase(s):	c.2000

Summary Statement:

In its present form, a small modern station, c. 2000. No pre-1948 buildings. Two island platforms, each with a Paragon anti-vandal shelter and modern footbridges descending from the Horn Lane road bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 0459

Ealing Broadway Station

Easting:	517936
Northing:	180898
LPA:	London Borough of Ealing
Designation:	
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	London stock brick
2nd Material:	Steel
Construction date:	c. 1875-84
Major alteration phase(s):	c. 1910, 1965



Summary Statement:

This is a much-altered station lacking historic GWR structures of interest. It is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 0473

Twyford Avenue Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: c.1875-1939

Major alteration phase(s): none

Summary Statement:

Three span steel girder overbridge with brick parapets.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0510

Piccadilly Line Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - railway

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1903

Major alteration phase(s): none

Summary Statement:

Large skew truss, carrying what was originally the District Line to South Harrow, opened 1903.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 0525

Hanger Lane (A406 North Circular) Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1875-1914

Major alteration phase(s): Post-2000

Summary Statement:

Large three span steel overbridge widened recently on the high mileage side.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0561

The Broadway Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: London stock brick

Construction date: Post-1947

Major alteration phase(s): unknown

Summary Statement:

Two span concrete beam overbridge with brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0569

Spring Bridge Road Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: London stock brick

Construction date: Post-1990

Major alteration phase(s): none

Summary Statement:

Two span concrete beam overbridge with brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0572

Spring Bridge Road Car Park Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: London stock brick

Construction date: Post-1990

Major alteration phase(s): Unknown

Summary Statement:

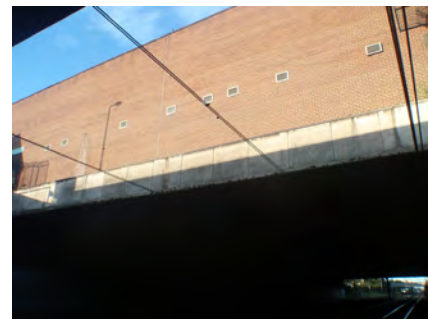
Concrete beam deck on brick abutments carrying a large multi-storey car park over the tracks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0603

Longfield Avenue Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: London stock brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): Post-1947

Summary Statement:

Two span concrete beam deck overbridge on brick abutments, possibly from an earlier bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0623

St Leonard's Road Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: London stock brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): c. 1875-1939

Summary Statement:

Two span concrete beam deck overbridge on brick abutments, possibly from an earlier bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0642

Drayton Green Road Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Concrete

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): multiple, c. 1875 onwards

Summary Statement:

Two-span overbridge widened in two phases. Semi-elliptical Brunel arch in the centre of the Down side and a segmental brick arch probably of c.1875-84 on the Up side, widened on low mileage side with steel girder and brick parapet, and on the high mileage side with footbridge and West Ealing Station on concrete deck.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0643

West Ealing Station

Easting: 516649

Northing: 180738

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Brick

2nd Material: Steel

Construction date: c.1884

Major alteration phase(s): c. 1980s; c. 2000

Summary Statement:

In its present form, a small modern station, c. 1980s, c. 2000. No pre-1948 buildings. Island platform with another platform to the north, each with Paragon anti-vandal shelter and steps up to c. 1980s entrance building (built on top of a 19th-century viaduct).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: MLN1 0663

Jacobs Ladder Footbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: London stock brick

Construction date: c. 1875-1939

Major alteration phase(s): none

Summary Statement:

Two span steel truss footbridge on brick abutments and central pier.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0720

Church Road (Greenford Avenue) Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: London stock brick

Construction date: c. 1875-1939

Major alteration phase(s): none

Summary Statement:

Parallel pair of single span riveted steel girder overbridges on brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0727

Hanwell Station

Easting: 515386

Northing: 180509

LPA: London Borough of Ealing

Designation: Listed (Grade II)

List Entry Number: 201044

Date of Designation: 15/09/72

Structure Type: Station

Design Type:

1st Material:

2nd Material:

Construction date: GWML widening: Phase 1 (1875-1884)

Major alteration phase(s): none

Summary Statement:

Station, c. 1875-77. North of the tracks, a three-storey entrance building seemingly of two phases: west part in timber and east part in brick. Timber building on island platform. Both buildings retain canopies with decorative timber valences. Contemporary lamps and signage surviving on both platforms. As an exceptionally well-preserved station of the 1870s, possibly incorporating earlier fabric, it is by far the best example of the suburban stations rebuilt by the GWR when it quadrupled the GWML in the later nineteenth century.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Listing description; Bidle



Structure Number: MLN1 0735

Hanwell Small Viaduct

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Viaduct

Design Type: Arch - semi-circular

1st Material: London stock brick

2nd Material: Steel

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Viaduct dating from the construction of the line, consisting of six semi-circular arch brick viaduct with three arches now enclosed. Widened sympathetically in 1875-1884. Parapet replaced in brick and steel.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0742

Wharncliffe Viaduct

Easting:

Northing:

LPA: London Borough of Ealing

Designation: Listed (Grade I)

List Entry Number: 1358811

Date of Designation: 08/11/49

Structure Type: Viaduct

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramely Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

One of the finest engineering structures of the Pioneering Phase of railway construction. 1836-37 by Isambard Kingdom Brunel. Contractors Messrs Grissell and Peto. Brown brick viaduct of 8 semi-elliptical arches each of 70 ft span and rising 19 ft. Stone impostes, cornices and copings. The length is 886 ft, height to parapet 81 ft and the original width 30 ft, widened on the north side in 1877. The piers are in the form of Egyptian pylons, originally 2 to each pier, now 3. The arms of Lord Wharncliffe decorate the centre of the south face. The first railway viaduct to use hollow piers. Original appearance illustrated by Bourne. This was the first major engineering work to be completed on the Great Western Railway.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Brindle; Vaughan; Bourne



Structure Number: MLN1 0804

Greenford Lane Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Other

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1875-1939

Major alteration phase(s): none

Summary Statement:

Single span riveted steel underbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0804

Uxbridge Road Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material: London stock brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): 1875

Summary Statement:

Brunel's famous skewed Iron Bridge - illustrated by Bourne - was entirely replaced with the present steel truss structure in 1875, with the exception of one original octagonal pier (visible in this photograph).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindle; Brindle & Tucker; Bourne



Structure Number: MLN1 0829

Lyndhurst Avenue Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Purple and red engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1877-1879)?

Summary Statement:

Standard Brunel semi-elliptical brick underbridge which has been widened sympathetically on the Up side.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0845

Church Footpath (Devil's Tunnel) Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Other

1st Material: Engineering brick

2nd Material: Concrete

Construction date: Post-1900

Major alteration phase(s): unknown

Summary Statement:

Narrow brick lined subway.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 0908

Southall Station

Easting: 512666

Northing: 179817

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: London stock brick

2nd Material: Steel

Construction date: GWML widening: Phase 1 (1875-1884)

Major alteration phase(s): unknown

Summary Statement:

Station, c. 1880. Two island platforms, the northern one with canopies of c. 1880 incorporating decorative timber valences. Another platform to the north, with brick building and similar canopy. Platforms have steps up to footbridge and the c. 1880 entrance building with pavilion roofs, but with one wing demolished. A poorly-preserved example of the GWR's French-inspired station architecture of this period.

East of the station on the Down side of the line is the remains of Southwall Engine Shed, currently the Southall Railway Centre. The present six-road shed was constructed by BR in 1953. The brick water tower to the west appears to be older.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: MLN1 0910

South Road (A3005) Overbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Steel

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1877-1879); post 1947

Summary Statement:

Complex structure composed of several elements. The earliest phase appears to be beneath Southall Station and comprises a two span semi-circular arch bridge above the relief lines and the original semi-elliptical arch over the fast line. On the Down side elevation is a later bridge with steel girder deck on engineering brick abutments.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1007

Minter's Dock Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Steel

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1877-1879); post-1900

Summary Statement:

This was originally a single span semi-elliptical arch underbridge which has been widened on the Up side and Down sides with steel girder decks on brick abutments.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1016

Grand Union Canal Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: c. 1875-1914

Major alteration phase(s): unknown

Summary Statement:

Skew, single-span, multiple steel girder decks on engineering brick abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 1019

Grand Union Canal Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: c. 1875-1914

Major alteration phase(s): unknown

Summary Statement:

Single span multiple steel girder decks on engineering brick abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1028

Yeading Brook Underbridge

Easting:

Northing:

LPA: London Borough of Ealing

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material:

Construction date: GWML widening: Phase 1 (1875-1884)

Major alteration phase(s): unknown

Summary Statement:

Semi-circular or horseshoe arch brick culvert

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1030

A312 The Parkway Overbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: Post -1980

Major alteration phase(s): none

Summary Statement:

Large modern multi-span reinforced concrete road viaduct

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1076

Hayes & Harlington Station

Easting:	509742
Northing:	179421
LPA:	London Borough of Hillingdon
Designation:	
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Red brick
2nd Material:	Steel
Construction date:	c. 1910
Major alteration phase(s):	1981-present



Summary Statement:

Station, c. 1910, late 20th century. To the west, post-war entrance building with steps down to platforms. North of the tracks, a Neo-Tudor building of c. 1910 in red brick with stone dressings and attached platform canopy with decorative timber valences. Similar canopy to island platform, seemingly retained on a later frame. Modern steel footbridge to the east. A much-altered station, though retaining some Edwardian GWR architecture. It is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 1077

Station Road Overbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Concrete

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1877-1879); post-1900

Summary Statement:

Complex structure composed of several elements. The earliest phase is the original semi-elliptical arch overbridge. This was doubled in c.1875-84 on the Down side in similar form before the whole bridge was subsequently widened on the high mileage face with a concrete deck. Various structures attached as part of Hayes & Harlington Station.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1128

Dawley Road Overbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: c. 1875-1939

Major alteration phase(s): none

Summary Statement:

Single span steel girder overbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1222

A408 (Stockley Road) Overbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: Post -1980

Major alteration phase(s): none

Summary Statement:

Large two span reinforced concrete overbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 1224

Old Stockley Road Overbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramley Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Three span brick overbridge, incorporating the original Brunel semi-elliptical arch flanked by others of c.1875-8, the Up side one narrower.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Kinchin-Smith



Structure Number: MLN1 1273

Kingston (or Horton) Lane Overbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramley Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Three span brick overbridge, incorporating the original Brunel semi-elliptical arch flanked by others c.1875-8, the Up side one narrower.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Kinchin-Smith



Structure Number: MLN1 1326

Station Road Underbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Conarch

1st Material: Concrete

2nd Material:

Construction date: Post-1980

Major alteration phase(s): none

Summary Statement:

Three span reinforced concrete overbridge. Main span over road with raised footways to each side.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 1329

West Drayton Station

Easting: 506119

Northing: 180096

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: London stock brick

2nd Material: Timber

Construction date: GWML widening: Phase 1 (1875-1884)

Major alteration phase(s): unknown

Summary Statement:

Current station of c. 1884, when the route here was quadrupled (the first station was in a different location). Entrance buildings north and south of the tracks in pale brick, with dressings in red, blue brick and stone. French-inspired pavilion roof with decorative ironwork to principal (north) entrance building. Two island platforms with buildings in similar style, the north one retaining canopies with decorative timber valences. No footbridge (due to underpass). A reasonably complete example of typical GWR architecture of the period.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: MLN1 1337

River Frays Underbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Other

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)?

Summary Statement:

Semi-elliptical arch, probably brick but rendered with cement. Presumably incorporates the original Brunel span on the Down side

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1363

Railway Underbridge

Easting:

Northing:

LPA: London Borough of Hillingdon

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - railway

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: c.1875-1939

Major alteration phase(s): unknown

Summary Statement:

Simple single span bridge of multiple parallel girders

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 1365

Back Stream Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - horseshoe

1st Material: Purple and red engineering brick

2nd Material:

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)?

Summary Statement:

Horseshoe arch brick culvert

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1372

River Colne Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Steel

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884); 1914?

Summary Statement:

Two span semi-elliptical brick arch bridge with central cutwater over the River Colne. Bridge has been widened on Up side with steel deck on purple and red brick abutments.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1407

Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge- accommodation

Design Type: Arch - semi-elliptical

1st Material: Purple and red engineering brick

2nd Material:

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1877-1879)

Summary Statement:

Semi-elliptical arch brick underbridge. Appears to date from line widening but there may be earlier material.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1410

Colne Brook Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Purple and red engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884); unknown

Summary Statement:

Wide semi-elliptical arch brick underbridge which appears to have been widened several times.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1412

Iver Church Footpath

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Arch - semi-circular

1st Material: London stock brick

2nd Material: Purple and red engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Semi-circular arch brick subway which has been widened on the Up side

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1441

M25 Overbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: Post-1980

Major alteration phase(s):

Summary Statement:

Very large single span steel and concrete overbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1450

Thorney Lane Overbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramely Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Three span semi-elliptical arch brick overbridge. The central span is the original Brunel bridge, the span on the Down (south) side dates from c.1875-7, that on the Up (north) side from 1914. Raked wingwalls, string course.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Kinchin-Smith; site visit; NR Inspection Report; NRC RN 59795, 12912, 10372, 24099, 59699, 26796, 66220, NRC neg no. W1154, B17629, B17630



Structure Number: MLN1 1450

Thorney Lane Footbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: Post-1980

Major alteration phase(s):

Summary Statement:

A three span bridge of precast concrete beams supported on precast concrete trestles.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Kinchin-Smith; NR Inspection Report



Structure Number: MLN1 1457

Iver Station

Easting: 503724

Northing: 179918

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Red brick

2nd Material: Concrete

Construction date: GWML widening: Phase 1 (1875-1884)

Major alteration phase(s): c. 1924; c.2005

Summary Statement:

A modest station, c. 1924. Two island platforms, each with a small Neo-Georgian shelter of c. 1924 (originally in brick, now re-clad and painted). Modern steel steps and footbridge linked to small entrance building south of the tracks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: MLN1 1556

Aprilket Lane (Chequers) Underbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Brick-built, semi-elliptical, single-arch underbridge. Brunel phase widened in 1878.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1620

Langley Station

Easting: 501325

Northing: 179774

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Red brick

2nd Material: Timber

Construction date: GWML widening: Phase 1 (1875-1884)

Major alteration phase(s): unknown

Summary Statement:

Station, 1878. North of the tracks, entrance building of 1878 in brick (now painted) with pavilion roofs incorporating decorative ironwork and canopy to platform with decorative timber valences. Small modern shelter on island platform. Footbridge, possibly of later date. A much-altered station but retaining an example of the GWR's French-inspired architecture of this period.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit



Structure Number: MLN1 1623

Station Road Underbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1878-1939.

Major alteration phase(s): Post-1947

Summary Statement:

Pair of modern single span steel ladder beam and concrete deck underbridges supported on brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1658

Trenches Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation: N/A

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Steel

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884); 1914

Summary Statement:

Three-span overbridge. The Down side semi-elliptical span is the original Brunel bridgework with string course and impost bands. The two steel girders on the Up side with brick parapets and abutments date from 1874-8 / 1914.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Kinchin-Smith; NR inspection report; NRC RN 64702, 59791, 59821, 59822, 59823, 59960, 56434, 26796, 65412, 66634



Structure Number: MLN1 1668

St Marys Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation: Listed (Grade II)

List Entry Number: 1391572

Date of Designation: 13/04/06

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramely Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884); 1914

Summary Statement:

The St. Mary's Road Bridge was built in 1836-8 as a London stock brick 18ft wide overbridge for minor public roads. It originally had gently-splayed abutments at each end flanking a 30ft-span semi-elliptical arch accommodating two broad-gauge tracks (subsequently two mixed broad-/standard-gauge tracks from 1861 until the abolition of broad gauge in 1892). In 1878 during the Southall-Slough quadrupling the northern abutment was largely demolished and the bridge was extended to its north with a matching (and slightly skewed) 25ft arched extension. In 1914 during the creation of the Langley-Dolphin (Slough) loop the bridge was extended north again with a skewed 19ft 9ins-span single line, steel girder span. The accompanying new northern abutment has steeply-angled wing walls.~The 1836-8 semi-elliptical arch and that of 1878 are of London stock brick with white hydraulic mortar, on limestone imposts, with brick string courses, and dressed gritstone copings. The original span and southern abutment retain their original parapets, approaches, gritstone copings and terminal pilasters. There has been some limited cementacious repointing. A raking buttress stands to either side of the pier between the original arched span and that of 1878. These buttresses retain fabric from Brunel's northern abutment and reflect its angle.

The St. Mary's Road bridge is a good example of a Brunel overbridge from the first phase of the Great Western Railway's construction, 1836-38. Despite later extensions and the loss of its north buttress, over two-thirds of the Brunel fabric survives, including its parapets, and this is the reason for its designation. It is of considerable historic significance for this early Brunel fabric

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Kinchin-Smith; NR inspection report; list description; NRC RN 26796, 59792, 59822, 59960; NRC neg. no. B17617, B17618, B17619, C1837, C1997, C1939, W1157



Structure Number: MLN1 1718

Middle Green Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation: Listed (Grade II)

List Entry Number: 1391571

Date of Designation: 13/04/06

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramely Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-84); 1914

Summary Statement:

Middlegreen Road bridge was built in 1836-8 as a London stock brick 18ft wide overbridge for minor public roads, with gently-splayed abutments flanking a 30ft-span semi-elliptical arch accommodating two broad-gauge tracks (subsequently two mixed broad-/standard-gauge tracks from 1861 until the abolition of broad gauge in 1892). The original arch was extended to its north with a matching 25ft-span arched extension during the Southall-Slough quadrupling of 1878. The extension had a 20ft span level-beam steel girder span added for the single-line Langley-Dolphin (Slough) loop in 1914. The 1914 northern abutment has steeply-angled wing walls rather than Brunel's gently-splayed originals.~The 1836-8 and 1878 arched spans are both built of London stock brick with white hydraulic mortar, semi-elliptical arches on limestone imposts and dressed gritstone copings. The original 1830s arch and southern abutment retain their original parapets, approach, copings, and south-western terminal pilasters. That to the south-east has recently been rebuilt in blue brick. There are raking buttress to each side of the pier between the 1835-8 and 1878 arched spans. These retain fabric from the original north abutment of the original Brunel bridge and thus reflect the angle of the surviving Brunel abutment to the south.

Middlegreen Road bridge was built as an overbridge across the GWR in 1836-8 to a design by Isambard Kingdom Brunel. While extended to the north in 1878 and 1914 with the loss of its north abutment, perhaps two-thirds of Brunel's bridge survives, and this is the reason for the designation. It is of considerable historic significance for the early Brunel fabric.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Kinchin-Smith; NR Inspection Report; list description



Structure Number: MLN1 1764

Uxbridge Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: Post 1900

Major alteration phase(s): unknown

Summary Statement:

Single span bridge consisting of three steel girder beams supported on concrete and brick abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1805

Wexham Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Concrete

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): 1878, post-1970

Summary Statement:

Single semi-elliptical Brunel span with elements of a 1878 span on the Up side, encased in recent concrete and brick deck structure.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 24099, 31653, 56434, 68182, 73358, 73352, 72920, 70750.



Structure Number: MLN1 1832

Slough Station

Easting:	497857
Northing:	180185
LPA:	Slough Borough Council
Designation:	Listed (Grade II)
List Entry Number:	38705
Date of Designation:	03/08/84
Structure Type:	Station
Design Type:	Other
1st Material:	Red brick
2nd Material:	Iron
Construction date:	1882
Major alteration phase(s):	2012



Summary Statement:

Station, 1882. Listed Grade II. Red brick and stone entrance buildings north and south of the tracks, each with three pavilion roofs in Second Empire style incorporating decorative ironwork and other details. Footbridge connecting both buildings with smaller building on island platform. All three buildings have platform canopies incorporating decorative timber valences. Also, a long modern canopy to platforms 5 and 6. Overall, a distinguished and relatively intact example of the GWR's French-inspired architecture of the period.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; List description; Biddle

Structure Number: MLN1 1842

William Street Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: Post-1980

Major alteration phase(s): none

Summary Statement:

Concrete beam overbridge spanning about 45m, supported on concrete columns at mid span with brick parapets

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1869

Stoke Poges Lane Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): c. 1875-1939

Summary Statement:

Two span steel girder overbridge supported on brick abutments and brick pier at mid span which may date to Brunel.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1869

Stoke Poges Lane Footbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: N/A

Construction date: Post-1980

Major alteration phase(s): none

Summary Statement:

Single span footbridge consisting of a truss made of tubular steel and steel mesh sidings

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1906

Salt Hill Subway

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: Unknown

Major alteration phase(s): Unknown



Summary Statement:

Varying types of deck construction to subway. Consists of a metal deck and a concrete deck on the Up side and a brick arch on the Down side all supported on brick abutments to complete the subway under the tracks. The concrete deck consists of six longitudinal concrete beams while the metal deck consists of two steel girders with transverse trough decking.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 1936

Farnham Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: c. 1875-1939

Major alteration phase(s): none

Summary Statement:

Steel girder overbridge supported on brick-built abutments and steel columns at mid-span.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 1974

Leigh Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation: Listed (Grade II)

List Entry Number: 1391570

Date of Designation: 13/04/06

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Bramely Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Two span semi-elliptical arch brick overbridge. Arch on north (Up) side built c. 1875-80 to match original Brunel arch on south (Down) side, using matching London stock brick. Parapet partially rebuilt. A well preserved example of a Brunel bridge as doubled in size during the first phase of GWML widening.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Kinchin-Smith; NR inspection report; NRC RN 56434, 18135, 12936, 69250; NRC neg. no. W4051, W1160



Structure Number: MLN1 2028

Dover Road Overbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: none

Construction date: Post-1980

Major alteration phase(s): none

Summary Statement:

Single-span concrete bridge consisting of a concrete bridge deck supported by concrete abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2054

Hay Mill Burnham Lane Underbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: none

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Brunel single-span, semi-elliptical arch skew underbridge. Presumably widened c. 1875-84.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2071

Station Road Underbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: London stock brick

2nd Material: Steel

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)?

Summary Statement:

Single span semi-circular brick underbridge on the Down side. A steel girder bridge deck is located on the Up side. Both bridge decks are supported by brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2074

Burnham Station

Easting: 493998
Northing: 181355
LPA: Slough Borough Council
Designation:
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Station
Design Type: Other
1st Material: Red brick
2nd Material: Timber
Construction date: 1899
Major alteration phase(s): unknown



Summary Statement:

Station, 1899. Small entrance building north of tracks, linked by underpass (no footbridge) to another building (red brick and blue brick) on island platform retaining canopy incorporating decorative timber valences. A modest station, typical of the 1890s.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 2141

Huntercombe Lane Underbridge

Easting:

Northing:

LPA: Slough Borough Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: none

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Brunel single-span, semi-elliptical arch skew underbridge. Presumably widened c. 1875-84.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2166

Lent Rise Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: none

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Brunel single-span, semi-elliptical arch underbridge. Presumably widened c. 1875-84.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2201

Taplow Road (Skew Road) Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: none

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Brunel single-span, semi-elliptical arch skew underbridge. Presumably widened c. 1875-84.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 2214

Hitcham Road Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Concrete

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884); post-1980

Summary Statement:

Single-span, semi-elliptical arch brick underbridge. A concrete beam has been added on the Down side to widen the access route at the side of tracks and is supported on brick-built piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2231

Station Road Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Concrete

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884); post-1980

Summary Statement:

On the Down side, a single span semi-elliptical arch brick underbridge by Brunel, altered by addition of concrete deck. A second concrete deck on the Up side supported by the original brick abutments, separated by an open void from the Brunel arch.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2242

Taplow Station

Easting: 491582

Northing: 181324

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Red brick

2nd Material: Stone

Construction date: 1883-84

Major alteration phase(s): unknown

Summary Statement:

The first station at Taplow opened in June 1838 as 'Maidenhead Riverside', the terminus of the first section of the line, from Paddington, to open. Nothing appears to survive of this complex.

The present station was constructed c. 1883-84 (footbridge dated 1884) when the line from Paddington to Taplow was quadrupled. The designer may have been G.W.R. architect J. E. Danks (who designed Slough Station).

Entrance building north of the tracks in red brick with buff brick dressings to arched openings. Small building on island platform in similar style. Both buildings retain canopies with decorative timber valences (curved edging rather than the usual pointed profile), to the northern (Relief) platforms only. To the west, iron lattice footbridge over the tracks, monogrammed and dated 1884, with matching valences, carried as gables over the entrances. Historic photographs show a very large two-storey signal box built on identical cast iron columns rising from the centre of the footbridge, which passed through its enclosed lower stage. This has since been demolished and there is no evidence for it. Other demolished structures include a waiting room and canopy on the south (Down Fast) platform, and the canopy to the Up Fast platform

Overall, a reasonably well-preserved complex incorporating a highly decorative GWR footbridge (this is similar to listed examples at Wilmcote, Hagley, Albrighton, Redruth and St Austell). Therefore, it is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Vaughan



Structure Number: MLN1 2263

Dumb Bell (Bath Road - A4) Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: London stock brick

2nd Material: none

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

An unusually large and well preserved single-span, semi-elliptical arch skewed brick underbridge, sympathetically widened in c. 1875-84.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 2274

Cleares Road (Barge Farm Road) Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - elliptical

1st Material: London stock brick

2nd Material:

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Single-span, semi-elliptical arch brick underbridge, sympathetically widened in c. 1875-84.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2300

Dorney Underbridge

Easting:

Northing:

LPA: South Buckinghamshire District Council

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Beam

1st Material: Concrete

2nd Material: Engineering brick

Construction date: Post-1980

Major alteration phase(s): none

Summary Statement:

A two span concrete deck over the river and is supported at mid span by a concrete wall. The Down side and Up side faces of the underbridge are brick clad to mimic that of a segmental arch.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2327

Maidenhead Railway Bridge

Easting:

Northing:

LPA: Royal Borough of Windsor
Maidenhead & South
Buckinghamshire District Council

Designation: Listed Grade II*, in two
Conservation Areas

List Entry Number: 1125021; 1136099

Date of Designation: 27/02/50 and 26/4/85

Structure Type: Viaduct

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Bramley Fall gritstone

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Summary Statement:

Maidenhead Railway Bridge is a viaduct carrying the Great Western Main Line across the River Thames east of Maidenhead. It was built in brick in 1837-9 to the designs of I.K. Brunel for two broad gauge tracks. The resident engineer was John Hammond. From the outset, the viaduct was recognised as one of Brunel's tour-de-forces. It was illustrated in Bourne's History and by J.M.W. Turner in his celebration of technological Progress, Rain, Steam and Speed/The Great Western Railway (1844).

Many doubted that the two principal arches, with an unprecedented span of 128 ft. (c. 39 m.) across a rise of only 25 ft. 3 in. (7.4 m.), would ever stand unsupported. The doubts appeared justified when the contractor removed the centring before the mortar had set and the eastern arch settled by 5 in. Brunel was certain of the cause, ordered the centring to be put back and repaired the arch ring. He was vindicated the following year when flood water washed away the centring; the arches remain true to this day, despite supporting dozens of trains every day that weigh several hundred tons and travel at 100mph.

Brunel was drawn to his daring solution by the design constraints he faced, primarily: his overwhelming desire for a level gradient on the railway; the requirement not to impede river navigation; and the local geology. As with other large bridges on the route, he reduced the forces acting through the structure by using a system of internal longitudinal walls and voids to lighten the superstructure above the arches. This reduced the mass of the bridge and its foundations, saving material, time and cost. Dozens of surviving design, contract and construction drawings illustrate these features.



In 1890-93 the bridge was widened for four tracks with inordinate care and sympathy by Sir John Fowler acting as consultant to the G.W.R.'s Lancaster Owen. Extensions were attached to both sides with elevations that exactly replicated the originals, and probably reused original fabric. The extensions were closely piled to prevent differential settlement. There have been no significant alterations since.

Viaduct across the River Thames built in two phases, 1837-9 and 1890-93. c. 700 ft. (214 m.) long and c. 55 ft. (16.75 m.), the 1837-39 section being 30 ft. wide with 1890-93 extensions either side. Symmetrical composition comprising approach abutments and four semi-circular flood arches on each bank flanking the two wide semi-elliptical arches across the river with a pier on a mid-stream island. The elevations are articulated by classical dressings in the shape of Doric pilasters and a bold cornice. The two elevations are identical.

The viaduct is of high architectural and historic interest because:

- it was one of the most celebrated structures on the GWR, and arguably Brunel's most daring masonry structure ever, which pushed the known properties of brick to the limit with what may still be the longest and flattest brick arches in the world. (span rise ratio is 5.28:1)
- its design involved the pioneering use of calculus
- it is part of a celebrated Thames riverscape, together with the Grade I listed C18 Maidenhead Bridge, carrying the A4
- it was widened with inordinate sympathy when the route was quadrupled by engineers who remembered Brunel. To look at it today, one can see exactly what Brunel designed even though his bridge is only visible in the soffits.

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NRC; Vaughan; Brindle; Pugsley

Structure Number: MLN1 2332

Oldfield Road bridge

Easting:

Northing:

LPA: Royal Borough of Windsor
Maidenhead

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Red brick

Construction date: GWR section L: Paddington to
Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A tall three-span semi-circular arch brick underbridge by Brunel which was widened c.1875-84 on both sides.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 2366

Forlease Underbridge

Easting:

Northing:

LPA: Royal Borough of Windsor
Maidenhead

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-circular

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section L: Paddington to
Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A four-span semi-circular arch brick underbridge by Brunel which was widened c. 1875-84 and partially refaced.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2368

Forlease Road Underbridge

Easting:

Northing:

LPA: Royal Borough of Windsor
Maidenhead

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: Purple and red engineering brick

2nd Material: unknown

Construction date: GWR section L: Paddington to
Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A single-span semi-elliptical arch brick underbridge. Appears widened on both sides but original Brunel probably the centre.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2378

Canal (Whitebridge) Underbridge

Easting:

Northing:

LPA: Royal Borough of Windsor
Maidenhead

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: unknown

Construction date: GWR section L: Paddington to
Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 1 (1875-1884)?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A five-span semi-circular arch brick underbridge. Presume this is a Brunel structure widened and refaced.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2415

Braywick Road Underbridge

Easting:

Northing:

LPA: Royal Borough of Windsor
Maidenhead

Designation:

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Engineering brick

Construction date: Post-1980

Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A late 20th century large single-span steel ladder bridge deck supported on engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2424

Maidenhead Railway Station

Easting:	488652.544
Northing:	180691.294
LPA:	Royal Borough of Windsor & Maidenhead
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Purple and red engineering brick
2nd Material:	Timber
Construction date:	1871
Major alteration phase(s):	1890-93



Summary Statement:

The first station for Maidenhead was on the east bank of the Thames, close to the site of the present Taplow station. The present station dates to c. 1871. The contractor may have been William Woodbridge. It served both the GWR and branch lines to High Wycombe and Marlow. The Down platform was rebuilt as an island and a new platform created to the south for the new Down Fast line when the Taplow-Didcot section of the line was quadrupled in 1890-93. Canopy on the Down Fast platform since demolished, along with signal box.

The station is raised on an embankment, with a modest entrance building to forecourt on the north side at street level, two island platforms with canopies (the northern island including a wooden overall roof over the Marlow branch platform), and a single face platform on the south side, for the Down Fast line. Platforms are linked by two subways and staircases.

A typical medium-sized station of its date which is reasonably well preserved, but lacking a civic presence or formal public facade. It is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Vaughan

Structure Number: MLN1 2510

Norden Road (Boyne Hill) Underbridge

Easting: 487406.671

Northing: 180233.238

LPA: Royal Borough of Windsor & Maidenhead

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder deck on brick abutments built 1890-93. Short span, four tracks, in embankment.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2544

A404(M) Maidenhead Bypass Overbridge

Easting: 486755.528
Northing: 179914.312
LPA: Royal Borough of Windsor & Maidenhead
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Steel
2nd Material: Concrete
Construction date: 1981- present
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Wide, modern, single span road bridge. Steel deck resting on concrete abutments, with concrete parapets faced with timber slats.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2572

Highfield Lane Overbridge

Easting:	486294.599
Northing:	179667.468
LPA:	Royal Borough of Windsor & Maidenhead
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 2 (1890 - 1893)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder on brick abutments. Single 23m span, 8m between upstands. Assumed to date from the quadrupling of the line in the 1890s but may be an early 20th century structure.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2613

Cannon Lane Underbridge

Easting:	485943.202
Northing:	179478.666
LPA:	Royal Borough of Windsor & Maidenhead
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section L: Paddington to Reading Station (1835-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Single-arch skew underbridge. Two phases: the North (Up) side is the original bridge of c.1838. Red brick, string course and parapet. The bridge was widened on the South (Down) side in c. 1890-93 when this part of the line was quadrupled. In the standard GWR red and purple brick common to these works, with similar string course and parapet design. Throughout both parts, the soffit of the arch has cork-screwing brickwork. Protection plates against road vehicle strikes to both arch rings.

Assessment of significance:

An example of a typical Brunel designed skew underbridge widened in the late 19th century to quadruple the line. The widening was done with sympathy - the design carefully matched - but because of the modesty of the engineering achievement, the unexceptional nature of the original bridge and the degree to which the Brunel structure has been altered, this is a bridge of low historic and architectural interest (and no archaeological or aesthetic interest)

Summary Statement:

Brick-built Brunel-designed skew underbridge of c. 1838 widened sympathetically in the 1890s when the line was quadrupled. The bridge is not unusual, structurally exceptional, architecturally distinguished and is therefore of low architectural and historic interest, and no archaeological or aesthetic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 2634

Breadcroft Lane Overbridge

Easting:	485572.613
Northing:	179279.551
LPA:	Royal Borough of Windsor & Maidenhead
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 2 (1890-1893)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder on brick abutments. Single 23.27 m span, 7.25 m wide between upstands. Assumed to date from the quadrupling of the line in the 1890s but may be an early 20th century structure.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2664

Westacott Way Overbridge

Easting:	485024.28
Northing:	178984.595
LPA:	Royal Borough of Windsor & Maidenhead
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	None
Construction date:	1981- present
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern concrete road bridge, built to serve a business park and probably replacing a GWR built bridge on Cherry Garden Lane.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2745

Bottle Lane Overbridge

Easting: 484475.017

Northing: 178689.049

LPA: Royal Borough of Windsor & Maidenhead

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder on brick abutments. Single 20 m span, 8.5 m wide. Assumed to date from the quadrupling of the line in the 1890s but may be an early 20th century structure.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2804

Waltham Footbridge

Easting: 483943.864

Northing: 178402.656

LPA: Royal Borough of Windsor & Maidenhead

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Narrow riveted steel girder footbridge in a cutting, skewed, supported by brick piers either side of the tracks. Thought to date from the 1890-93 widening of the line.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2824

Chalkpit Overbridge

Easting: 483661.732

Northing: 178250.531

LPA: Royal Borough of Windsor & Maidenhead

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder on brick abutments. Single 20 m span, 8.5 m wide. Assumed to date from the quadrupling of the line in the 1890s but may be an early 20th century structure. Access to a former chalk pit only - not a public road

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2840

Weycock Overbridge

Easting: 482617.629

Northing: 177687.561

LPA: Royal Borough of Windsor & Maidenhead

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder on brick abutments. Single 20 m span, 6.5 m wide. Assumed to date from the quadrupling of the line in the 1890s but may be an early 20th century structure.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 2916

Milley Road Overbridge

Easting:	481624.113
Northing:	177155.937
LPA:	Royal Borough of Windsor & Maidenhead
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 2 (1890-1893)
Major alteration phase(s):	Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder deck on brick piers, similar to the others on this stretch of the line except that the deck appears to be a more recent welded steel replacement.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 3005

Waltham Road (B3024) Underbridge

Easting: 480402.369

Northing: 176500.292

LPA: Wokingham Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girders (5.5 m span) on skewed brick abutments. The abutments may contain red brick remnants of the 1830s Brunel bridge on the north (Up) side, otherwise this bridge dates from the widening of the line in the 1890s.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List



Structure Number: MLN1 3036

Southbury Lane Overbridge

Easting:	479853.028
Northing:	176204.986
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	London stock brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section L (1835-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Southbury Lane Bridge was constructed on a part of the route which opened in July 1839. Brunel's resident engineer for this section was John Hammond. The bridge was extended on the south (Down) side for line quadrupling in 1890-3. Drawings for the extension survive, dated 1890 and signed by Edmund Olander. Three semi-elliptical arches in London stock brick. In 1890-3 the cutting was widened and regraded on the south (Down side) and the southern abutments/wing walls were rebuilt in contrasting red and purple engineering brick to allow an additional two tracks to run through the southern side arch, which was retained.

Assessment of significance:

Well preserved Brunel bridge, subtly altered on the south side to accommodate additional tracks, s. As such, it is of medium architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brunel triple-arched overbridge of the 1830s modified c. 1890.-93 All brick, with typical detailing for bridges on this line, and of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NR inspection report; NRA RN 16887 (1890 drawings signed E.Olander)

Structure Number: MLN1 3050

Stanlake Lane Overbridge

Easting: 479605.297
Northing: 176071.768
LPA: Wokingham Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: London stock brick

2nd Material: Red brick

Construction date: GWR section L (1835-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)



Description of structure:

Brunel bridge of c. 1839 rebuilt with three semi-elliptical 30 ft arches in c. 1890. Brick built, with relieving arches in the piers, impost bands and curved abutments and wing walls. Parapet recently rebuilt in concrete with red brick external facing.

Assessment of significance:

Although the form and detailing is typically Brunellian, it appears much of the bridge dates from reconstruction. Well preserved example from widening phase but not from the 'Pioneering Phase' of railway construction. Therefore, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brunel single lane bridge of c. 1840 rebuilt as three semi-elliptical arch brick bridge in 1890. Moderately well preserved example from widening phase. Of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3074

Waltham Road (B3018) Overbridge

Easting:	479180.467
Northing:	175842.092
LPA:	Wokingham Borough Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Steel
Construction date:	GWR section L: Paddington to Reading Station (1835-1840)
Major alteration phase(s):	Post-1948



Description of structure:

Two span overbridge. South span is a typical Brunel semi-elliptical arch built c. 1838-40 in red brick. Original arch ring, string course and parapet. North span is a 20th century steel girder with engineering brick parapet on late 19th abutments, presumably replacing a (steel?) span constructed when the line was quadrupled in the 1890s.

Assessment of significance:

The Brunel span is well preserved but the extent and unsympathetic nature of the later additions substantially detracts from its appearance. Overall, the bridge is therefore of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Two span brick overbridge; a typical Brunel semi-elliptical arch built 1835-38, with adjacent span of late 20th century concrete beam with purple brick parapet, presumably replacing a span constructed when the line was quadrupled in the 1890s. Substantial alteration means this bridge is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 16887, 12966

Structure Number: MLN1 3101

Twyford Station

Easting: 479056.438
Northing: 175774.549
LPA: Wokingham Borough Council
Designation: In a Conservation Area
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Station
Design Type: Other
1st Material: Red brick
2nd Material: Engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)
Major alteration phase(s): c. 2000

Description of structure:

Wayside station reconstructed when the GWML was quadrupled here, c. 1892. Single-storey buildings on the north (Up Relief) and south (Down Fast) platforms and the central island platform, all in red brick with blue brick dressings and sandstone lintels and cills, and supporting canopies with decorative timber valences. The enclosed footbridge is modern (erected since 2000).

Assessment of significance:

Aside from the footbridge, the station is typical of the wayside stations rebuilt when the line was quadrupled in the 1890s, and of standard GWR station design of the era. Although reasonably well preserved, the station complex is neither exceptionally complete nor architecturally unusual or accomplished. Therefore, the station is of low historical and architectural interest and no archaeological and aesthetic interest.

Summary Statement:

Wayside station reconstructed when the GWML was quadrupled here, c. 1892, in a similar style to others rebuilt at the same time, with single-storey brick buildings with canopies on the Up and Down and central island platform. Neither exceptionally complete nor particularly unusual or architecturally distinguished, it is of only low architectural and historic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 17325, 16857; site visit



Structure Number: MLN1 3120

River Loddon Viaduct

Easting:	478710.168
Northing:	175593.407
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Viaduct
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section L (1835-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brunel crossed the flood plain and water meadows of the River Loddon on a pair of matching low brick viaducts - one over each stream of the river - with an embankment in between. This is the eastern viaduct, and like the other it consists of a series of small semicircular arches, seven in total. It was widened on the north side in the 1890s when the line was quadrupled in similar fashion in red brick. Later engineering brick parapet and many metal ties. Abutments with buttresses.

Assessment of significance:

The two Loddon viaducts are of unusual form for the original GWR, since he preferred semi-elliptical arches for the more important river crossings. The Loddon was presumably not considered as one of these. Sympathetically widened when the line was quadrupled, this is a structure of low historical and architectural interest and no archaeological or aesthetic interest.

Summary Statement:

One of a pair of brick built arches designed by Brunel and erected when the GWR was built, to span the River Loddon. Unusual in that it uses semi-circular not semi-elliptical arches and sympathetically widened when the line was quadrupled, this is a structure of low historical and architectural interest and no archaeological or aesthetic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 3145

River Loddon Viaduct

Easting:	478263.446
Northing:	175356.089
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Viaduct
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section L: Paddington to Reading Station (1835-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brunel crossed the flood plain and water meadows of the River Loddon on a pair of matching low brick viaducts - one over each stream of the river - with an embankment in between. This is the eastern viaduct, and like the other it consists of a series of small semicircular arches, seven in total. It was widened on the north side in the 1890s when the line was quadrupled in similar fashion in red brick. Later engineering brick parapet and many metal ties. Abutments with buttresses.

Assessment of significance:

The two Loddon viaducts are of unusual form for the original GWR, since he preferred semi-elliptical arches for the more important river crossings. The Loddon was presumably not considered as one of these. Sympathetically widened when the line was quadrupled, this is a structure of low historical and architectural interest and no archaeological or aesthetic interest.

Summary Statement:

One of a pair of brick built arches designed by Brunel and erected when the GWR was built, to span the River Loddon. Unusual in that it uses semi-circular not semi-elliptical arches and sympathetically widened when the line was quadrupled. This is a structure of low historical and architectural interest and no archaeological or aesthetic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 3168

Park Lane (Lands End) Underbridge

Easting:	477860.352
Northing:	175141.206
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Purple and red engineering brick
2nd Material:	Red brick
Construction date:	GWR section L: Paddington to Reading Station (1835-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brick, semi-elliptical, single-arch underbridge with a span of 18ft (5.5m). Its outward appearance dates from the quadrupling of the line in 1892, but the form and the core are the original Brunel bridge of the 1830s, which was widened on both sides in this case. This part in red brick. The 1890s elements in red stretchers and purple headers, with splayed wing walls, arch ring, string course and parapet with coping stones faithfully copying the design of the original elevations.

Assessment of significance:

An example of the respect shown to Brunel's structures when the GWML was quadrupled later in the 19th century. Because in this case the bridge was widened on both sides and therefore little of the Brunel bridge is now visible, and no elevation, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brick-built, semi-elliptical, single-arch underbridge. At its core a standard Brunel bridge of the 1830s, which was widened on both sides in sympathetic fashion in c.1890 when the line was quadrupled. Of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3259

Duffield Road Overbridge

Easting:	476586.434
Northing:	174524.428
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 2 (1890-1893)
Major alteration phase(s):	None



Description of structure:

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Assessment of significance:

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Summary Statement:

Standard riveted steel girder deck (20 m span) on brick abutments, skewed. Built 1890-93.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3272

Pound Lane (Butts Hill) Overbridge

Easting: 476361.154

Northing: 174439.672

LPA: Wokingham Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard riveted steel girder deck (21.3m span) on brick abutments, skewed. Built 1890-93.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 3329

Warren Road Overbridge

Easting:	475630.396
Northing:	174212.01
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Iron
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 2 (1890-1893)
Major alteration phase(s):	None



Description of structure:

Impressive iron or steel flying arch span, with pierced spandrels, over all four tracks, high above the line between tall brick piers and wide flanking segmental brick arches.

The Warren Road bridge spans the Sonning Cutting. The cutting was one of the major civil engineering undertakings of the line, and was hand dug between 1838 and 1840.

The first bridge was built under contract L5 in time for opening of this part of the route in March 1840. This timber trestle bridge – illustrated in J. C. Bourne's *The History and Description of the Great Western Railway* (1846) – was the progenitor for Brunel's famous trestle viaducts in Devon, Cornwall and South Wales. The present bridge was erected c.1890-93 to replace the trestle bridge when the line was widened through the cutting to four tracks. The contract drawings survive, dated 1890 and signed by Edmund Olander.

Assessment of significance:

An imposing structure across the Sonning cutting, and unique on the GWML. Therefore, of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Impressive metal flying arch, high above the Sonning cutting between tall brick piers and segmental flanking arches. Dating from the widening of the line in 1890-93, it is a unique structure on the GWML and of medium architectural and historic interest; no archaeological or artistic interest

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 12966, 16349, 17335, 28843 (1890 drawings signed E.Olander); Bourne; Site visit

Structure Number: MLN1 3346

London Road Overbridge

Easting:	475301.817
Northing:	174116.487
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	N/A
Construction date:	GWR section L: Paddington to Reading Station (1835-1840)
Major alteration phase(s):	1981- present



Description of structure:

Easily one of the most impressive of the 'standard' three-arch semi-elliptical brick bridges designed by Brunel, because it carried the main London-Bath road (now A4). Built 1838-40 and appears not to have been altered for quadrupling because the outer arches, unusually, have the same 30 foot span as the central arch. All brick: original arch rings, stepped impost band, cornice (apparently now missing from the western (Down) elevation), arched recesses within the piers, and slightly projecting abutments with gracefully curving wing walls. Parapets recently rebuilt in red brick with some clumsy detailing. The bridge is illustrated in Bourne.

Assessment of significance:

An imposing and well preserved structure across the celebrated Sonning cutting. Designed to carry the London - Bath turnpike, it is one of the most impressive road bridges on the brick built section of the line and therefore, of medium architectural and historic interest (and no archaeological or artistic interest). However, the setting of the bridge is substantially harmed by the proximity of the modern concrete relief bridge (MLN1 3348) to the western (Down) side.

Summary Statement:

One of the most impressive of the 'standard' triple-arch semi-elliptical brick bridges designed by Brunel and built 1835-38. Largely unaltered, in part because it was not widened when line was quadrupled in 1890 and therefore of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne; site visit

Structure Number: MLN1 3348

London Road relief overbridge

Easting: 475263.114
Northing: 174105.141
LPA: Wokingham Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: N/A
Construction date: Post-1948
Major alteration phase(s): None



Description of structure:

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Assessment of significance:

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Summary Statement:

Built to relieve the A4 traffic on Brunel's London Road bridge (MLN1 3346) by enabling one wider carriageway per bridge. Deep, chamfered concrete beam deck carried on tall relatively narrow piers either side of the tracks. Constructed adjacent to Brunel's fine bridge but not on the same alignment and with no aesthetic sympathy for it, whose setting it thereby harms considerably.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3371

Gas Pipe (overhead)

Easting: 474815.406

Northing: 173982.399

LPA: Wokingham Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Other

Design Type: Other

1st Material: Steel

2nd Material: None

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Modern steel pipe bridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: MLN1 3424

Shepards House Lane Underbridge

Easting:	474160.389
Northing:	173873.045
LPA:	Wokingham Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section L: Paddington to Reading Station (1835-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Standard, semi-elliptical single-arch underbridge, built 1835-38 and widened on the northern side when the line was quadrupled in the 1890s. Impost band and string course (now rendered on the southern (Up) elevation?). Rebuilt parapet on the south side and ties rods inserted.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, but greatly enlarged in the 1890s and in other ways altered. These changes mean that it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical example of a Brunel-designed, brick-built semi-elliptical single-arch underbridge, dating from c. 1835-38 and widened in the 1890s. This and other alterations mean it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3450

A3290 Underbridge

Easting: 473659.221

Northing: 173838.93

LPA: Wokingham Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: 1981- present

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Substantial modern concrete bridge over a dual carriageway, with a 25 m span and 29 m wide. Brick abutments. Deck edge detailed with recessed panels and curve to the soffit. Steel balustrade.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 3479

River Kennet Bridge

Easting: 473055.755

Northing: 173810.336

LPA: Reading Borough Council

Designation: Listed (Grade II)

List Entry Number: 1113621

Date of Designation: 17/11/88

Structure Type: Underbridge - river

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Engineering brick

Construction date: GWR section L: Paddington to Reading Station (1835-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)

Description of structure:

A 60ft. semi-elliptical red-brick span by Brunel over the River Kennet, plus two approach arches on either side, built 1838-4- and widened on the North side in the 1890s using engineering brick when the line was quadrupled. The original span shows Brunel's approach to bridges on the GWR over 'medium' rivers (cf Avon Bridge, Bathford, MLN1 10407): a single larger example of his favourite semi-elliptical arch, enriched in this case by broad pilasters either side and a Bramley Fall gritstone roll moulded band. The flood arches are semi-circular, and the wing walls are battered on the East side and straight on the West. The 1890s widening followed the original form but employed engineering brick and the north east wing has a brick abutment with relieving arch. [Attached accommodation bridge (steel, timber)]

Assessment of significance:

A handsome Brunel-designed river bridge, employing a wider than normal example of his favoured semi-elliptical arch, with architectural enrichments befitting the status of the river. Sympathetically widened on one side only, so that the South elevation remains essentially as Brunel designed it. Overall therefore a bridge of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

A 60ft. semi-elliptical red brick span by Brunel over the River Kennet, plus two flood arches on either side, built 1838-40 and sympathetically widened on the North side when the line was quadrupled in the 1890s using engineering brick, so that the South elevation remains essentially as Brunel designed it. Overall therefore a bridge of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 12964, 12965, 12965A, 17335, 28843 (1890 drawings signed E.Olander); Biddle



Structure Number: MLN1 3542

S.R. Tunnel

Easting: 472155

Northing: 173794

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - railway

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1870-1947

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Formerly allowed connection between the Southern Railway line from Waterloo under the GWML to the Up side of the station and the goods facilities and lines there. Trackbed lifted. Heavily skewed, 67m long hogback girder with jack arch deck, between brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 3563

Vasten Road Underbridge

Easting:	471785.236
Northing:	173820.2
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Concrete
Construction date:	c. 2011
Major alteration phase(s):	None

Description of structure:

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Assessment of significance:

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Summary Statement:

Brand new bridge under the Up (east) throat of Reading station, spanning a dual carriageway and carrying multiple tracks. Quite impressive: low and broad, with multiple steel trusses, painted bright yellow with tapered legs separating footpaths from roadway.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Google images



Structure Number: MLN1 3572

Reading Station

Easting:	471663.137
Northing:	173830.43
LPA:	Reading Borough Council
Designation:	Listed (Grade II)
List Entry Number:	1321892
Date of Designation:	21/01/76
Structure Type:	Station
Design Type:	Other
1st Material:	Buff brick
2nd Material:	Steel
Construction date:	GWR section R (1837-1840)
Major alteration phase(s):	c. 1890, 1989



Description of structure:

Reading is fundamentally a station completely reconstructed in the 1890s, but incorporates an earlier station building, of 1865-67, a large travel centre and concourse alongside, opened in 1989, and is undergoing a substantial capacity enhancement which will include new platforms on the North side and a new transverse concourse over the tracks. Only the 1865-67 building - now a pub - is listed (Grade II). Nothing appears to survive of Brunel's 1840 station, which had separate Up and Down platforms end-to-end South of the running lines and was an operational disaster. The 1867 building may have replaced the Eastern of these two stations. It is of two-storey and seven bays, classical, in buff brick with stone dressings including rusticated quoins. The centre breaks forward with alternating triangular and segmental pediments over the first floor windows and is crowned by a large square cupola with pyramid roof and finial. The reconstruction completed in 1899 added two large island platforms with bays, all under uniform and typical GWR canopies of the time, with decorative timber valences. The 1989 travel centre East of the 1867 station building was erected on the site of the former SR station (there are still services to Waterloo) and has a stepped and chamfered roofscape. The present works will add a further three platforms to the north and a large steel and glass concourse across the tracks West of the 1867 building. Its dominant motif is flowing metal roofs which sweep down over the steps and escalators and extrude along the platforms as new canopies, replacing entirely the 1890s ones.

Assessment of significance:

Only the 1867 building is listed, as a handsome and well preserved mid-19th century station building, it is of medium architectural and historic interest; no archaeological or artistic interest. By the time the present works are completed there will be little of the 1890s structures left, though they are of minimal historic and architectural interest because they are entirely typical and unexceptional examples of GWR station architecture in the 1890s. The 1989 structure is of no architectural and historic interest. Both it and the new concourse now under construction hem in the 1867 building and in this way harm its setting.

Summary Statement:

A large junction station whose layout dates predominantly from the 1890s but which is undergoing substantial expansion which will add new platforms and sweep away most of the remaining above-platform elements of the 1890s remodelling. Nothing remains of Brunel's 1840s station but there is a handsome brick station building of 1867, of medium architectural and historical interest and listed Grade II. The 20th and 21st century concourses, footbridges and canopies are of minimal architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Biddle; site visit

Structure Number: MLN1 3611

Caversham Road Underbridge

Easting:	471203.039
Northing:	173898.205
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	c. 1890
Major alteration phase(s):	None

Description of structure:

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Assessment of significance:

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Summary Statement:

Steel girder deck on brick piers. Assumed to date from the reconstruction of Reading Station in the 1890s, this bridge consists of three girders side by side (18 m width in total) carrying multiple tracks at the Northern throat of the station. The bridge has a span of 16m over a wide roadway, and the abutments are lined under the span with glazed white bricks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 3654

Cow Lane Underbridge

Easting: 470369.491
Northing: 174046.771
LPA: Reading Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -road
Design Type: Beam
1st Material: Concrete
2nd Material: Steel
Construction date: Pre-1900
Major alteration phase(s): 2012



Description of structure:

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Assessment of significance:

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Summary Statement:

In 2012, the 19th century round arched brick and steel girder bridge was being replaced by a new concrete and steel structure with as much wider span permitting two lands of traffic and separate cycleway, as part of the Reading area enhancement programme.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3717

Little John's Lane Underbridge

Easting:	469517.013
Northing:	174193.6
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brick, semi-circular, single-arch underbridge with a span of 15ft (4.5m), typical of many designed Brunel for the GWML. widened on the Northern side when line quadrupled in 1890-93, using the GWR's then standard red brick stretchers and purple brick headers. Original brick arch ring and wing walls to 1830s part; parapet and string course possibly rebuilt. 20th century railings and modern warning chevrons around the arches.

Assessment of significance:

Typical 'basic' Brunel underbridge, dating from the 'Pioneering Phase' of railway construction but similar to a large number on the London-Bristol route and extended in non-matching brick in the 1890s to carry additional tracks. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brick, semi-circular, single-arch underbridge, typical of many designed by Brunel for the London - Bristol line in the 1830s, and widened on the Northern (Up) side when line was quadrupled in 1890-93, using red and purple bricks. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3740

Wigmore Lane Underbridge

Easting:	469063.867
Northing:	174288.618
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brick, semi-circular, single-arch underbridge with a span of 15ft (4.5m), typical of many designed Brunel for the GWML. widened on the Northern side when line quadrupled in 1890-93, using the GWR's then standard red brick stretchers and purple brick headers. Slight skew, original brick arch ring and wing walls to 1830s part; parapet appears rebuilt. 20th century railings and modern warning chevrons around the arches.

Assessment of significance:

Typical 'basic' Brunel underbridge, dating from the 'Pioneering Phase' of railway construction but similar to a large number on the London-Bristol route and extended in non-matching brick in the 1890s to carry additional tracks. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brick, semi-circular, single-arch underbridge, typical of many designed by Brunel for the London - Bristol line in the 1830s, and widened on the Northern (Up) side when line was quadrupled in 1890-93, using red and purple bricks. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3764

Scour's Lane Underbridge

Easting:	468611.698
Northing:	174445.695
LPA:	Reading Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brick, semi-circular, single-arch underbridge with a span of 15ft (4.5m), typical of many designed Brunel for the GWML. widened on the Northern side when line quadrupled in 1890-93, using the GWR's then standard red brick stretchers and purple brick headers. Original brick arch ring, string course and wing walls to 1830s part; parapet possibly rebuilt. 20th century railings and modern warning chevrons around the arches.

Assessment of significance:

Typical 'basic' Brunel underbridge, dating from the 'Pioneering Phase' of railway construction but similar to a large number on the London-Bristol route and extended in non-matching brick in the 1890s to carry additional tracks. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brick, semi-circular, single-arch underbridge, typical of many designed by Brunel for the London - Bristol line in the 1830s, and widened on the Northern (Up) side when line was quadrupled in 1890-93, using red and purple bricks. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 3848

Tilehurst Station

Easting: 467541.513

Northing: 175148.487

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Red brick

2nd Material: Stone

Construction date: c. 1850

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)



Description of structure:

Station dating mostly from the quadrupling of the line here in 1890-2, but seemingly incorporating some earlier elements. These are two small single-storey buildings on the south (Down Fast) platform, possibly of the mid 19th century, in coursed rubble masonry and each with decorative timber valences to the platform side. Their original function is not clear, and they are in no way treated with the kind of architectural care or extravagance that characterises even the smallest of known structures designed by Brunel when the line opened. Otherwise, the layout of the station conforms to the standard plan for wayside stations on the quadrupled sections of the line, with four platforms including an island platform. This has 1890s building in red brick and with blue brick detailing and stone lintels and sills, and canopies with decorative timber valences which have distinctive and unusual canted corners at the east (Up). Similar small entrance building on the north (Up Relief) platform. Small building on north side but without - at least now - a canopy. Contemporary steel footbridge links the platforms.

Assessment of significance:

A relatively intact 1890s station, with the added interest of the apparently earlier stone buildings on the south side, but the design is typical of many similar stations designed by the GWR and other companies at the end of the 19th century. It is not particularly architecturally accomplished or significant and there have been alterations (such as loss of canopies on the north (Up Relief) platform, signal box, goods facilities, etc.). Therefore, of low architectural and historic interest (and no archaeological or aesthetic interest).

Summary Statement:

Wayside station dating mostly from the quadrupling of the GWML here in 1890-2, but seemingly incorporating two small earlier buildings on the south side, built of course rubble. The rest consists of four platforms including an island platform with single storey brick buildings, and a footbridge. Because the structures and architecture are typical of the GWR at this time and because there have been some demolitions and alterations, such as the loss of some platform canopies, the station is rated as of low architectural and historic interest (and no archaeological or aesthetic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 3873

Roebuck Footbridge

Easting: 467139.86

Northing: 175450.56

LPA: Reading Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Girder

1st Material: Steel

2nd Material: N/A

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Simple, utilitarian steel footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 3947

New Hill Overbridge

Easting: 466303.05

Northing: 176137.524

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: GWR section R: Reading to
Steventon Station (1837-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893); 2011-12

Description of structure:

-

Assessment of significance:

-

Summary Statement:

In 2011-12 this bridge was being reconstructed with concrete 'conarches'. Prior to that it consisted of two semi-elliptical brick arches - one Brunel and one of the 1890s, like the neighbouring MLN1 3961 and 3974. The base of the abutments and central pier have been retained.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 15718, 28837. 1890 drawing signed by Lancaster Owen & H. H. Parkinson. Original drawing signed by I.K. Brunel.

Structure Number: MLN1 3961

Purley Lane Overbridge

Easting: 466051.996

Northing: 176266.515

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section R: Reading to Steventon Station (1837-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)

Description of structure:

Typical semi-elliptical single-arch brick span built 1837-40. Original arch ring, string course, parapet and abutments. Altered by the construction on the north side of a second semi-elliptical span when the line was quadrupled in 1890-93. The purple brick of this second arch does not match the Brunel arch.

Assessment of significance:

Typical Brunel overbridge from the 'Pioneering Phase' of railway construction, however, it has been altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical semi-elliptical single-arch brick span built 1837-40. Original Brunel design altered by the construction on the north side of a second semi-elliptical span when the line was quadrupled in 1890-93. Of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN missing number



Structure Number: MLN1 3974

Winston Lane Overbridge

Easting:	465807.566
Northing:	176360.371
LPA:	West Berkshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Brunel single lane three semi-elliptical arch brick bridge of c. 1840 with north side arch rebuilt for line quadrupling 1890-93. Original two arches have intact arch rings, parapet, abutments and string course. The purple brick of the later arch does not match the Brunel arch.

Assessment of significance:

Well preserved example from the 'Pioneering Phase' of railway construction, however it has been altered for widening. Therefore, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brunel single lane three semi-elliptical arch brick bridge of c. 1840 with north side arch rebuilt for line quadrupling 1890-93. Well preserved but with substantial alteration during widening phase. Of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 15718, 28837. 1890 drawing signed by Lancaster Owen & H. H. Parkinson. Original drawing signed by I.K. Brunel.

Structure Number: MLN1 4010

Westbury Lane Overbridge

Easting: 465497.194

Northing: 176453.259

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: GWR section R: Reading to
Steventon Station (1837-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893); 2011-12

Description of structure:

-

Assessment of significance:

-

Summary Statement:

In 2011-12 this bridge was being reconstructed with concrete 'conarches'. Prior to that it consisted of two semi-elliptical brick arches - one Brunel and one of the 1890s, like neighbouring MLN1 3961 and 3974. The base of the abutments and central pier have been retained.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 12994, 15718, 28837. 1890 drawing signed by Lancaster Owen & H. H. Parkinson. Original drawing signed by I.K. Brunel.

Structure Number: MLN1 4045

Footpath Underbridge

Easting: 464803.009

Northing: 176564.347

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section R: Reading to
Steventon Station (1837-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)

Description of structure:

Typical brick semi-circular single-arch underbridge, built 1835-38. Original brick arch ring, wing walls, string course and parapet with coping stones. widened when line quadrupled in 1890-93 with purple brick arch. Tie rods inserted.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-circular single-arch underbridge, built 1835-38. widened when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4063

Sewage works access underbridge

Easting: 464439.646

Northing: 176571.629

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Arch - semi-circular

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section R: Reading to
Steventon Station (1837-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)

Description of structure:

Typical brick semi-circular single-arch underbridge, built 1837-40. Original brick arch ring, wing walls, string course and parapet with coping stones. widened when line quadrupled in 1890-93 with purple brick arch.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-circular single-arch underbridge, built 1837-40. widened when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4128

Whitchurch Road Underbridge

Easting:	463537.769
Northing:	176591.274
LPA:	West Berkshire District Council
Designation:	Adjacent to a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1837-40. Original brick arch ring, straight wing walls, string course and parapet with coping stones. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-circular single-arch underbridge, built 1837-40. widened when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4137

Station Road Underbridge

Easting:	463358.113
Northing:	176625.526
LPA:	West Berkshire District Council
Designation:	Listed (Grade II)
List Entry Number:	1214420
Date of Designation:	19/06/87
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	None
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	None (second bridge built alongside in c. 1892)



Description of structure:

Brunel-designed three span semi-elliptical underbridge, built c.1840. Red brick with hollow-chamfered arch (an alteration?), stepped string course and parapet. Some patching, the wing walls rebuilt and tie rods inserted. Escaped major alteration when the line was quadrupled here in 1890-93 because a new girder (now concrete beam) bridge was built for the fast lines south of the Brunel bridge.

Assessment of significance:

Well preserved example from the 'Pioneering Phase' of railway construction, which has escaped alteration for widening is therefore of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Brunel-designed three-span semi-circular underbridge built c.1840. Because this example has not been widened or otherwise substantially altered, it is of medium architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection reports; NRC RN 1299?, 15718. Original drawing signed by I.K. Brunel (undated)

Structure Number: MLN1 4143

Pangbourne Station

Easting: 463241.603

Northing: 176655.985

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Purple and red engineering brick

2nd Material: Timber

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): Unknown

Description of structure:

This station dates to c. 1892 and the quadrupling of this section of the GWML. The layout is typical of wayside stations on four track Victorian mainlines, and similar to others on the GWML rebuilt at the same time: four platforms, including an island between the fast and relief lines. There are two buildings on the Up Relief platform and another on the island, all in red brick with blue brick dressings and stone lintels. The Up Relief ticket office building has a platform canopy with decorative timber valence; the island building canopies have been cut back but decorative timber valences have been retained. No footbridge (underpass instead).

Assessment of significance:

A partially intact station of the 1890s, the design typical of many similar stations designed by the GWR at the end of the 19th century. It is not particularly architecturally accomplished or significant and there have been alterations (such as loss of canopies, signal box, goods facilities, etc.). Therefore, it is of low architectural and historic interest (and no archaeological or aesthetic interest).

Summary Statement:

A wayside station dating from the quadrupling of the GWML here in 1890-93, with brick-single storey buildings and a footbridge. The design is typical of many similar stations designed by the GWR at the end of the 19th century and because there have been numerous alterations (such as loss of canopies, signal box, goods facilities, etc.) it is of low architectural and historic interest (and no archaeological or aesthetic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 4215

Track Underbridge

Easting: 462337.46

Northing: 177159.395

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Red brick

2nd Material: None

Construction date: GWR section R: Reading to Steventon Station (1837-1840)

Major alteration phase(s): GWML widening: Phase 2 (1890-1893)

Description of structure:

Typical brick semi-circular single-arch underbridge, built 1837-40. Original brick arch ring, wing walls and string course. widened when line quadrupled in 1890-93 with purple brick arch. Parapet on original bridge may have been rebuilt at this time.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-circular single-arch underbridge, built 1837-40. widened when line quadrupled in 1890-93. Some alterations to original structure. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4269

A329 Overbridge

Easting: 461693.488

Northing: 178026.023

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: None

Construction date: Post-1947

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Skew beam bridge. Materials/alterations unclear. Note there is another bridge adjacent.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4346

Shackles Overbridge

Easting: 461006.002

Northing: 178936.806

LPA: West Berkshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two span steel girder decks on brick piers. Does not appear that much or any fabric from the construction phase of the line survives.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4402

Gatehampton Viaduct

Easting: 460617.444
Northing: 179546.767
LPA: West Berkshire/ South Oxfordshire DC
Designation: Listed (Grade II)
List Entry Number: 1290673
Date of Designation: 19/06/84
Structure Type: Viaduct
Design Type: Arch - semi-elliptical
1st Material: Red brick
2nd Material: Bramley Fall gritstone ?
Construction date: GWR section R (1837-1840)
Major alteration phase(s): GWML widening: Phase 2 (1890-1893)



Description of structure:

A four-span viaduct over the River Thames, design by Brunel and the sibling of Moulsoford (MLN1 4730), widened in 1890-93 for four tracks. Four skewed 62 ft semi-elliptical arches, and prominent cutwaters. The materials are red brick with Bramley Fall (?) dressing in the form of cutwater mouldings, arch roll moulds and parapet coping. The differences to Moulsoford are the absence of stone voussoirs and of a string course. As with other substantial viaducts on the line (like Wharnccliffe and Maidenhead) the spandrels are lightened by the use of internal walls or fins. In 1890-93 the bridge was widened on the [upstream (Up) side] by very carefully replicating the original appearance.

Assessment of significance:

This impressive viaduct is one of the most substantial Brunel structures on the GWML. One of a pair, with Moulsoford, in the picturesque Thames landscape of the Goring Gap, it was widened with extraordinary care by the GWR in 1890-93 in deference to Brunel. As a major piece of engineering from the Pioneering Phase of railway construction, designed by Brunel in a picturesque landscape, which can still be appreciated today much as it appeared in 1840, Gatehampton Viaduct is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

An elegant Brunel-designed viaduct in a picturesque Thames landscape consisting of four 62 ft semi-elliptical skewed arches, built of brick with stone dressings and widened for four lines in 1890-93 with great sympathy. As a significant and well preserved Brunel-designed structure from the Pioneering Phase of railway construction, the 1840 viaduct is of high architectural and historic interest (and no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC roll nos: 18001, 12966, 17335, 18862 (The drawings of 1890-91 signed Lancaster Owens, J.H.Livatt, E.Olander and L.Trench).

Structure Number: MLN1 4418

Gatehampton Farm underbridge

Easting:	460479
Northing:	179841
LPA:	West Berkshire/ South Oxfordshire DC
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1837-40. Original brick arch ring, splayed wing walls, string course and parapet. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-elliptical single-arch underbridge, built 1837-40. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4460

Goring & Streatley Station

Easting:	460235.949
Northing:	180643.272
LPA:	South Oxfordshire District Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	
1st Material:	Purple and red engineering brick
2nd Material:	Timber
Construction date:	GWML widening: Phase 2 (1890-1893)



Major alteration phase(s):

Description of structure:

Station dating from the quadrupling of the GWML here in 1890-3. The layout conforms to the standard plan for wayside stations on the quadrupled sections of the line, with four platforms including an island platform. Now only platforms to the relief lines. Entrance building on the east (Up relief) platform. Another building on the island platform. Both red brick with blue brick dressings and stone cills. Up platform building retains canopy with decorative timber valences; the canopies have been removed from island building. Contemporary steel footbridge but altered by the removal of roof and glazing.

Assessment of significance:

A partially intact station of the 1890s, the design typical of many similar stations designed by the GWR at the end of the 19th century. It is not particularly architecturally accomplished or significant and there have been alterations (such as loss of canopies, signal box, goods facilities, etc.). Therefore, it is of low architectural and historic interest (and no archaeological or aesthetic interest).

Summary Statement:

A wayside station dating from the quadrupling of the GWML here in 1890-93, with brick-single storey buildings and a footbridge. The design is typical of many similar stations designed by the GWR at the end of the 19th century and because there have been numerous alterations (such as loss of canopies, signal box, goods facilities, etc.) it is of low architectural and historic interest (and no archaeological or aesthetic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

site visit

Structure Number: MLN1 4470

High Street Overbridge

Easting: 460202.095

Northing: 180821.533

LPA: South Oxfordshire District Council

Designation: In a Conservation Area

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): 2011

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Single span steel girder bridge deck on brick piers. The deck is a replacement of 2011 installed to create greater clearance for freight trains.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 4523

Mill Road Underbridge

Easting: 460181.437

Northing: 181500.223

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section R: Reading to Steventon Station (1837-1840)

Major alteration phase(s):

Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Original brick arch ring, string course and parapet; wing walls have been rebuilt on Down side and parapet strengthened with steel bands. Widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4566

Leathern Bottel Overbridge

Easting:	460241.641
Northing:	182362.532
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	GWR section R (1837-1840)
Major alteration phase(s):	1890-93; 2012



Description of structure:

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Assessment of significance:

-

Summary Statement:

In 2012 this bridge is being reconstructed by the replacement of two brick arches with concrete beam 'conarches' in order to improve gauge clearance of freight trains. The brick abutments and base of the central pier are the remnants of a typical Brunel semi-elliptical overbridge widened in the 1890s by the addition of a second semi-elliptical span on the north side. The different types of brick used in these two phases can still be seen. Because of the recent reconstruction, this structure is of minimal architectural and historic interest and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 28837; site visit

Structure Number: MLN1 4631

Townsend Cottages Underbridge

Easting:	460141.65
Northing:	183256.108
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Original brick arch ring, splayed wing walls, string course and parapet. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4642

Cross Keys Road Underbridge

Easting:	460089.886
Northing:	183470.274
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Original brick arch ring, splayed wing walls, string course and parapet. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4655

Ferry Road Underbridge

Easting:	460012.202
Northing:	183721.485
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)

Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Original brick arch ring, splayed wing walls, string course and parapet. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 13005, 18862

Structure Number: MLN1 4730

Moulsford Viaduct

Easting:	459531.763
Northing:	184715.675
LPA:	South Oxfordshire District Council
Designation:	Listed (Grade II)
List Entry Number:	1193611
Date of Designation:	14/06/83
Structure Type:	Viaduct
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Bramely Fall gritstone
Construction date:	GWR section R (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

A four-span viaduct over the River Thames, design by Brunel and the sibling of Gatehampton (MLN1 4402). It was widened in 1890-93 for four tracks. Consists of four dramatically skewed 62 ft semi-elliptical arches, and prominent cutwaters. The materials are red brick with Bramley Fall (?) stone rusticated voussoirs, boldly moulded cutwaters and roll-moulded string course, and parapet coping. As with other substantial viaducts on the line (like Wharncliffe and Maindehead) the spandrels are lightened by the use of internal walls or fins. Historic drawings suggest it was initially intended to widen the viaduct in 1890 like Gatehampton, but the solution adopted actually consisted of erecting a separate structure for the new relief lines a few feet to the north, sharing cutwaters and joined at track level by a number of transverse arches. The relief viaduct is very similar in external appearance, but lacks the stone voussoirs.

Assessment of significance:

This impressive viaduct is one of the most substantial Brunel structures on the GWML. One of a pair, with Gatehampton, it was illustrated by Bourne in part because of its location in the famed Thames landscape of the Goring Gap. It was also widened with great care by the GWR so that downstream elevation appears much as it did when the line opened in 1840. As a major piece of engineering from the Pioneering Phase of railway construction, designed by Brunel in a picturesque landscape setting, which can still be appreciated today much as it was in 1840, Moulsford Viaduct is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

An elegant Brunel-designed viaduct in a picturesque Thames landscape, consisting of four 62 ft semi-elliptical skewed arches, built of brick with stone dressing. It was adapted for four lines in 1890-93 with great sympathy by the erection of a matching relief viaduct on the upstream side. As a significant and well preserved Brunel-designed structure from the Pioneering Phase of railway construction, the 1840 viaduct is of high architectural and historic interest (and no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne; NRC, drawings of 1890-91 signed Lancaster Owens, E. Olander and J.H. Linett; site visit

Structure Number: MLN1 4758

Moulsford railway hotel and cottages

Easting:	459212
Northing:	185207
LPA:	South Oxfordshire District Council
Designation:	Listed (Grade II)
List Entry Number:	11052183
Date of Designation:	1992 (hotel), 1988 (cottages)
Structure Type:	Other
Design Type:	Other
1st Material:	Brick
2nd Material:	?
Construction date:	c. 1841
Major alteration phase(s):	None



Description of structure:

East of the tracks, the former Wallingford Road (later Moulsford) Station hotel, built to Brunel's designs in c. 1841 (Grade II). The station itself had only a shelter (demolished), so the hotel functioned as a ticket office. Neo-Tudor in style, with three-storey elevations in red brick (now painted), the top floor with steep gables on all sides. Behind the hotel, a short terrace of three cottages for station staff (all Grade II) in flint and red brick, the central cottage with a gable.

Assessment of significance:

Well preserved group of railway buildings designed by Brunel from the 'Pioneering Phase' of railway construction. Individually, and as a group, they are of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

East of the tracks, the former Wallingford Road (later Moulsford) Station hotel, built to Brunel's designs in c. 1841 (Grade II), and which functioned as a ticket office. Neo-Tudor in style, with three-storey elevations in red brick (now painted), the top floor with steep gables on all sides. Behind the hotel, a short terrace of three cottages for station staff (all Grade II) in flint and red brick, the central cottage with a gable. Overall, a well preserved group of railway buildings from the 'Pioneering Phase' of railway construction. Individually, and as a group, they are of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

List description; Bourne; site visit

Structure Number: MLN1 4761

Reading Road (A329) Bridge

Easting: 459171.61
Northing: 185222.584
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A



Structure Type: Overbridge - road
Design Type: Beam
1st Material: Steel
2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Single span steel girder deck across four tracks, on brick piers. No obvious evidence of an earlier structure

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4779

Track Access Overbridge (Silly Bridge)

Easting: 458932.335
Northing: 185497.681
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - accommodation
Design Type: Arch - semi-elliptical
1st Material: Red brick
2nd Material: Purple and red engineering brick
Construction date: GWR section R (1837-1840)
Major alteration phase(s): GWML widening: Phase 2 (1890-1893)



Description of structure:

Brunel single lane three semi-elliptical arch brick bridge of c. 1840 with north side arch rebuilt for line quadrupling 1890-93. Original two arches have intact arch rings, parapet, abutments and string course. The engineering brick of the later arch contrasts with the Brunel arches.

Assessment of significance:

A well preserved and imposing Brunel bridge from the 'Pioneering Phase' of railway construction, cleanly altered for widening. As it is in a deep cutting, this is a more impressive example than most of its type. It is therefore of medium architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brunel single lane three semi-elliptical arch brick bridge of c. 1840 with north side arch rebuilt for line quadrupling 1890-93. Well preserved in parts but with substantial alteration during widening phase. Of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC; site visit

Structure Number: MLN1 4831

Westfield Road Underbridge

Easting:	458487.27
Northing:	185963.262
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Red brick
Construction date:	GWR section R (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

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Assessment of significance:

-

Summary Statement:

Steel girder deck on brick piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4833

Cholsey Station

Easting:	458428
Northing:	186033
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	
1st Material:	Purple and red engineering brick
2nd Material:	Timber
Construction date:	GWML widening: Phase 2 (1890-1893)
Major alteration phase(s):	None



Description of structure:

This station dates to 1890-93 and the quadrupling of this section of the GWML. The layout is typical of wayside stations on four track Victorian mainlines, and similar to others on the GWML rebuilt at the same time: four platforms, including an island between the fast and relief lines. Single-storey buildings on each platform, all in red and blue brick with stone lintels and cills. Only the ticket office on the east (Up Relief) platform retains its canopy with decorative timber valence. Other canopies have been removed. No footbridge (due to underpass).

Assessment of significance:

A partially intact station of the 1890s, the design typical of many similar stations designed by the GWR at the end of the 19th century. It is not particularly architecturally accomplished or significant and there have been alterations (such as loss of canopies, signal box, goods facilities, etc.). Therefore, it is of low architectural and historic interest (and no archaeological or aesthetic interest).

Summary Statement:

A wayside station dating from the quadrupling of the GWML here in 1890-93, with brick-built single-storey buildings and a footbridge. The design is typical of many similar stations designed by the GWR at the end of the 19th century and because there have been numerous alterations (such as loss of canopies, signal box, goods facilities, etc.) it is of low architectural and historic interest (and no archaeological or aesthetic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 4845

Track Access Underbridge

Easting:	458303.96
Northing:	186177.649
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Steel
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)



Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Original semi-elliptical arch bridge widened with steel girder decks on brick piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 4856

Bulls Hole Underbridge

Easting:	458164
Northing:	186347
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Brick semi-circular single-arch underbridge of c. 1840. Original splayed wing walls and arch ring. Typical Brunel underbridge but substantially altered with detracting features such as concrete parapet.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 4880

Track Access Overbridge

Easting: 457860.53

Northing: 186722.996

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type:

1st Material:

2nd Material:

Construction date:

Major alteration phase(s):

Description of structure:

Assessment of significance:

Summary Statement:

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: MLN1 4900

Cholsey Farm Accommodation Bridge

Easting: 457860.53

Northing: 186722.996

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Beam

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Single span steel girder deck on brick piers. No obvious evidence of fabric from an earlier structure

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 4943

Cattle Creep Underbridge

Easting: 457285
Northing: 187433
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -accommodation
Design Type: Beam
1st Material: Purple and red engineering brick
2nd Material: Steel
Construction date: GWML widening: Phase 2 (1890-1893)



Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel deck upon brick abutments which appears to be late 19th century with no evidence of earlier fabric. Straight brick wing walls with engineering brick coping. On Down side, parapet has been totally rebuilt in concrete and engineering brick.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 5011

Hithercroft Road Underbridge

Easting:	456664.247
Northing:	188102.447
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Skew brick semi-elliptical single-arch underbridge, built 1835-38. Original red brick arch ring, splayed wing walls, string course and parapet. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Skew brick semi-elliptical single-arch underbridge, built 1835-38. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 14296 (Contract signed 20 April 1835)

Structure Number: MLN1 5026

Mill Brook Underbridge

Easting:	456441.667
Northing:	188306.569
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	None
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

A single semi-circular arch culvert. Different coloured brickwork on each side suggests it may have been a c. 1840 structure that was widened c. 1890.

Assessment of significance:

Potentially a Brunel era culvert. Therefore of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A single semi-circular arch culvert, possibly c. 1840 and then widened c. 1890. It is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 5032

Sadgroves Underbridge

Easting:	456369
Northing:	188367
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section R: Reading to Steventon Station (1837-1840)
Major alteration phase(s):	GWML widening: Phase 2 (1890-1893)



Description of structure:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Original brick arch ring, splayed wing walls, string course and parapet. widened when line quadrupled in 1890-93 with purple brick arch and wing walls.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction, however, altered for widening. As such, of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical brick semi-elliptical single-arch underbridge, built 1835-38. Alteration to original structure when line quadrupled in 1890-93. Of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 5055

Sands Road Overbridge

Easting: 455984.811
Northing: 188668.048
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: Purple and red engineering brick
Construction date: GWML widening: Phase 2 (1890-1893)
Major alteration phase(s): c. 2010



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Reconstructed c.2010 as part of the Southampton-W Midlands freight upgrade project, to allow trains with large containers to pass. Earlier brick abutments partially retained

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 5112

Stock Overbridge

Easting: 455358.47

Northing: 189065.729

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 2 (1890-1893)

Major alteration phase(s): c. 2010

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Reconstructed c.2010 as part of the Southampton-W Midlands freight upgrade project, to allow trains with large containers to pass. Earlier brick abutments partially retained. Previous bridge widened 1903

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 13018, 55296



Structure Number: MLN1 5169

Fulscot Overbridge

Easting: 454345.13
Northing: 189602.347
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: Purple and red engineering brick
Construction date: Post-1900
Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Three span skew concrete beam bridge on brick piers and abutments. Two equal spans over running lines; third span for siding or junction

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5236

B4016 Underbridge

Easting: 453510.56

Northing: 190041.527

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: Unknown

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Concrete beam bridge on red brick piers

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5251

Path Underbridge

Easting: 453242.437
Northing: 190180.418
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -accommodation
Design Type: Beam
1st Material: Concrete
2nd Material: Red brick
Construction date: Unknown
Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Concrete beam subway with red brick façade, parapets and wing walls.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5277

Cow Lane Underbridge

Easting: 452773.491

Northing: 190418.16

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Girder

1st Material: Steel

2nd Material: Red brick

Construction date: Unknown

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder (?) deck on brick piers. Red brick retaining walls on approaches.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5310

Didcot Parkway Station

Easting:	452533.186
Northing:	190535.513
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	
1st Material:	Purple and red engineering brick
2nd Material:	Timber
Construction date:	c. 1885
Major alteration phase(s):	c. 1980



Description of structure:

Station, c. 1885, c. 1980s. Large c. 1980s entrance building south of the tracks. Two island platforms, each with long canopies of c. 1885 retaining decorative timber valences, though much rebuilt underneath. No footbridge (due to underpass). (Outside the station to the north, Brunel's transfer shed of c. 1840, plus an engine shed and coal stage of 1931, all listed Grade II and within the Didcot Railway Centre.)

Assessment of significance:

Overall, a large but much-altered station retaining substantial fragments of historic fabric. It is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Station, c. 1885, c. 1980s. Large c. 1980s entrance building south of the tracks. Two island platforms, each with long canopies of c. 1885 retaining decorative timber valences, though much rebuilt underneath. (Outside the station to the north, Brunel's transfer shed of c. 1840, plus an engine shed and coal stage of 1931, all listed Grade II and within the Didcot Railway Centre.) Overall, a large but much-altered station retaining substantial fragments of historic fabric. It is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 5321

Footbridge

Easting: 452327.64

Northing: 190629.07

LPA: South Oxfordshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Girder

1st Material: Steel

2nd Material:

Construction date: Post-1947

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century steel girder footbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 5341

Foxhall Road Overbridge

Easting:	451975.169
Northing:	190782.371
LPA:	South Oxfordshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Steel
Construction date:	GWR section R (1837-1840)
Major alteration phase(s):	1890-93, post-1900



Description of structure:

Originally a Brunel three semi-elliptical arch brick bridge of c. 1840. Two spans of Brunel bridge remain intact with original arch rings, parapet, abutments and string course. North side arch rebuilt for line quadrupling 1890-93, then replaced during 20th century with steel girder bridge; one pier from 1890-93 remains.

Assessment of significance:

The Brunel section is a partially preserved example from the 'Pioneering Phase' of railway construction, however it has been substantially and unsympathetically altered for widening. It is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Brunel single lane three semi-elliptical arch brick bridge of c. 1840 with north side arch rebuilt for line quadrupling 1890-93 and again during 20th century. Well preserved in parts but with substantial alteration during widening phase. Of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 63219, 69296

Structure Number: MLN1 5367

Milton Interchange Overbridge - Southbound

Easting: 451489.681
Northing: 190978.613
LPA: South Oxfordshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material:
Construction date: 1981- present
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete beam road bridge with concrete wing walls.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5418

Harwell Stream Underbridge

Easting:	449499
Northing:	191479
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - horseshoe
1st Material:	Purple and red engineering brick
2nd Material:	
Construction date:	Unknown
Major alteration phase(s):	Unknown



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Brick culvert with horse-shoe shaped tunnel. Down side entrance is largely unaltered with straight brick wing walls and arch ring.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 5538

Milton Field Underbridge

Easting:	448916
Northing:	191542
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Beam
1st Material:	Purple and red engineering brick
2nd Material:	Steel
Construction date:	GWML widening: Phase 4 (1908-1910)

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard riveted steel deck upon brick abutments. Original wing walls (slightly splayed) and brick parapet with coping stones.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5569

Milton Park Overbridge (southbound)

Easting: 448285
Northing: 191585
LPA: Vale of White Horse District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: None
Construction date: c.1970-2000
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete road bridge with panel parapets spanning a four track section of the line.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5570

Steventon High Street Overbridge (northbound)

Easting: 448276.265

Northing: 191583.839

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: GWML widening: Phase 5 (1931-32)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder and jack arch span on brick abutments, erected by the GWR when it carried out capacity improvements at Didcot in 1931-32, under the terms of the Development (Loan Guarantees and Grants) Act 1929.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127



Structure Number: MLN1 5574

A34 Milton Overbridge

Easting: 448195.182

Northing: 191588.108

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: None

Construction date: c.1970-2000

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Very wide, modern, single-span concrete road bridge carrying a dual carriageway over a four track section of the line.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5625

Mill Stream Underbridge

Easting:	446944
Northing:	191624
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - other
1st Material:	Red brick
2nd Material:	None
Construction date:	Unknown
Major alteration phase(s):	Unknown



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Culvert with twin brick tunnels, possibly of 19th century date. Parapet has been rebuilt. As the trackbed was widened here in the early 20th century, it seems likely the culvert was widened then too.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 5638

Steventon Overbridge

Easting:	447322.238
Northing:	191623.776
LPA:	Vale of White Horse District Council
Designation:	Listed (Grade II)
List Entry Number:	1284749
Date of Designation:	01/02/88
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c. 1890-1939; 1963



Description of structure:

An example of one of Brunel's most common standard designs for the original GWR: an overbridge with three semi-elliptical arches, the central one being 30ft wide and the approach arches having smaller spans, carrying a humpbacked roadway.

The bridge was built c. 1839-40 on the section of the line from Reading to Steventon which opened on 1 June 1840. Steventon was the railhead for Oxford until a branch was opened to the city in 1844 and two Brunel-designed houses survive 300 yards north west of the bridge near the site of the former station: the former Station Master's house and the former line Superintendent's house (now Station House and Brook House, both listed Grade II). Early board meetings of the GWR were held in the Superintendent's house because Steventon is halfway between London and Bristol.

Since construction the bridge has been modified by: substantial refacing in one or more phases in the late-nineteenth or twentieth century; the insertion of tie-rods; the instillation in 1963 of concrete bracing in the side arches and the infilling of the lateral pier arches, to strengthen the piers.

Assessment of significance:

A reasonably well preserved example of a standard Brunel bridge type on the original GWR, and therefore a structure dating from the 'Pioneering Phase' of railway construction. It has been largely refaced but has otherwise escaped major alteration and is therefore of medium architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Dating from c.1840, a refaced but otherwise largely unaltered example of one of the most common of Brunel's standard structure designs for the original GWR - a brick-built overbridge with three semi-elliptical arches. Because of its date and state of preservation it is of medium architectural and historic interest, but no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; list description; NRC; site visit

Structure Number: n/a

Steventon railway houses

Easting:	447201
Northing:	191673
LPA:	South Oxfordshire District Council
Designation:	Listed (Grade II)
List Entry Number:	1284735, 1052750
Date of Designation:	05/06/05
Structure Type:	Other
Design Type:	Other
1st Material:	Limestone
2nd Material:	
Construction date:	c. 1839
Major alteration phase(s):	None



Description of structure:

North of the tracks, a pair of detached houses (both Grade II) by Brunel, built in c. 1839 for the station master and the line Superintendent. The latter was used for board meetings in 1841-42 because Steventon Station (demolished) was roughly half-way between London and Bristol. Built in ashlar in Neo-Tudor style, with a gabled roofline and bay windows with stone mullions. They form a group with the Grade II-listed bridge further east (MLN1 5622).

Assessment of significance:

Well preserved group of railway buildings designed by Brunel from the 'Pioneering Phase' of railway construction. Individually, and as a group, they are of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

North of the tracks, a pair of detached houses (both Grade II) by Brunel, built in c. 1839 for GWR staff but also used for board meetings in 1841-42 since Steventon Station (demolished) was roughly half-way along the line. Built in ashlar in Neo-Tudor style, with a gabled roofline and bay windows with stone mullions. They form a group with the Grade II-listed bridge further east. Overall, a well preserved pair of buildings from the 'Pioneering Phase' of railway construction. The houses are of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

List description; site visit; Bourne

Structure Number: MLN1 5872

Ardington Lane Underbridge

Easting:	443415.371
Northing:	191535.561
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	Unknown



Description of structure:

Brick single-arch underbridge, built c.1840. To a Brunel design common on the original GWR, with 10 ft round-arched span, stepped string course and radii to the (straight) wing walls. Much of the facing brickwork, including the arch ring, parapet and some wing walls, have apparently been rebuilt with purple and red brick.

Assessment of significance:

Brick single-arch underbridge, built c.1840. To a Brunel design common on the original GWR, with 10 ft round-arched span, stepped string course and radiuses to the (straight) wing walls. Much of the facing brickwork, including the arch ring, parapet and some wing walls, have apparently been rebuilt with purple and red brick.

Summary Statement:

Typical low status, semi-circular single-arch underbridge designed by Brunel and dating from the construction of the original GWR in c. 1840. Because of the replacement of much of the brickwork it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 5929

Old Canal Underbridge

Easting: 442671.503

Northing: 191515.234

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1900-39

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

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Summary Statement:

Riveted steel girder deck on brick abutments. Standard GWR design. Although this is now an accommodation bridge, the original bridge here was built to span the Wantage branch of the Wilts & Hants Canal. This was all but disused by 1901, ironically because it could not compete with the GWR, and later infilled.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 5938

Track Access Underbridge

Easting:	442489.902
Northing:	191505.578
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 5 (1931-32)
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

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Summary Statement:

Accommodation bridge consisting of a riveted steel girder deck on brick piers. A typical 20th century GWR structure, similar to others erected when the Wantage Road - Challow section of the GWML was quadrupled in 1931-32.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127

Structure Number: MLN1 6029

Wantage Road (A338) Overbridge

Easting:	441051.073
Northing:	191376.856
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	GWML widening: Phase 5 (1931-32)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Substantial skew bridge composed of steel girder and brick arch deck on brick abutments. Four running lines north of a brick pier and an now empty trackbed for sidings south of the pier, at the site of the former Wantage Road station (closed to passengers in 1965; no station buildings survive).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127



Structure Number: MLN1 6078

Hanney Bridge (Hanney's Crossing)

Easting: 440095.565
Northing: 191234.73
LPA: Vale of White Horse District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Girder
1st Material: Steel
2nd Material: Purple and red engineering brick
Construction date: GWML widening: Phase 5 (1931-32)
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skew bridge across four tracks, composed of a steel and jack arch girder deck on brick abutments. A typical 20th century GWR structure, similar to others erected when the Wantage Road - Challow section of the GWML was quadrupled in 1931-32.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127



Structure Number: MLN1 6176

Denchworth Road Overbridge

Easting:	438550.328
Northing:	190981.063
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Engineering brick
Construction date:	GWML widening: Phase 5 (1931-32) ?
Major alteration phase(s):	Post c. 1970

Description of structure:

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Assessment of significance:

-

Summary Statement:

Concrete beam deck with brick parapet supported by brick abutments. The abutments may be the remnants of a 20th century GWR girder bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127



Structure Number: MLN1 6248

Circourt Bridge

Easting: 437511.102

Northing: 190836.723

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Purple and red engineering brick ?

Construction date: GWML widening: Phase 5 (1931-32) ?

Major alteration phase(s): Post c. 1990

Description of structure:

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Assessment of significance:

-

Summary Statement:

Recent reinforced concrete beam bridge with steel railings on brick abutments. The abutments may be the remnants of a typical 20th century GWR girder bridge, similar to others erected when the Wantage Road - Challow section of the GWML was quadrupled in 1931-32.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127



Structure Number: MLN1 6367

Challow Road (A417) Overbridge

Easting:	435546.413
Northing:	190560.884
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Concrete
Construction date:	GWML widening: Phase 5 (1931-32)
Major alteration phase(s):	Unknown

Description of structure:

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Assessment of significance:

-

Summary Statement:

Substantial skew bridge across four tracks, composed of a steel and jack arch girder deck on brick abutments which have largely rebuilt or refaced in concrete. A typical 20th century GWR structure, similar to others erected when the Wantage Road - Challow section of the GWML was quadrupled in 1931-32.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret p.127



Structure Number: MLN1 6433

Stratton Underbridge

Easting: 434627.382

Northing: 190457.978

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: GWML widening: Phase 5 (1931-32) ?

Major alteration phase(s): Post c. 1980

Description of structure:

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Assessment of significance:

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Summary Statement:

Concrete beam resting on brick abutments with wing walls. The brickwork seems to be of multiple phases (hard red brick, engineering brick, typical GWR red and purple brick).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 6464

Sparsholt Bridge

Easting: 434008.031

Northing: 190416.538

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: GWML widening: Phase 5 (1931-32) ?

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Although in many aspects (e.g. radiused corners at the junctions with the wing walls) this accommodation bridge follows Brunel practice, it has a segmental arch and the characteristic red and purple brickwork of the GWR c. 1870-1939.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 6532

Kingston Lisle Underbridge

Easting:	433040.248
Northing:	190403.273
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c. 1870-1939



Description of structure:

An example of the standard minor road underbridge designed by Brunel for the original GWR, and built c.1840. Red brick, 15 ft span semi-elliptical, with splayed wing walls and a string course. The parapet on the north (Up) side appears to have been rebuilt. 20th century steel railings.

Assessment of significance:

Typical Brunel underbridge from the 'Pioneering Phase' of railway construction. As an example of his standard '15 ft' design for lesser roads, and with some alteration, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard brick semi-elliptical single-arch underbridge dating from the construction of the GWML, designed by Brunel and built c.1840. One of a large number of similar structures, and with some alteration, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 6615

Baulking (Station Road) Overbridge

Easting:	431777.371
Northing:	190455.819
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	Post-1900



Description of structure:

An example of Brunel's 30 ft single span overbridge for the GWR, built c. 1840. With a level rather than hump-backed parapet because of the height of the cutting. Semi-elliptical arch and but almost all of the abutments and battered, gently curving wing walls, parapets and string course have been rebuilt in engineering brick.

Assessment of significance:

This example of a standard Brunel single-arch overbridge is slightly atypical because of the level parapet line and dates from the 'Pioneering Phase' of railway construction. However, because of the extent of replacement brickwork, it is of low architectural and historic interest and no archaeological and aesthetic interest.

Summary Statement:

A red-brick example of a Brunel-designed single-arch, semi-elliptical overbridge dating from the construction of the GWML. Because of the extent of replacement brickwork, it is of low architectural and historic interest and no archaeological and aesthetic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 18036

Structure Number: MLN1 6649

Uffington Overbridge

Easting: 431094.722

Northing: 190457.535

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Engineering brick

Construction date: GWML widening: Phase 5 (1931-32) ?

Major alteration phase(s): c. 1990 - present

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Recent concrete beam deck supported by a concrete pier and brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 6734

Uffington Underbridge

Easting:	429805.574
Northing:	190259.851
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c. 1870 - 1939



Description of structure:

Standard '15 ft' Brunel underbridge, built c. 1840. Semi-elliptical arch, string course, gently splayed wing walls. Almost all of the facing brick appears to have been replaced with a harder red brick, and the south (Down) parapet with engineering brick.

Assessment of significance:

Standard Brunel underbridge design dating from the construction of the GWML and thus the 'Pioneering Phase' of railway construction. However, because of the extent of loss of original fabric, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard Brunel underbridge design dating from the construction of the GWML, with a 15 ft red brick semi-elliptical arch. Much of it refaced, and because of the extent of loss of original fabric, it is now of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 6759

Alfreds Hill Underbridge

Easting:	429364
Northing:	190113
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	Unknown



Description of structure:

Standard '15 ft' Brunel underbridge, built c. 1840. Semi-elliptical arch, string course, gently splayed wing walls. Almost all of the facing brick appears to have been replaced with a harder red brick, and the south (Down) parapet with engineering brick.

Assessment of significance:

Standard Brunel underbridge design dating from the construction of the GWML and thus the 'Pioneering Phase' of railway construction. However, because of the extent of loss of original fabric, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard Brunel underbridge design dating from the construction of the GWML, with a 15 ft red brick semi-elliptical arch. Much of it refaced, and because of the extent of loss of original fabric, it is now of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 6804

Ox Leaze Underbridge

Easting: 428878.997

Northing: 189879.376

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section S: Steventon to Chippenham area (1839-1840)

Major alteration phase(s): Unknown

Description of structure:

Standard '15 ft' Brunel underbridge, built c. 1840. Semi-elliptical arch, string course, gently splayed wing walls. Much of the facing brick appears to have been replaced and both parapets have been rebuilt in the GWR's red and purple brick work, with much more recent free-standing additions at both ends.

Assessment of significance:

Standard Brunel underbridge design dating from the construction of the GWML and thus the 'Pioneering Phase' of railway construction. However, because of the extent of loss of original fabric, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard Brunel underbridge design dating from the construction of the GWML, with a 15 ft red brick semi-elliptical arch. Because of the extent of loss of original fabric, it is of low architectural and historic interest, and no archaeological or artistic interest

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 6832

Butler's Underbridge

Easting: 428401.525

Northing: 189583.452

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section S: Steventon to Chippenham area (1839-1840)

Major alteration phase(s): GWML widening: Phase 3 (1903-1905)

Description of structure:

Example of the '12 ft' Brunel underbridge, dating from the construction of the GWML in c. 1840. This is the most modest of the standard designs, for accommodation bridges, with a semi-circular arch. Original arch ring, straight battered wing walls and string course with bull-nosed brick. South (down side) has been rebuilt. Widened on the north (Up) side in red and purple brick, with a different string course detail and parapet.

Assessment of significance:

Example of the '12 ft' Brunel underbridge, dating from the construction of the GWML in c. 1840. This is the most modest of the standard designs, for accommodation bridges, with a semi-circular arch. Original arch ring, straight battered wing walls and string course with bull-nosed brick. South (down side) has been rebuilt. Widened on the north (Up) side in red and purple brick, with a different string course detail and parapet.

Summary Statement:

Standard Brunel-designed accommodation bridge dating from the construction of the GWML, with a 12 foot semi-circular arch. Because it has been altered and was widened in 1903--5, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 6874

Knighton Underbridge

Easting: 427715.483

Northing: 189092.427

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel ?

Construction date: c. 1960 - 2000

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

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Summary Statement:

Later 20th century concrete underbridge with what may be steel sheeted abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 6968

Compton Overbridge

Easting:	426417.658
Northing:	188405.559
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	none
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	GWML widening: Phase 3 (1903-1905)



Description of structure:

A triple, semi-elliptical arch brick overbridge which dates originally from the construction of the GWML, but which has been entirely refaced and had the northern (Up) approach span widened when an Up Loop was created here in 1903-05 (this line now lifted). The original spans of 15 - 30 - 15 ft; the northern span now c. 25 ft.

Assessment of significance:

Although this bridge is a sizable structure designed by Brunel which dates from the construction of the GWML and therefore the 'Pioneering Phase' of railway construction, the extent of alteration and loss of original fabric is so extensive that it is now of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

A typical triple semi-elliptical arch brick overbridge designed by Brunel and dating from the construction of the GWML. The extent of refacing and the reconstruction of one arch to a wider span in the early 20th century is such that it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 13042-13043; site visit

Structure Number: MLN1 7105

Ashbury Crossing Footbridge

Easting:	424558.851
Northing:	187760.373
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Beam
1st Material:	Concrete
2nd Material:	None
Construction date:	c. 1990 - 2005
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian modern concrete footbridge, with piers and panelled parapets.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 7137

Shrivenham Overbridge

Easting:	423931.981
Northing:	187619.734
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Swindon Portland stone
Construction date:	1931-32
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard steel and brick jack arch girder bridge, probably erected when Shrivenham Station was reconstructed with four lines in 1931-32. One abutment is of squared, quarry-faced Swindon stone, the other has been refaced or replaced in concrete.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret, p.118 & 127

Structure Number: MLN1 7169

Bourton Church Overbridge

Easting:	423292.672
Northing:	187554.969
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	Unknown



Description of structure:

A typical Brunel triple semi-elliptical arch brick overbridge of c. 1840. Elegant humpbacked profile and gently curving wing walls; the spans are of 15 - 30 - 15 ft. The bridge has been almost entirely refaced, perhaps in the mid 20th century, in a hard, red, machine-made brick, with the plain string course redone in engineering brick. There are also tie rods.

Assessment of significance:

Despite the extensive loss of original fabric due to the refacing of this bridge, its original and elegant Brunel form remains well preserved. Because it also has some group value by close proximity to another well-preserved Brunel overbridge, MLN1 7215 Bourton Bridge, it is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

An example of one of Brunel's standard triple-arch overbridge designs for the original GWR line, built c. 1840. Although all the facing brickwork has been replaced in the 20th century, because the elegant form of the bridge is well preserved and because it is close to another well-preserved Brunel overbridge, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 12966; site visit

Structure Number: MLN1 7215

Bourton Overbridge

Easting:	422770.74
Northing:	187524.421
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	Unknown



Description of structure:

A typical Brunel triple semi-elliptical arched overbridge of c. 1840. Elegant humpbacked profile and gently curving wing walls; the spans are of 15 - 30 - 15 ft. The bridge has been almost entirely refaced, perhaps in the mid 20th century, in red engineering brick, with the plain string course.

Assessment of significance:

Despite the extensive loss of original fabric due to the refacing of this bridge, its original and elegant Brunel form remains well preserved. Because it also has some group value by close proximity to another well-preserved Brunel overbridge, MLN1 170 Bourton Church Bridge, it is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

An example of one of Brunel's standard triple-arch overbridge designs for the original GWR line, built c. 1840. Although almost all of the facing brickwork appears to have been replaced in the 20th century, because the elegant form of the bridge is well preserved and because it is close to another well-preserved Brunel overbridge, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 15788, 1304? (Contract drawing signed I.K. Brunel and James Bedborough); site visit

Structure Number: MLN1 7263

Acorn Bridge A420 (Old Canal Underbridge)

Easting:	421809.611
Northing:	187436.538
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c. 1880-1950



Description of structure:

A non standard Brunel-designed bridge dating from the construction of the GWML. It consists of two brick c. 30 ft semi-elliptical arches, highly skewed, with chamfered arch rings, and a plain string course and slightly projecting central pier and abutments. There are also several prominent ties. The bridge was constructed to carry the line over the Wilts & Berks Canal, but this fell into disuse after 1900 and was later infilled. It has been largely refaced in red engineering brick.

Assessment of significance:

This bridge is of a design unique on the GWML, though it is made up of standard Brunel elements, such as semi-elliptical arches. It is of quite impressive scale but substantially refaced therefore of low architectural, historic and archaeological interest (the latter for potential evidence of the canal and its structure).

Summary Statement:

Two semi-elliptical skew spans. Now road bridge, but originally the structure carried the railway over a canal. This bridge is of a design unique on the GWML, though it is made up of standard Brunel elements, such as semi-elliptical arches. It is of quite impressive scale but substantially refaced and is therefore of low architectural, historic and archaeological interest (the latter for potential evidence of the canal and its structure).

Significance value:

Low architectural, historic and archaeological interest; no artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 7300

Davis Underbridge

Easting: 421472

Northing: 187406

LPA: Vale of White Horse District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Engineering brick

Construction date: GWR section S: Steventon to Chippenham area (1839-1840)

Major alteration phase(s): c. 1890 - 1939

Description of structure:

-

Assessment of significance:

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Summary Statement:

Single arch underbridge probably dating from the construction of the GWML. The form conforms to Brunel's standard 12 ft semi-circular arch design for accommodation bridges, but the bridge is now apparently entirely faced in later GWR purple and red brickwork, with free-standing additions to the parapets at both ends in engineering brick. Because of the modesty of the original design and the extent of loss of original fabric, the bridge is of minimal historical or architectural interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7323

Tulls Underbridge

Easting: 421012.8
Northing: 187349.104
LPA: Vale of White Horse District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -accommodation
Design Type: Arch - semi-elliptical
1st Material: Purple and red engineering brick
2nd Material: Engineering brick
Construction date: GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s): c. 1890 - 1939

Description of structure:

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Assessment of significance:

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Summary Statement:

Single arch underbridge probably dating from the construction of the GWML. The arch has a span of 12 ft but unlike most of Brunel's accommodation bridges the arch is semi-elliptical, perhaps because there was insufficient height in the cutting for a cheaper semi-circular arch. The bridge is now apparently entirely faced in later GWR purple and red brickwork, with free-standing additions to the parapets at both ends in engineering brick. because of the modesty of the original design and the extent of loss of original fabric, the bridge is of minimal historical or architectural interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7343

Earl of Carnavon's Underbridge

Easting:	420596.214
Northing:	187276.051
LPA:	Vale of White Horse District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-circular
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c. 1890 - 1939

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Single arch underbridge probably dating from the construction of the GWML. The form conforms to Brunel's standard 12 ft semi-circular arch design for accommodation bridges, but the bridge is now almost entirely faced in later GWR purple and red brickwork.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7359

Marston Underbridge

Easting: 420300.154

Northing: 187211.266

LPA: Swindon Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: Post-1900

Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard GWR steel bridge with brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7451

Greenaways Overbridge (Thornhill Rd)

Easting: 418925.158

Northing: 186770.143

LPA: Swindon Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: N/A

Construction date: 1998

Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Substantial modern concrete road bridge. Replaced a three arch Brunel bridge in 1998.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRA RN 13055A, 13058, 15708



Structure Number: MLN1 7475

A419 Overbridge (Stratton St Aprilgaret bypass)

Easting: 418471.237
Northing: 186605.857
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material:
Construction date: 1981- present
Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Substantial late 20th century concrete road bridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7508

Roman Road Overbridge

Easting:	418225.37
Northing:	186516.633
LPA:	Swindon Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-circular
1st Material:	Portland Swindon stone
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c.1870-1947



Description of structure:

Skewed semi-circular single-arch bridge by Brunel, built c. 1840. Of squared and coursed Swindon 'Portland' stone. Roman Road Bridge was built c. 1839-40 under contract 4S on the section of the line between Challow and Wootton Bassett, which opened in December 1840. The original contract drawings survive, but are not signed.

This is the first stone bridge encountered when travelling west from London. It carries a road on the alignment of Ermine Street, the major Roman road from Gloucester (Glevum) to Silchester (Calleva Atrebatum). The form of the bridge is unique on the line, with a semi-circular arch springing almost from rail level, quarry-faced stone elevations and originally a classical tablet motif in the centre of each parapet. Although his intentions are not recorded, it is possible that Brunel took his inspiration for the design and its classical vocabulary from the Roman origins of the road which it carried (the Romans invented the arch, and semi-circular arches are characteristic of their viaducts and bridges).

This stretch of the line was never quadrupled and so the bridge has not been extended. However, in the C20 the parapets, soffits and some patches were refaced in engineering brick. A number of tie rods were also inserted. In 1956 a steel footbridge was built alongside on the west (high mileage) side. This is a separate structure and not the subject of assessment.

Steel truss footbridge erected alongside on the Swindon side in 1956 (MLN1 7509).

Assessment of significance:

This is the first stone bridge encountered when travelling from Paddington. The semi-circular arch is extremely unusual on the line, because Brunel preferred to use semi-elliptical arches which better matched the profile of his broad gauge rolling stock. Therefore, despite the reconstruction of one parapet in engineering bridge and blight caused by the post-war footbridge built alongside, this is a structure of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

On a route characterised by broadly standardised bridge design, this original structure by Brunel of c.1840 is unusual in terms of form - semi-circular - and material - Swindon stone. It is also largely unaltered. Therefore, it is of medium architectural and historic interest (no archaeological or artistic) interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 13050, 68990, 75292; Bourne p46; site visit; Brunel sketch books

Structure Number: MLN1 7509

Footbridge

Easting: 418210

Northing: 186511

LPA: Swindon Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: N/A

Construction date: c. 1956

Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel truss footbridge possibly erected in 1956 alongside the Roman Road overbridge (MLN17508). It detracts from the setting of this Brunel-designed bridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 7528

Footbridge

Easting: 417847.471

Northing: 186379.775

LPA: Swindon Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Beam

1st Material: Concrete

2nd Material: N/A

Construction date: Post-1947

Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Post-war concrete footbridge supported on two legs between the sides of an embankment.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7562

Stratton Green Overbridge (Swindon Road, A4006)

Easting: 416504.931
Northing: 185893.73
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A



Structure Type: Overbridge - road
Design Type: Arch - semi-elliptical
1st Material: Portland Swindon stone
2nd Material: Concrete
Construction date: GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s): 1962

Description of structure:

A semi-elliptical, single-arch bridge by Brunel, built of Swindon 'Portland' stone and brick and doubled in width on the western side by the addition of a pre-stressed concrete span designed in 1962, designed by Wiltshire County Council. Contract drawing signed I.K. Brunel and Jas. Bedborough, 15th June 1839. The original bridge with projecting eastern abutments and stone arch ring intact. The 1962 widening has concrete deck and red brick parapet.

Assessment of significance:

A Brunel designed bridge, but the single semi-elliptical arch is of standard form and the 1962 alterations are extensive, unsympathetic and harmful to its significance. Therefore, a structure of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A typical Brunel single-span overbridge built c. 1840 in Swindon stone, but widened unsympathetically on the west side in 1962 and therefore of only low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 73688, 15708, 1305?; GWML EIA TWS

Structure Number: MLN1 7620

Gipsy Lane Footbridge

Easting: 415639.76
Northing: 185555.88
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Footbridge
Design Type: Truss
1st Material: Steel
2nd Material: N/A
Construction date: Post-1900
Major alteration phase(s): none



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Long 20th century steel footbridge with lattice sides but otherwise utilitarian. Possibly of GWR origin.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 7665

County Road Underbridge

Easting:	415639.76
Northing:	185555.88
LPA:	Swindon Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	
Construction date:	Post-1947
Major alteration phase(s):	none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Post-war concrete road bridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 7666

former County Road Underbridge

Easting:	415610
Northing:	185542
LPA:	Swindon Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	Post-1900
Major alteration phase(s):	none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Appears to be a c.1900-1940 steel deck bridge with engineering brick abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 7711

Corporation Street Underbridge

Easting:	415174.134
Northing:	185328.797
LPA:	Swindon Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	Post-1900
Major alteration phase(s):	none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder deck on brick abutments

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7716

Swindon Station

Easting:	415085.894
Northing:	185280.815
LPA:	Swindon Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Portland Swindon stone
2nd Material:	Steel
Construction date:	Swindon-Gloucester (Jan 1941- May1845)
Major alteration phase(s):	c. 1880, 1972



Description of structure:

Station of three phases, c. 1842, c. 1880s and 1972. Consists of: south of the tracks, a 12-storey office building of 1972 incorporating the station entrance and ticket facilities; a single-faced down platform with a long, modern (since 2000) canopy; an island platform with a two-storey, 11 (6 at first floor level since 1972 demolitions) by 3 bay classical stone building of c. 1842 with pedimented gable ends, and later (c. 1880s) canopies attached to both faces and extending east, and a late 20th century extension east of that incorporating a footbridge. The island platform is the survivor of two that formed the station designed in c.1842 for the junction here of the Bristol and Gloucester lines. The station was also important because it was here that trains stopped to swap locomotives and to allow passengers to take refreshments. Originally, both platforms were adorned by identical buildings, but the southern building has been demolished (possibly when the station tower was created in the early 1970s). On the ground floor these buildings contained the refreshment rooms, whose decoration Bourne describes as 'Arabesque'; Biddle says the architect Francis Thompson was consulted on their design. The upper floors contained a hotel: the now lost southern building contained the public rooms and the surviving northern block the bedrooms. The two were linked by a footbridge, which also served passengers. Bourne describes basement rooms which contained the kitchens and other service areas.

Assessment of significance:

Swindon station has been extensively altered in the second half of the 20th century, and none of these alterations are of any significance. However, the c.1842 block, despite the degree of alteration, is an important survivor. Brunel's Swindon station was significant for two reasons. First, it was an influential early example of the twin-island design for large junction stations (though it was not the first: Robert Stephenson and Frederick Swanwick's Normanton Station, Yorkshire, for the North Midland Railway opened in 1841). Second, it was the first example combining station facilities and hotel in the same buildings (as opposed to siting the hotel alongside the station, as Brunel himself did at Slough. Therefore, the 1842 building, the attached late 19th century canopy and the form of

the island platform are of medium architectural and historic interest and the building is of medium archaeological interest because it may contain hidden or unstudied evidence of the original functioning and form of the station (and by extension the operation of the early railways).

Summary Statement:

A multiphase station first opened in 1842 as a significant intermediate stop on the GWR, providing refreshment facilities for passengers and interchange for the Gloucester line. The 20th century elements, including the prominent tower block, are of minimal architectural and historic interest, but the surviving platform building of c.1842 - one of a pair originally, designed to house the refreshments rooms and a hotel above - is of medium architectural, archaeological and historic interest as a highly unusual example of early railway station planning.

Significance value:

Medium architectural, historic and archaeological interest.

Sources:

Bourne p.47; Fawcett; Biddle p.180; site visit

Structure Number: MLN1 7734

Factory Subway Underbridge

Easting: 414796
Northing: 185113
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -road
Design Type: Beam
1st Material: Steel
2nd Material: Concrete
Construction date: Pre-1900
Major alteration phase(s): none



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Appears to be a steel and concrete structure of 20th century date

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 7751

Railway Works entrance subway

Easting:	414485.652
Northing:	184915.329
LPA:	Swindon Borough Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1355905
Date of Designation:	31525
Structure Type:	Subway
Design Type:	Arch - other
1st Material:	Red brick
2nd Material:	Iron
Construction date:	c. 1870
Major alteration phase(s):	Post-1900



Description of structure:

Subway to GWR locomotive works, built c1870. Entered through semi-circular archway in centre of the trimming shop building (part of the carriage works on the south side of the running lines). This is of rock-faced snecked Foxwood stone, ashlar Bath stone quoins and dressings. At this end the subway has unlined red brick walls and a jack-arch ceiling with exposed iron beams. Entrance at the north end from former GWR works site has large metal doors. This end of the subway is lined with concrete blocks and concrete slab roof is supported by slender metal columns and is therefore presumed to be a later extension or reconstruction.

Assessment of significance:

Provided access to the once world-famous GWR locomotive works at Swindon for the workers housed in the railway village on the south side of the line. Large section still retains original appearance. It has group value with surrounding works buildings such as Trimming Shop and adjacent No7. Carriage Shop and the remains of the locomotive works and the railway village, as part of one of the largest and most celebrated integrated railway settlements in the country. Therefore, of medium architectural and historic interest (no archaeological or artistic interest).

Summary Statement:

Pedestrian subway of c.1870 from the Swindon railway village to the former GWR locomotive works, with its southern entrance architecturally integrated into the façade of part of the carriage works. Of medium architectural and historic interest in large part for its group value as part of the celebrated railway town of Swindon, first established by Brunel.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; list description; site visit

Structure Number: MLN1 7772

Rodbourne Road Underbridge

Easting:	414143.156
Northing:	184671.97
LPA:	Swindon Borough Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	c. 1870-1947
Major alteration phase(s):	Post-1948



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Three separate spans. Roadway is narrow. Mostly steel decks on red and engineering brick abutments. Only the central one still carries tracks (others were for the locomotive and carriage works). Central span appears on its south side to have been replaced with a concrete deck

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 7821

River Ray bridge

Easting: 413713
Northing: 184232
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Arch - horseshoe
1st Material: Red brick
2nd Material: Concrete
Construction date: GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s): c.1870-1947



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Culvert. Original part is horse-shoe shaped and built of red brick but partially rebuilt in concrete (see its elevation). The other section is a later addition by the GWR, with their characteristic late Victorian/Edwardian brickwork and a steel deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 7841

Wootton Bassett Road Underbridge

Easting: 413392.496
Northing: 184033.472
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge -road
Design Type: Beam
1st Material: Steel
2nd Material: Red brick
Construction date: Post-1900
Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel girder deck on brick piers, skew.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 7861

Road Underbridge

Easting: 413102.816

Northing: 183761.853

LPA: Swindon Borough Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: N/A

Construction date: c. 1870-1947

Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Single span. Either dates from post c.1870 or was completely rebuilt / refaced by the GWR after that date in their standard materials

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8008

M4 Overbridge

Easting: 411300.822
Northing: 182600.013
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: N/A
Construction date: Post-1947
Major alteration phase(s): none



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century concrete beam road bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8030

Old Hay Lane Overbridge

Easting:	410888.85
Northing:	182429.223
LPA:	Swindon Borough Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section S: Steventon to Chippenham area (1839-1840)
Major alteration phase(s):	c.1870-1947



Description of structure:

Brick, single-arch, semi-elliptical bridge built c.1840. An example of the standard single-arch design developed by Brunel and used on the GWR and subsequent branches. Form largely unaltered, with battered projecting abutments, slightly splayed wing walls and arch ring. However, large refaced in engineering brick. Tie-rods have been inserted for strengthening.

Assessment of significance:

This is a reasonably well preserved example of a standard Brunel design, from the 'Pioneering Phase' of railway construction, but has largely been refaced in engineering brick and is therefore of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Brick semi-elliptical overbridge of Brunel's standard design dating from the construction of the line in c.1840. Because of the extent of refacing in engineering brick, this is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 8034

Hay Lane Overbridge (B4005) (Wroughton Road on Inspection Report)

Easting: 410812.166
Northing: 182401.6
LPA: Swindon Borough Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Concrete
2nd Material: N/A
Construction date: 1968-70
Major alteration phase(s): none

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern concrete road bridge (1968-70), detracting from setting of the old Hay Lane bridge to its East

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NRA RN 74535; NR inspection report



Structure Number: MLN1 8137

Swindon Road Overbridge

Easting:	409187.184
Northing:	182005.036
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Swindon Portland stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Bath area (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A standard Brunel-designed triple-arch overbridge dating from the construction of the GWML. Originally faced in coursed and squared Swindon stone, on the east (Up) side all but the base of the piers was later refaced by the GWR in engineering brick. The arches have spans of 15 - 30 - 15 ft.

Assessment of significance:

This bridge dates from the Pioneering Phase of railway construction, and though one side has been substantially refaced in brick, the west (Down) elevation is still largely in Swindon stone. It is one of the few bridges to retain both this and its original form. Therefore, it is of medium architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

A standard Brunel-designed triple-arch overbridge dating from the construction of the GWML. Though one side has been substantially refaced in engineering brick, the west (Down) elevation is still largely in Swindon stone. This one of the few bridges to retain both this and its original form and therefore, it is of medium architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 8214

Barlow Rail Underbridge

Easting: 408075
Northing: 181775
LPA: Wiltshire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Underbridge - river
Design Type: Beam
1st Material: Concrete
2nd Material: Red brick
Construction date: Unknown
Major alteration phase(s): ?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Culvert comprised of a brick channel and a concrete deck over the watercourse.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8242

Templar's Farm Accommodation Bridge

Easting:	407505.893
Northing:	181711.73
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Portland Swindon stone
2nd Material:	Red brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	Unknown



Description of structure:

Standard Brunel-designed triple-span semi-elliptical overbridge, built 1839-41. Retains most of its original coursed Swindon stone, but the parapets have been rebuilt in red engineering brick (not the usual GWR purple and red) at an unknown date, and sections of the arch rings are also rebuilt in engineering brick.

Assessment of significance:

This is an example of a standard Brunel design, from the 'Pioneering Phase' of railway construction. However, several sections have been partially rebuilt sympathetically and it is therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Standard Brunel-designed triple-span semi-elliptical overbridge, built 1839-41. Retains most of its original coursed Swindon stone, but on both faces the parapets and portions of the arch rings have been rebuilt in non-matching brick. It is therefore of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13105

Structure Number: MLN1 8268

Broadtown Lane (Malborough Road) Overbridge

Easting:	406985.928
Northing:	181741.54
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	Unknown



Description of structure:

Standard Brunel-designed triple semi-elliptical span overbridge, built 1839-41. Though the original form is essentially intact, almost the entire structure has been refaced in a hard red engineering brick at an unknown date. Areas of the original red brick, much softer and heavily spalled, are visible on the piers and soffits. The arches have spans of 15 - 30 - 15 ft.

Assessment of significance:

This is an example of a standard Brunel design for the GWML, dating from the 'Pioneering Phase' of railway construction. It has been almost entirely refaced in hard engineering brick. Therefore, this bridge is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard Brunel-designed triple semi-elliptical arch overbridge, built 1839-41. Almost entirely refaced in engineering brick. Therefore, though it retains its original form, it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC; site visit

Structure Number: MLN1 8268

Broadtown Lane (Malborough Road) Footbridge

Easting: 406985.928

Northing: 181741.54

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: c. 1981- present

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian steel footbridge which detracts from the setting of the adjacent Brunel bridge (MLN1 8268).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 8333

Huntsmill Road Overbridge

Easting:	406111.201
Northing:	181950.784
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Portland Swindon stone
2nd Material:	Red brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	None



Description of structure:

Fine example of skewed three span semi-elliptical arch Brunel bridge built in 1839-41. Largely unaltered, with stone facings, voussoirs, string course, parapet and coping intact. Soffits are red brick. Tie rods have been inserted.

Assessment of significance:

This is the best preserved example of the standard three-arch Brunel overbridge on the GWML built of Swindon Portland Stone. Dating from the 'Pioneering Phase' of railway construction, it is of medium architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

Fine skewed example of a Brunel triple semi-elliptical arch bridge, built in 1839-41, and the best remaining example built of Portland Swindon stone. Largely unaltered, it is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 8370

Accommodation Bridge

Easting: 405413.977

Northing: 182044.715

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

Semi-circular single-arch underbridge, faced in GWR purple and red brick. This could be a refacing of an original structure of c. 1839-41. Parapet has been rebuilt.

Assessment of significance:

Though this may at heart be a Brunel-designed bridge, its appearance now is as later refaced by the GWR, and subsequently altered. It is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Accommodation underbridge with a semi-circular arch which may at heart be a Brunel-designed structure, though its appearance now is as later refaced by the GWR, and subsequently altered. It is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8407

Accommodation Bridge

Easting:	405032.419
Northing:	182039.295
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	Steel
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Purple and red brick semi-circular arched underbridge faced in GWR purple and red brick. Original structure has been substantially altered with unsympathetic steel and concrete strengthening works inside the arch. Parapet and wing wall have also been rebuilt.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8452

Hart's Farm Underbridge

Easting:	404144.476
Northing:	181882.24
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-circular
1st Material:	Portland Swindon stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	1861 - 1900



Description of structure:

Originally a stone semi-circular single-arch underbridge, built c. 1840. Some original stone ashlar left but bridge has been substantially altered, probably in the late 19th century, with purple brick on both elevations, arch ring and parapets.

Assessment of significance:

Typical Brunel bridge from the 'Pioneering Phase' of railway construction. Unusually for the line, it was originally in stone but substantial alteration means it is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Originally a semi-circular single-arch underbridge, built c1840 and unusually of stone. It has been substantially altered with purple brick probably at the end of the 19th century. It is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8505

Tockenham Road Underbridge

Easting:	403530.798
Northing:	181636.88
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	None
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1885-1939



Description of structure:

A red brick underbridge, built c. 1840. A single semi-elliptical 15 ft span. Large amounts of later patching and rebuilt parapets. Impost band and string course and curved corners to straight wing walls.

Assessment of significance:

Brunel bridge from the 'Pioneering Phase' of railway construction, but of a common generic design and with significant loss of original fabric. As such it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A typical modest Brunel underbridge, built c. 1840, with a single 15 ft semi-elliptical span. Brick, with large amounts of later patching and rebuilt parapets and therefore of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8549

Trow Lane Farm Overbridge

Easting:	402733.195
Northing:	181262.334
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Girder
1st Material:	Red brick
2nd Material:	Steel
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	Unknown



Description of structure:

Bridge with brick piers erected when the GWML was constructed and later riveted plate decks. As illustrated in Bourne, this bridge had timber decks. The iron or steel girders are of generic design so it is difficult to determine when this occurred. The tapering piers are styled like Egyptian pylons (reminiscent of the Wharnclyffe Viaduct). The base of the piers is buried beneath ground level and their tops appear to have been rebuilt and cornice lost.

Assessment of significance:

Possibly the only survivor of this Brunel accommodation bridge design left on MLN1 and therefore potentially a unique piece of evidence for one aspect of the original engineering design of the GWR. Because significant elements of the original structure have been replaced in different materials, it is overall of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Possibly the last surviving example on MLN1 of one of Brunel's timber-decked overbridges. However, because the timber itself has been replaced by plate girders and the brick piers have been altered, the bridge is of low architectural and historic interest (no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne plate opposite pg 49; Brunel Sketchbooks

Structure Number: MLN1 8565

Trow Lane Overbridge

Easting:	402424.536
Northing:	181171.891
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Engineering brick
2nd Material:	-
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1885-1939



Description of structure:

A three-span semi-elliptical arch overbridge by Brunel, built c. 1839-41. This example with taller than average piers and wider than average approach spans. The piers have standard Brunel transverse arches. It has been entirely refaced by the GWR in engineering brick.

Assessment of significance:

This Brunel triple-arched overbridge is of interest because it differs from the norm with its higher piers and wider approach arches, but it has been completely refaced in purple engineering brick. Therefore it is of low architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

Standard three span semi-elliptical arch overbridge, built 1839-41. A standard Brunel design, from the 'Pioneering Phase' of railway construction. Though it retains its original form, it has been entirely refaced in engineering brick and is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 8578

Accommodation Bridge

Easting: 402173.857

Northing: 181098.474

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Unknown

1st Material: Unknown

2nd Material: Unknown

Construction date: Unknown

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available.

Significance value:

Unknown architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: MLN1 8619

Bowd's Lane Underbridge

Easting: 401768.507

Northing: 180979.755

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Re

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

Typical Brunel-designed underbridge, with a single 15ft semi-circular span, string course and curved corners to the wing walls. Originally of red brick, but most of the bridge has been refaced with GWR purple and red brick.

Assessment of significance:

A generic Brunel design which has been almost entirely refaced in a different brick, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-circular arch underbridge, mostly refaced and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8649

Sodom Lane Underbridge

Easting:	401188.998
Northing:	180811.777
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	None
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1914

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A late Victorian or Edwardian underbridge of simple generic form derived from Brunel's designs, but with a segmental arch and standard purple and red GWR brickwork.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8759

B4069 (Wootton Bassett Road) Overbridge

Easting: 399451.662

Northing: 180302.891

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - semi-elliptical

1st Material: Purple and red engineering brick

2nd Material: Red brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939; post-1947

Description of structure:

This is a standard Brunel-designed triple-arched overbridge of c. 1841, but one that appears to have been completely refaced in at least two phases. Most of the brickwork is GWR purple and red brick, but the arch rings and parapet are a hard red brick which might be later. The piers have some stone quoins which might suggest that as originally built the bridge was faced in ashlar.

Assessment of significance:

A typical overbridge by Brunel, with three semi-elliptical arches. It has been entirely refaced in two different types of brick and therefore this generic design, despite the age and provenance, is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Standard Brunel overbridge, with three semi-elliptical spans, built 1839-41. Appears to have been entirely refaced in two types of brick and is therefore only low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 8830

Overbridge Near Dauntsey

Easting:	398518.648
Northing:	179886.977
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

Another standard Brunel overbridge, with three semi-elliptical spans, built 1839-41. The bridge has been almost entirely refaced in engineering brick at a some point, probably by the GWR. Original red brick survives in arch rings and pier bases. Nevertheless, the form of the bridge is well preserved, with its attractive humped-back profile, 15 - 30 - 15 ft span rhythm and curving wing walls.

Assessment of significance:

A standard Brunel overbridge design from the 'Pioneering Phase' of railway construction. Although it appears to have been almost entirely refaced at a later date, this was done coherently and carefully so that the original form of the bridge is well preserved. Consequently, the structure is of medium architectural and historic interest, some archaeological interest (for possible evidence of its original facing materials) and no artistic interest.

Summary Statement:

A standard Brunel overbridge, with three semi-elliptical spans, built 1839-41. The bridge is largely refaced in hard red engineering brick, with blue engineering brick dressings. This was done coherently and carefully so that the original form is well preserved and consequently the structure is of medium architectural and historic interest, some archaeological interest (for possible evidence of its original facing materials) and no artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 8849

Dauntsey Road Overbridge

Easting:	398189.409
Northing:	179693.857
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red engineering brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

This is a typical Brunel-designed triple-arched overbridge of c. 1841. Red brick originally, but entirely refaced in red engineering brick. Skew, semi-elliptical arches, humped-backed parapet and plain string course. Some of the replacement brick is red, the west (high mileage) parapet by contrast is in GWR purple and red.

Assessment of significance:

This example of a standard Brunel overbridge has been entirely refaced in at least two phases and bricks, but it dates from the 'Pioneering Phase' of railway construction and its original form is still evident (including the less common semi-circular approach arches. It is therefore of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A typical Brunel-designed three-span overbridge, built 1839-41 in red brick. Though it has been entirely refaced, it dates from the 'Pioneering Phase' of railway construction and its original form is still evident. It is therefore of medium architectural and historic interest and no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 8851

Culvert

Easting: 398163

Northing: 179678

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Other

1st Material: Red brick

2nd Material: Concrete

Construction date: GWR section C: Chippenham area to Box (1839-1841)?

Major alteration phase(s): ?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Culvert comprising a brick tunnel and attached open brick channel.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8867

Accommodation Bridge

Easting: 397889.549

Northing: 179492.366

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1940, 1981- present

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Designed by Brunel with timber decks, raking struts and brick piers. Rebuilt in the 1940s with steel girders but retaining the original brick piers, which now support late 20th century concrete decks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 31653



Structure Number: MLN1 8912

Underbridge

Easting:	397510.113
Northing:	179195.554
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Portland Swindon stone
2nd Material:	Engineering brick
Construction date:	GWR section C: Chippenham area to Bath area (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A squat but otherwise typical Brunel-designed underbridge, with a single 15ft semi-elliptical span, roll-moulded string course, parapet and curved corners to the wing walls. South (Down) side retains attractive original stone ashlar. North (Up) side has been largely refaced by the GWR in their purple and red brick, although string course and voussoirs are still stone.

Assessment of significance:

A generic Brunel design which has been almost entirely refaced on one side in a very different material, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, originally ashlar but almost entirely refaced in GWR purple and red brick on one elevation and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8925

Friday Street Underbridge

Easting:	397298.826
Northing:	179009.814
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	Unknown
Major alteration phase(s):	Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Reinforced concrete (or encased steel) deck on brick piers with stone quoins. The piers are of different brick and therefore appear to be from two different phases of building.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8940

Lye Common Underbridge

Easting:	397098.483
Northing:	178812.574
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Portland Swindon stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

Typical Brunel-designed underbridge, with a single 15ft semi-elliptical span, string course and curved corners to the wing walls. Appears may have been faced in stone originally, but now almost entirely refaced in GWR purple and red brick.

Assessment of significance:

A generic Brunel design which has been almost entirely refaced in a different material, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, almost entirely refaced in GWR purple and red brick and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 8955

Accommodation Bridge

Easting: 396886.794

Northing: 178599.184

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-elliptical

1st Material: Purple and red engineering brick

2nd Material: Red brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

Typical Brunel-designed underbridge, with a single 15ft semi-elliptical span, string course and curved corners to the wing walls. Originally of red brick, it has been almost entirely refaced in GWR purple and red brick.

Assessment of significance:

A generic Brunel design which has been almost entirely refaced in a different material, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, almost entirely refaced in GWR purple and red brick and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 8976

Station Road Underbridge

Easting:	396577.601
Northing:	178282.476
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

Typical Brunel-designed underbridge, with a single 15ft semi-elliptical span, string course and curved corners to the wing walls. Originally of red brick, it has been substantially refaced with GWR purple and red brick, especially the wing walls.

Assessment of significance:

A generic Brunel design which has been substantially refaced, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, substantially refaced and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9018

Track Access Underbridge

Easting:	396283.332
Northing:	177981.174
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Purple and red engineering brick
2nd Material:	Red brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

Typical Brunel-designed underbridge, with a single 15ft semi-elliptical span, string course and curved corners to the wing walls. Originally of red brick, it has been substantially rebuilt / refaced with GWR purple and red brick.

Assessment of significance:

A generic Brunel design which has been almost entirely refaced in a different material, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, substantially refaced and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9037

West End Underbridge

Easting: 396001.853

Northing: 177694.719

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-elliptical

1st Material: Engineering brick

2nd Material: Red brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

Typical Brunel-designed underbridge, with a single 15ft semi-elliptical span, string course and curved corners to the wing walls. Apparently originally of red brick, with the exception of parts of the wing walls, it has been rebuilt / refaced with GWR purple and red brick.

Assessment of significance:

A generic Brunel design which has been almost entirely refaced in a different coloured-brick, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, substantially refaced and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9049

Underbridge

Easting: 395832.69

Northing: 177522.582

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

Skewed Brunel-designed underbridge, with a single 15ft semi-elliptical span, string course and curved corners to the wing walls. Perhaps built of red brick originally, it appears to have been rebuilt / refaced with GWR purple and red brick on the north (Up) side and red brick on the south (Down) side.

Assessment of significance:

A generic Brunel design which has apparently been entirely refaced in a different coloured bricks, and which is therefore of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Typical Brunel-designed semi-elliptical arch underbridge, substantially or entirely refaced and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9078

River Avon Viaduct

Easting: 395424.038

Northing: 177106.851

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Viaduct

Design Type: Arch - semi-elliptical

1st Material: Red brick

2nd Material: Engineering brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1950



Description of structure:

Brunel-designed river crossing consisting of five low spans: three 40 ft semi-elliptical arches flanked by 15 ft semi-circular flood arches. Architectural detailing is limited and subtle. Three semi-elliptical arches over the river springing from rounded cutwaters with impost mouldings. Flanking these arches slightly raked piers and then a single narrower semi-circular flood arch on each bank. Tightly radiused and slightly raked abutments turn without break into short wing walls perpendicular to line of route. Across the top two plain string courses reading like a pared down classical cornice and then a low parapet with plain, square cut coping. Postwar round-section steel handrails attached to coping. There has been quite considerable patching and refacing in various types of engineering brick.

Assessment of significance:

Despite considerable refacing, this structure retains the appearance of a Brunel viaducts better than many on the GWML. Detailing is subtle and chaste, and the form of the low semi-elliptical arches and curved wing walls is elegant. The viaduct is also low above the water in a bucolic location. It is therefore of medium architectural and historic interest but no archaeological or artistic interest.

Summary Statement:

Brunel-designed river crossing in a bucolic setting, consisting of five low spans: three 40 ft semi-elliptical arches flanked by 15 ft semi-circular flood arches. Red brick with extensive refacing, but otherwise this is one the least altered Brunel viaducts on the GWML and it is therefore of medium architectural and historic interest and no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

GRIP3 report; NR NRC; site visit; Brunel sketchbooks

Structure Number: MLN1 9169

Sutton Lane Underbridge

Easting:	394517.39
Northing:	176008.848
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	Bath stone ?
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

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Assessment of significance:

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Summary Statement:

Brunel-designed underbridge with a single 15ft semi-circular arch, originally faced in stone but now almost entirely faced in purple and red GWR brickwork. Possible alterations to the form too and therefore of minimal architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9219

Maud's Heath Causeway Underbridge

Easting: 394108.331

Northing: 175566.449

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Brunel-designed underbridge with a single 15ft semi-circular arch entirely refaced at a later date in purple and red GWR brickwork. Possible alterations to the form too and therefore of minimal architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9221

Accommodation Bridge

Easting: 394092

Northing: 175554

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

An unusual bridge design on the GWML: a very narrow semi-circular arched underbridge, apparently for a footpath. Though entirely faced in GWR purple and red brick, the form and the evidence of the wonderful paving stone suggests this may be a refacing of an original c. 1840 structure.

Assessment of significance:

Though faced in standard later GWR brickwork, the unusual design of this bridge and the historic paving means that it is of low architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

An unusual bridge design on the GWML: a very narrow semi-circular arched underbridge, apparently for a footpath or perhaps bridleway. Though entirely faced in GWR purple and red brick, the form and the evidence of the wonderful paving stone suggests this may be a refacing of an original c. 1840 structure. The unusual design and historic paving means that it is of low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9254

Langley (Crossing Lane) Footbridge

Easting: 393613.067

Northing: 175071.995

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Beam

1st Material: Concrete

2nd Material: None

Construction date: Post-1947

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

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Summary Statement:

Utilitarian late 20th century concrete footbridge, of quite brutal appearance constructed.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9303

Green Overbridge

Easting:	393184.293
Northing:	174646.827
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A fine example of the generic Brunel triple span semi-elliptical overbridge, built on a contract signed in June 1839. This is despite the fact that much of the east (high mileage) side of this Bath stone structure has been refaced in later GWR purple and red brick. The bridge has spans of 15 - 30 - 15 ft and a level parapet, meaning impressive expanses of bare masonry above the approach arches. The wing walls are elegantly curved. The western (Down) elevation retains its Bath stone ashlar except for some small engineering patches. There is a moulded string course and parapet coping. The effect is sparse and handsome. This is equally true of the eastern (Down) side, where the neatly executed brickwork extends up to the underside of the string course. This, and the parapet are still Bath stone. This structure is only an accommodation bridge, with a width of 12ft 5in. It may have been given such dignified treatment as a gateway to Chippenham.

Assessment of significance:

A particularly handsome variant of the standard Brunel triple-arched overbridge. Though much of the original fabric has been refaced in a different material, the west side is largely as built and the dignity of Brunel's design remains in the eastern elevation despite the later brickwork. Therefore, despite this alteration, this is a structure of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A particularly handsome variant of the standard Brunel triple-arched overbridge, begun in 1839 and originally faced throughout in fine Bath stone ashlar. The west side is largely as built, but the and the eastern elevation is mostly refaced in crisp later GWR brickwork. This has not destroyed the dignity of the design and therefore this bridge is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13090 (Original contract signed 17 June 1839).

Structure Number: MLN1 9331

Cocklebury Lane Overbridge

Easting:	392793.973
Northing:	174270.209
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

Like MLN1 9304, this is a triple-arched Brunel overbridge that was originally finished in Bath stone ashlar and has since been substantially refaced in brick. This variant has three 30 ft semi-elliptical spans of equal height, similar to Tilehurst Road Bridge on the BKE. The parapet is level and there is a moulded string course. Most of the stone on the west (Down) and all of it on the east (Up) side has been replaced by GWR brickwork.

Assessment of significance:

This variant of Brunel's triple arch overbridge has three equal spans. The majority of the original Bath stone ashlar has been replaced red and purple brick, and an adjacent signal gantry mars the silhouette and setting of the structure. The bridge is therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A variant of Brunel's triple arch overbridge with three 30 ft semi-elliptical spans, erected c. 1839. Most of the original Bath stone ashlar has been replaced by red and purple brick, and an adjacent signal gantry mars the silhouette and setting of the structure. The bridge is therefore of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9376

Chippenham Station

Eastings:	392068.133
Northing:	173732.076
LPA:	Wiltshire District Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1268119
Date of Designation:	22/06/78
Structure Type:	Station
Design Type:	
1st Material:	Bath stone
2nd Material:	Steel
Construction date:	1856-58
Major alteration phase(s):	1899



Description of structure:

Station, built in two main phases: 1856-58, 1899 (plus a related survival of c. 1840 nearby). The earlier phase comprises the single-storey booking office of 1856-58, situated south of the tracks. Attached to this, and on the island platform, are canopies of 1899, attached to a footbridge of similar date.~History: Chippenham Station opened in 1841; this was one of Brunel's small wayside lodges, in an Italianate style with overhanging eaves. The surviving railway office to the south of the station (c. 1840) is also Italianate in style. However, the station building itself was replaced with the present one in 1856-58 due to increased traffic following the opening of new lines to Salisbury and Weymouth. Brunel must have supervised its design, which is attributed to Rowland Brotherhood (list description). It was modified with the addition of canopies in 1899, which is probably also the date of the footbridge.~Description: The station building, incorporating the booking office, is long and low and clad in fine Bath stone ashlar. It is split into two blocks, linked by a hipped roof. Their interiors have been altered. The larger, northern block is ten bays long and with a bay window at the eastern end. Four of its bays project and carry a flat canopy on brackets. The later canopies of 1899, attached to the platform side of the building and on the island platform are metal-framed and with decorative timber valences. The valencing detail is repeated on the covered footbridge spanning the tracks. The surviving former office building of c. 1840 south of the station in the car park is also in Bath stone ashlar and of five bays, the central three with arched openings.

Assessment of significance:

Chippenham Station is important for its relatively early date. Although not of the GWR's first phase, it is an early replacement of the 1850s, designed under Brunel's direction by Rowland Brotherhood. Historically related to the station is the important early railway office building of c. 1840 (i.e. the GWR's first phase) that survives within the car park. The later canopies and footbridge within the station (c. 1899) are not exceptional in their own right, but add interest to the overall complex and are attractively detailed with decorative timber valences, symmetrically treated at the ends of the canopies. For these reasons, Chippenham Station has Medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Station, 1856-58, 1899. South of the tracks, a single-storey stone entrance building of 1856-58 in a simple classical style (Grade II). Adjoining this building, and on the island platform, good canopies of 1899 with decorative timber valences. Footbridge of c. 1899. (Surviving in the station car park, the former railway office of c. 1840 by Brunel, no longer in use). An important, well-preserved, early station, it has medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

List description; site visit; Biddle; Bourne

Structure Number: MLN1 9409

New Road Viaduct

Easting: 391843.238

Northing: 173595.026

LPA: Wiltshire District Council

Designation: Listed Grade II*, in a Conservation Area and in a World Heritage Site

List Entry Number: 1267956

Date of Designation: 22/06/78

Structure Type: Viaduct

Design Type: Arch - semi-circular

1st Material: Bath stone

2nd Material: Engineering brick

Construction date: GWR section C: Chippenham area to Bath area (1839-1841)

Major alteration phase(s): 1857; unknown

Description of structure:

A Brunel designed viaduct which opened in 1841 and was widened by 10ft on the north (Up side in 1857) and later extensively refaced unforgivingly in standard red and purple GWR brick. Architecturally a structure of two parts: to the east an astylar tripartite Roman Triumphal Arch over the New Road composed of a 26 ft central span flanked by lower 10 ft footway arches and framed by projections. To the west six viaduct arches, one of 10 ft and five of 26ft. These parts are united by a plain parapet. This is all in Bath stone ashlar in the north (Up) side, although this side was widened in 1857 by 10ft (see the soffits of the viaduct arches). The original facade differed, apparently, by a classical cornice. The soffits and the south side are in GWR red and purple brick, presumably because the original Bath stone was poorly chosen and failed. The exceptions are the parapet and stepped ashlar cornice and the vermiculated rustication to the plinth, carried around on all sides.

Assessment of significance:

One of the notable monuments on Brunel's Great Western Railway and the beginning of the Roman styled section of the line. Despite the quite considerable alterations to the bridge over the years, Brunel's original design and its sparse monumentality can still be experienced. The viaduct still makes a classical gateway to the town, as it was conceived, and it is therefore a structure of considerable importance in the local townscape. It is, overall, of high architectural and historic interest, but no archaeological or artistic interest.



Summary Statement:

This is a unique structure on the British railway system. Designed by Brunel, it is a viaduct partly treated as a Triumphal Arch into Chippenham by road, and partly as a six-arch viaduct. Despite the replacement of the Bath stone ashlar on the south side and soffits, the austere classical monumentality of Brunel's design can still be appreciated, especially from the north, and the structure is therefore of high architectural and historic interest (and no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindgle; Vaughan; Bourne; NRC

Structure Number: MLN1 9437

Lowden Hill Underbridge

Easting: 391387.053

Northing: 173272.118

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c.1880-1939

Description of structure:

Skewed standard '15 ft' Brunel underbridge, built c. 1840. Semi-elliptical arch, string course, curved corners to the wing walls. Entirely refaced in later GWR purple and red brick.

Assessment of significance:

Standard Brunel underbridge design dating from the construction of the GWML and thus the 'Pioneering Phase' of railway construction. However, because of the extent of loss of original fabric, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard Brunel underbridge design dating from the construction of the GWML, with a 15 ft semi-elliptical arch. Entirely refaced in later purple and red brick and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9445

Lowden Underbridge

Easting: 391270.953

Northing: 173161.921

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: Red brick

2nd Material: Purple and red engineering brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c.1880-1939

Description of structure:

A standard '15 ft' Brunel underbridge, built c. 1840. Semi-circular arch, string course, curved corners to the wing walls. Extensive patching and refacing.

Assessment of significance:

Standard Brunel underbridge design dating from the construction of the GWML and thus the 'Pioneering Phase' of railway construction. However, because of the extent of alteration and loss of original fabric, it is of low architectural and historic interest, and no archaeological or artistic interest.

Summary Statement:

Standard Brunel underbridge design dating from the construction of the GWML, with a 15 ft semi-circular arch. Entirely refaced in later purple and red brick and therefore of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9475

Underbridge

Easting: 390924.925

Northing: 172694.767

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Red

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c.1880-1939

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Simple and generic underbridge with a 15 ft semi-circular arch. Faced in standard GWR purple and red brick but the structure may date to the construction of the line.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9504

Bath Road (A4) Underbridge

Easting:	390837.915
Northing:	172514.617
LPA:	Wiltshire District Council
Designation:	Listed (Grade II)
List Entry Number:	1268170
Date of Designation:	22/06/78
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Red brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	None



Description of structure:

An impressive and well preserved underbridge designed by Brunel for the Bath turnpike (A4), and therefore with larger dimensions and greater architectural presence than the normal underbridges on the route. A single semi-elliptical arch faced with Bath stone ashlar, dating from c. 1840-41. Little altered, with austere cornice and parapet, raked abutments and wing walls. The soffit is lined with brick, possibly original, or a later refacing.

Assessment of significance:

An unusually large and dignified underbridge from the 'Pioneering Phase' of railway construction. Largely unaltered, it is of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

An impressive and well preserved underbridge designed by Brunel for the Bath turnpike (A4) consisting of a single semi-elliptical arch, and faced in Bath stone ashlar and austere detailed. It is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC RN 13062; list description

Structure Number: MLN1 9576

A350 Underbridge

Easting: 390410.559

Northing: 171143.28

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: c. 1990-present

Major alteration phase(s): None

Description of structure:

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Assessment of significance:

-

Summary Statement:

Two-span concrete beam underbridge, with red brick faced parapets (with fake arches) and wing walls. A terrible pastiche of traditional railway architecture.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List



Structure Number: MLN1 9635

Norton Lane Overbridge

Easting:	389944.318
Northing:	170518.446
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Red brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1900 - 1914



Description of structure:

A standard Brunel single-span, semi-elliptical overbridge, built c. 1840 in Bath stone, which was remodelled in the early 20th century with a second semi-elliptical arch on the north (Up) side for track now lifted. This span is built of brick, and it appears the majority of the original structure was refaced at the same time. The arch ring of the second arch is either encased or rebuilt in concrete.

Assessment of significance:

A Brunel-designed structure from 'Pioneering Phase' of railway construction, but a generic design which has been extensively altered and is therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A standard Brunel single span semi-elliptical overbridge, built c. 1840 in Bath stone, which was remodelled in the early 20th century with a new brick span on the north (Up) side, and extensive refacing of the original structure with brick. Because of the extent of alteration and loss of original fabric, this structure is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13615-7, 13066-7 (Original drawing signed by I.K. Brunel and James Hemming, 7th August 1838)

Structure Number: MLN1 9664

Thingley Road Overbridge

Easting:	389483.753
Northing:	170163.597
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Purple and red engineering brick
2nd Material:	Steel
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	1940 - 1948



Description of structure:

A standard semi-elliptical single-arch Brunel design, originally faced in Bath stone and built c. 1840. Most of the stone has been replaced in brick in at least two phases. During WWII a steel girder span (with carefully matched brick and Bath stone parapet and brick abutment) was erected on the north side to span the once extensive Admiralty sidings here. Part of the south (Down) side elevation has an unsympathetic concrete parapet.

Assessment of significance:

Original Brunel structure from 'Pioneering Phase' of railway construction; has been much altered but possesses evidential value. Therefore, of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A standard semi-elliptical single-arch Brunel design, originally faced in Bath stone and built c. 1840. Stone replaced and during WWII a steel beam span was added north to span the once extensive Admiralty sidings here. Extensive alteration but evidential value means it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9708

Roebuck Road Overbridge

Easting:	389026.794
Northing:	169946.874
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Purple and red engineering brick
2nd Material:	Bath stone
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1901 - 1914



Description of structure:

Standard Brunel three span semi-elliptical arch bridge built c. 1840, in this case with level parapet and c. 24 ft span approach arches. It was originally faced with fine Bath stone ashlar, but today this only survives on the parapet. The rest was refaced in the early 20th century with standard GWR purple and red brick. This is distinguished by a corbelling motif beneath the parapet.

Assessment of significance:

Although this is a Brunel-designed bridge from the 'Pioneering Phase' of railway construction, it is of a generic design and has been almost entirely refaced in very different material. Is therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Typical Brunel three span semi-elliptical arch overbridge built c. 1840. Originally faced in Bath stone ashlar, all but the parapet was refaced in red and purple brick in the early 20th century. The resultant loss of original fabric and change of appearance is such that the bridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Vaughan, p273 & pl 415

Structure Number: MLN1 9756

Ladbrooke Lane Overbridge

Easting:	388098.971
Northing:	169804.207
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	1901 - 1914



Description of structure:

A standard semi-elliptical single-arch design, built c1840 in Bath stone. Most of the east side beneath the parapet and the arch ring on the west side refaced in purple and red brick, possibly in early 20th century. Stainless steel ties inserted in 1998

Assessment of significance:

Original Brunel structure from 'Pioneering Phase' of railway construction which has been moderately well preserved compared to others of its type on this section of line. It is of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A standard semi-elliptical single-arch design, built c1840 in Bath stone. Most of the east side beneath the parapet and the arch ring on the west side refaced in purple and red brick, possibly in early 20th century. Moderately well preserved compared to others of its type on this section of line, it is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC

Structure Number: MLN1 9778

Culvert

Easting: 387662

Northing: 169786

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Culvert

Design Type: Arch - segmental

1st Material: Bath stone

2nd Material: Purple and red engineering brick

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1880-1939

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Culvert with a low segment arch. The north (Up) side is faced in what appears to be the original c. 1841 Bath stone: voussoirs and coursed and squared rubble. The south (Down) side was refaced by the GWR at some point in their standard brickwork.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9812

Pound Hill Overbridge

Easting: 387378.468

Northing: 169751.843

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - other

1st Material: Purple and red engineering brick

2nd Material: Bath stone

Construction date: GWR section C: Chippenham area to Box (1839-1841)

Major alteration phase(s): c. 1900 - 1914



Description of structure:

An impressive single span flying arch in a cutting, built c1840. Extensively and unsympathetically repaired and altered in early 20th century. Originally faced in Bath stone, but almost all replaced by red and purple brick, apparently in a number of phases. Disfiguring cantilevered concrete beam footpath extensions on both sides in place of the original parapets.

Assessment of significance:

An extensively altered Brunel structure from the 'Pioneering Phase' of railway construction. Remains of the original form provide limited evidential value and a number of elements which detract from its significance. Therefore, of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

An impressive single span flying arch in a cutting, built c1840. Extensively and unsympathetically repaired with brick in early 20th century. Disfiguring cantilevered concrete beam footpath extensions on both sides. The changes mean the bridge is only of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9828

Footbridge off Furtzehill

Easting: 387062.867

Northing: 169691.609

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Girder

1st Material: Steel

2nd Material:

Construction date: Post-1900

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel girder deck footbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 9843

Corsham Aqueduct

Easting:	386750.058
Northing:	169617.604
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Aqueduct
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Bath Stone
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	c. 1900-1914; unknown



Description of structure:

Reinforced concrete trough resting on much patched Brunel piers and abutments. These retain some Bath stone ashlar and big roll mouldings. These supports may have been amended / supplemented when the line was widened c. 1900.

Assessment of significance:

The concrete trough is of no interest but the piers and abutments, though much altered and patched are the rare remnants of an original or early aqueduct on the GWML which was given considerable architectural treatment. It is therefore of low architectural, historic and archaeological interest, but no artistic interest.

Summary Statement:

An aqueduct consisting of a 20th century concrete trough of no interest resting on 19th century piers and abutments, much altered and patched but nevertheless rare remnants of an original or early aqueduct on the GWML which was given considerable architectural treatment. They are therefore of low architectural, historic and archaeological interest, but no artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindle & Tucker

Structure Number: MLN1 9850

Potley Lane Overbridge

Easting:	386632.687
Northing:	169589.806
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - other
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section C: Chippenham area to Box (1839-1841)
Major alteration phase(s):	None



Description of structure:

An overbridge consisting of flying arch across a cutting, designed by Brunel and built c. 1840. Faced in Bath stone ashlar, although the spandrels are patched (mostly very neatly) with red and purple GWR brick. Moulded string course but simple coping. Pipe attached to the west (Down) facade and steel panels attached to the inside of the parapets.

Assessment of significance:

An impressive and highly unusual Brunel design for the GWML. Despite the patching, pipe and steel panels, this is still a well preserved and significant structure from the 'Pioneering Phase' of railway construction and therefore of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A handsome Bath stone flying arch across a cutting, built c. 1840 and originally faced in Bath stone. As a highly unusual Brunel design for the GWML, which is well preserved despite brick patching and steel pipe, this is a significant structure from the 'Pioneering Phase' of railway construction and therefore of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 9912

Box Tunnel East Portal

Easting:	385607.886
Northing:	169390.794
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR Box Tunnel (1836-1841)
Major alteration phase(s):	c.1941



Description of structure:

The two portals were treated quite differently, though they do share a gigantic scale, with mouths that for dramatic architectural affect are far taller than they need be. The West Portal, set in rolling hillside, is very prominent on the London - Bath Turnpike (A4) as it crosses the line on bridge MLN1 10106 (London Road Bridge) and therefore was treated as a fully articulated Roman arch. It was listed Grade II* in 1985. By contrast, the East Portal was at the end of a long, deep and dark rock-cut cutting. It was given a more austere, but still classically detailed, appearance.

Its subsequent history is unusual. The famous Corsham quarries, which produced Bath (or Corsham) limestone, were in the hillside above the tunnel. By 1886 the cutting had been widened on the north (Up) side to lay a siding into Randell & Sanders' Tunnel Quarry (which lay north of the tunnel) through its own tunnel mouth a few yards forward of Brunel's portal. The siding extended over half a mile into the hillside to a loading platform. In 1938 Tunnel Quarry was requisitioned as one of the four sub-depots of the Central Ammunition Store, a vast underground munitions storage facility in the Corsham quarries which operated until 1962. The Royal Engineers undertook the conversion works, which probably included the brick alterations to the East Portal. These face a gallery constructed above the tracks inside the tunnel mouth, in an area dedicated to stores and workshops. Most of the ammunition during the war arrived and left by the former quarry siding, whose portal appears to have been remodelled in reinforced concrete. In 1961, Spring Quarry (not Tunnel Quarry) opened as a vast bunker for use as the central government war headquarters in case of nuclear attack. This does not seem to have required any alterations to the East Portal of Box Tunnel.

Assessment of significance:

The Box Tunnel is one of the most celebrated engineering achievements of Brunel's GWML. The eastern portal was always plainer than the west, but is nevertheless still a monumental and architecturally treated arch. The 20th century alterations are not sympathetic but they are part of works of considerable national historic interest. Overall, therefore, this portal is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

The eastern portal of Brunel's Box Tunnel, opened 1841, has always been plainer than the more famous west, and it has also been heavily altered in the 20th century. That history, associated with the military and secret use of the quarries above the tunnel, is significant and therefore overall this structure is of medium architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC; Vaughan; Brindle; site visit

Structure Number: MLN1 10078

Box Tunnel West Portal

Easting:	382927
Northing:	168905
LPA:	Wiltshire District Council
Designation:	Listed Grade II*, and within the setting of a World Heritage Site
List Entry Number:	1284962
Date of Designation:	24/07/85
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Engineering brick
Construction date:	GWR Box Tunnel (1836-1841)
Major alteration phase(s):	None



Description of structure:

The celebrated west portal Box Tunnel was designed by Brunel on a monumental scale as a Roman gateway or triumphal arch amidst the Costwolds, on the approach to Bath. The choice of architecture was appropriate for a city founded by the Romans. Bath stone ashlar facade flanked by ashlar curving abutments. Projecting centre with rusticated quoins, heavy bracket cornice and top balustrade with blank centre panel. Moulded tunnel arch with console keystone and panelled spandrels.

Assessment of significance:

This portal is of high architectural and historic interest (but no archaeological or artistic interest) because not only is it one of the architecturally finest and historically most famous tunnel portals on Britain's railways, associated with Brunel and the construction of the GWR, but it also deliberately forms a gateway or triumphal arch for Bath set into the side of a rolling hill. Brunel was designing in the picturesque tradition in response to Bath and its landscape setting. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. This structure makes a significant contribution to the setting of the WHS. It is of high architectural and historic interest.

Summary Statement:

The celebrated west portal Box Tunnel was designed by Brunel on a monumental scale as a Roman gateway or triumphal arch amidst the Costwolds, on the approach to Bath. It is of high architectural and historic interest (but no archaeological or artistic interest) for its architectural splendour and historical fame. This structure makes a significant contribution to the setting of the WHS. It is of high architectural and historic interest.

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Vaughan; Brindle

Structure Number: MLN1 10106

London Road Overbridge

Easting:	382757.003
Northing:	168874.364
LPA:	Wiltshire District Council
Designation:	Listed Grade II, and within the setting of a World Heritage Site
List Entry Number:	1363624
Date of Designation:	01/07/85
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

A Bath stone Brunel triple-arched overbridge, with skew semi-elliptical arches, c. 1840. Plain frieze and moulded cornice under ashlar parapet with ridged capping. Battered splayed abutments each side and plain end piers. Piers pierced with lateral arches.

Assessment of significance:

A particularly fine example of a Brunel triple-arched overbridge which forms part of a highly picturesque sequence with the flanking Box and Middlehill tunnels. Brunel was designing in the tradition in response to Bath and its landscape setting. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. The structure is of medium architectural and historic interest but no archaeological or artistic interest.

Summary Statement:

A particularly fine example of a Brunel triple-arched overbridge, faced in Bath stone ashlar and skewed. It forms part of a highly picturesque sequence with the flanking Box and Middlehill tunnels. The structure is of medium architectural and historic interest but no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 10118

Mill Lane Underbridge

Easting:	382524.19
Northing:	168832.951
LPA:	Wiltshire District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Red brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A generic Brunel-designed semi-circular single-arch underbridge, built c.1836-40. Original Bath stone ashlar survives on west (Down) elevation with voussoirs, string course, parapet and wing walls all intact. Up side elevation has undergone extensive repair in red and purple brick, with stone only surviving in spandrels and wing walls.

Assessment of significance:

A partially preserved Brunel structure from the 'Pioneering Phase' of railway construction. The extensive alterations mean it is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A Brunel semi-circular single-arch underbridge, built in stone 1836-40. Extensive alterations mean it is of low architectural and historic interest; no archaeological or artistic interest. This structure makes a minor contribution to the setting of the WHS.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 10143

Middlehill Tunnel East Portal

Easting:	381947.453
Northing:	168730.36
LPA:	Wiltshire District Council
Designation:	Listed Grade II*, and within the setting of a World Heritage Site
List Entry Number:	1022802
Date of Designation:	24/07/85
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1909



Description of structure:

Like the nearby Box Tunnel, the identical Bath ashlar east and west portals of Middlehill Tunnel employ a monumental classical language in order to create a picturesque landscape scene. The Roman architectural language is a reference to the Roman city of Bath. Ashlar with some later refacing in brick. Ashlar classical archway flanked by curving retaining walls each side, refaced in brick, and terminated at circular piers. Main arch rusticated with heavy moulded console keystone and set back between piers each with recessed panel of massive fascies. Elemental Doric cornice, breaking forward over piers and ashlar parapet with moulded cornice. Contract for the tunnel signed 11th January 1840. Tunnel relined c. 1909.

Assessment of significance:

Architecturally one of the finest tunnel portals ever conceived in Britain, dating from the Pioneering Phase of railway construction and very well preserved. The portals form part of a significant sequence of classical railway structures conceived as a picturesque landscape approach to Bath. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. It is therefore of high architectural and historic interest, but no archaeological or artistic interest. This structure makes a significant contribution to the setting of the WHS.

Summary Statement:

The identical east and west portal of Middlehill Tunnel were designed by Brunel and opened in 1841. Built of Bath stone in a monumental Roman style, they are architecturally some of the finest tunnel portals ever conceived in Britain, and very well preserved. The portals form part of a picturesque sequence of classically-dressed railway structures on the approach to Bath. It is therefore of high architectural and historic interest, but no archaeological or artistic interest. This structure makes a significant contribution to the setting of the WHS.

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC RN 13175/20122-20123; Vaughan; site visit

Structure Number: MLN1 10148

Middlehill Tunnel West Portal

Easting:	381947.453
Northing:	168730.36
LPA:	Wiltshire District Council
Designation:	Listed Grade II*, and in a World Heritage Site Buffer Zone
List Entry Number:	1022803
Date of Designation:	24/07/85
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1909



Description of structure:

Like the nearby Box Tunnel, the identical Bath ashlar east and west portals of Middlehill Tunnel employ a monumental classical language in order to create a picturesque landscape scene. The Roman architectural language is a reference to the Roman city of Bath. Ashlar with some later refacing in brick. Ashlar classical archway flanked by curving retaining walls each side, refaced in brick, and terminated at circular piers. Main arch rusticated with heavy moulded console keystone and set back between piers each with recessed panel of massive fascies. Elemental Doric cornice, breaking forward over piers and ashlar parapet with moulded cornice. Contract for the tunnel signed 11th January 1840. Tunnel relined c. 1909.

Assessment of significance:

The identical east and west portal of Middlehill Tunnel were designed by Brunel and opened in 1841. Built of Bath stone in a monumental Roman style, they are architecturally some of the finest tunnel portals ever conceived in Britain, and very well preserved. The portals form part of a picturesque sequence of classically-dressed railway structures on the approach to Bath. It is therefore of high architectural and historic interest, but no archaeological or artistic interest. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. This structure makes a significant contribution to the setting of the WHS.

Summary Statement:

The identical east and west portal of Middlehill Tunnel were designed by Brunel and opened in 1841. Built of Bath stone in a monumental Roman style, they are architecturally some of the finest tunnel portals ever conceived in Britain, and very well preserved. The portals form part of a picturesque sequence of classically-dressed railway structures on the approach to Bath. It is therefore of high architectural and historic interest, but no archaeological or artistic interest. This structure makes a significant contribution to the setting of the WHS.

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10159

Underbridge over culvert

Easting:	381769
Northing:	168709
LPA:	Wiltshire District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None

Description of structure:

Elegant semi-circular skewed accommodation bridge for footpath and culvert. Bath stone ashlar with voussoirs and dropped keystone and ashlar retaining wall. Some brick patching.

Assessment of significance:

This accommodation bridge is of greater than normal interest because of its good state of preservation and the architectural treatment of the arch. As one of the best surviving examples of a Brunel accommodation underbridge, it is of low architectural and historic interest and no archaeological or artistic interest. This structure makes a minor contribution to the setting of the WHS.

Summary Statement:

A well preserved Brunel accommodation bridge dating from the construction of the GWML, with a squat semi-elliptical arch, voussoirs and keystone. It is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Source: Akeman Press, Brunel Trail

Structure Number: MLN1 10162

By Brook Underbridge (East) Also known as Box Brook.

Easting:	381640
Northing:	168701
LPA:	Wiltshire District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

A well preserved example of a Bath stone Brunel accommodation bridge over a stream with a semi-elliptical arch, channelled voussoirs and keystone to Down side below what appears as a coursed rubble frieze. No parapet. Some repair - more extensive on Up side which also has a key stone and voussoirs with a splayed frame but has a more simple treatment.

Assessment of significance:

As a surviving example of a Brunel accommodation underbridge with some architectural pretension, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved Brunel accommodation bridge dating from the construction of the GWML, with a semi-circular arch, voussoirs and keystone. It is of low architectural and historic interest and no archaeological or artistic interest. This structure makes a minor contribution to the setting of the WHS.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR Inspection report

Structure Number: MLN1 10175

Bath Road Overbridge (Box Ashley)

Easting:	381391.974
Northing:	168674.041
LPA:	Wiltshire District Council
Designation:	Listed Grade II, and within the setting of a World Heritage Site
List Entry Number:	1022727
Date of Designation:	24/07/85
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

A Brunel-designed overbridge of much greater architectural sophistication than the norm, built c. 1841. Bath stone ashlar, single skewed semi-elliptical arch, with roll-moulding, carved keystone, moulded cornice over and parapet with ridge coping. Ashlar piers each side, aligned with track and raking ashlar-faced abutments. Cornice carried around piers.

Assessment of significance:

This Brunel overbridge is given richer architectural treatment than its many siblings elsewhere on the GWML because it carried the turnpike and forms part of a picturesque sequence of classical structures set in the landscape on the approach to Bath. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. This structure makes a minor contribution to the setting of the WHS. It is of medium architectural and historic interest.

Summary Statement:

This is one of the finest Brunel overbridges on the GWML. With a single skewed semi-elliptical arch, it is faced in Bath stone and given rich architectural treatment as part of a picturesque sequence of classical structures in the landscape on the approach to Bath. This structure makes a minor contribution to the setting of the WHS. It is of medium architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13168

Structure Number: MLN1 10246

Shockerwick Footbridge

Easting: 380590.596

Northing: 168076.894

LPA: Wiltshire District Council

Designation: Within the setting of a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Beam

1st Material: Steel

2nd Material: None

Construction date: Post-1947

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian 20th century footbridge with heavy steel panels as balustrades. In its form and materials and visibility detracts from the group qualities of the GWML and its rural context

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 10271

Shockerwick Underbridge

Easting:	380311.209
Northing:	167689.646
LPA:	Wiltshire District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Purple and red engineering brick
Construction date:	c. 1870 - 1914;
Major alteration phase(s):	post-c. 1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical later GWR girder bridge with brick abutments. Skewed. The original iron or steel girders have been replaced by a concrete deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 10320

By Brook (West) Underbridge (also known as Box Brook Underbridge)

Easting: 379792

Northing: 167378

LPA: Wiltshire District Council

Designation: Within the setting of a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1841)

Major alteration phase(s): c. 1880-1939; unknown

Description of structure:

Semi-circular single-arch underbridge, built c. 1836-41. Elevations have been refaced in purple and red brick and red brick buttresses have been erected against the south (Down) side.

Assessment of significance:

A simple, generic Brunel underbridge which has been extensively refaced and also altered and is therefore of minimal architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Simple and generic semi-circular, single-arch underbridge, built c. 1836-41 to designs from Brunel's office. The elevations have been refaced in purple and red brick and altered and it is therefore of minimal architectural and historic interest and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 10333

Adams Underbridge

Easting: 379539

Northing: 167325

LPA: Bath and North East Somerset District Council

Designation: Within the setting of a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1841)

Major alteration phase(s): c. 1885-1939

Description of structure:

Simple '12 ft' Brunel accommodation bridge, with semi-elliptical arch, dating from the construction of the GWML. Bath stone ashlar now only to splaying wing walls; the rest refaced in later GWR red and purple brick. Altered low parapet, no mouldings

Assessment of significance:

A simple generic structure dating from the construction of the line and therefore from the Pioneering Phase of railway construction. Much original fabric has been replaced unsympathetically and therefore it is of minimal architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Simple '12 ft' Brunel accommodation bridge, with semi-circular arch, dating from the construction of the GWML. Much of the original Bath stone facing has been replaced by purple and red GWR brick and the parapet has been altered. Therefore it is of minimal architectural and historic interest and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 10359

Bathford Accommodation Bridge

Easting:	379042
Northing:	167256
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1885-1939



Description of structure:

Simple '12 ft' Brunel accommodation bridge, with semi-elliptical arch, dating from the construction of the GWML. Bath stone ashlar now only to the soffit and on the lower parts of the south (down) elevation; the rest refaced in later GWR red and purple brick. Low parapet, splayed wing walls, no mouldings

Assessment of significance:

A simple generic structure dating from the construction of the line and therefore from the Pioneering Phase of railway construction. Much original fabric has been replaced unsympathetically and therefore it is of minimal architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Simple '12 ft' Brunel accommodation bridge, with semi-circular arch, dating from the construction of the GWML. Much of the original Bath stone facing has been replaced by purple and red GWR brick and therefore it is of minimal architectural and historic interest and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13164

Structure Number: MLN1 10364

Underbridge 10m East of 35 Box Road

Easting: 378927

Northing: 167221

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II, and within the setting of a World Heritage Site

List Entry Number: 1320507

Date of Designation: 19/10/83

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-elliptical

1st Material: Bath stone

2nd Material: None

Construction date: GWR section B: Bristol to Box (1836-1841)

Major alteration phase(s): None

Description of structure:

A well preserved example of a Bath stone Brunel accommodation bridge dating from the construction of the GWML. With a squat semi-elliptical arch, powerful channelled voussoirs and keystone. Splayed wall approach.

Assessment of significance:

This accommodation bridge is of greater than normal interest because of its good state of preservation and the architectural treatment of the arch. As one of the best surviving examples of a Brunel accommodation underbridge, it is of medium architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved Brunel accommodation bridge dating from the construction of the GWML, with a squat semi-elliptical arch, voussoirs and keystone. It is of medium architectural and historic interest and no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC RN 13164-5; site visit; list description



Structure Number: MLN1 10403

Bradford Road Underbridge

Easting:	378584.829
Northing:	167061.14
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II, in a Conservation Area and in a World Heritage Site
List Entry Number:	1115264
Date of Designation:	19/10/83
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

Brunel-designed underbridge, with a single, skewed, 30ft semi-elliptical span. Bath stone ashlar and coursed and squared rubble. Treated with classical detailing, including impostes, channelled voussoirs and keystone, framing pilasters, a frieze in place of a string course and a shallow triangular parapet. Straight and splayed wing walls

Assessment of significance:

This is one of the most architectural and best preserved Brunel underbridges on the GWML. It is exceptional on the line, reflecting perhaps the proximity of the bridge to the River Avon crossing (MLN1 10408) and the turnpike. With its generous proportions and classical detailing it is one in a sequence of picturesque structures designed by Brunel for the line through the landscape on the approach to Bath and within the setting of the WHS. As such, it is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Brunel-designed underbridge, with a single, skewed, 30ft semi-elliptical span. One of the most architectural and best preserved Brunel underbridges on the GWML, with its classical pilasters, voussoirs and frieze it is one of a sequence of structures designed by Brunel in a picturesque idiom on the approach to Bath. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. This structure makes a significant contribution to the setting of the WHS. It is of medium architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Vaughan; list description

Structure Number: MLN1 10408

River Avon (Bathford) Bridge

Easting:	378513.659
Northing:	167024.469
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A single semi-elliptical span across the River Avon, designed by Brunel and constructed 1840-41. The contract drawings give a spans of 90 ft and a rise of 23 ft (Bourne says 54 ft and 27 ft respectively). As illustrated in Bourne and the contract drawings it was faced in Bath stone, with quoins to the broad flanking piers. However, almost all has been replaced by standard purple engineering brick, presumably because of its widespread failure. Only the frieze and parapet and quoins on the north (Up) face are still stone.

Assessment of significance:

One of the most impressive single-arch river crossings on the GWML, which Bourne described as one of the most beautiful structures on the line. It is one of a sequence of structures designed by Brunel in a picturesque idiom on the approach to Bath. Thus, because of the extent of refacing and the unsympathetic colour and nature of the replacement brick, this bridge from Pioneering Phase of railway construction is of low architectural and historic interest, and no archaeological or artistic interest. This structure makes a contribution to the setting of the WHS. I

Summary Statement:

A single semi-elliptical span of 54 ft across the River Avon, designed by Brunel and constructed c. 1836-40. It is one of the most impressive single-arch river crossings on the GWML but the bridge is of low architectural and historic interest (and no archaeological or artistic interest) as the majority of the original Bath stone facing has been replaced by brick.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13628-13630; Bourne; site visit

Structure Number: MLN1 10456

Hampton Mill Lane Overbridge

Easting:	377639.022
Northing:	166571.641
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II, and within the setting of a World Heritage Site
List Entry Number:	1320554
Date of Designation:	01/10/83
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A typical Brunel triple-arched overbridge, erected c. 1840. This example has semi-elliptical spans of 15 - 30 - 15 ft and a gently humped-back parapet. It is faced with Bath stone except where the arch rings and parts of the piers have been patched in purple and red brick on the east (up) side. Classically moulded string course, curving wing walls. It was illustrated by Bourne in his view of the line at Bathampton along with MLN1 110515. To the east of the bridge was Bathampton station (demolished), opened in 1857 and closed in 1966.

Assessment of significance:

A good example of the standard Brunel overbridge, and one of the best preserved examples executed in Bath stone. It has group value with the other classically treated structures on the approach to Bath from Chippenham and from the approach along Mill Lane over the A4, its low stone parapet forms part of the character of this view of Bathampton together with the listed George Inn and the parish church. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape.

Summary Statement:

One of the better examples of the standard Brunel triple elliptical arch overbridge, and one of the best preserved examples executed in Bath stone (with only limited brick patching on one side). It has group value both as part of the picturesque sequence of railway structures on the approach to Bath and in views of the village of Bathampton. This structure makes a significant contribution to the setting of the WHS. It is of medium architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Vaughan p 273 pl 414; Bourne; NRC RN 13625; Swift p276.

Structure Number: MLN1 10515

Meadow Lane Overbridge

Easting:	376933.128
Northing:	166228.826
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II, and within the setting of a World Heritage Site
List Entry Number:	1137009
Date of Designation:	01/02/86
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Red and purple brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	Unknown



Description of structure:

One of two triple-arched Brunel overbridge at Bathampton (see MLN1 10456). This is also faced in Bath stone with 15 - 30 - 15 ft spans, but it has a unique parapet rising steeply to the south. There are areas of brick patching on both sides. Repaired 1998.

Assessment of significance:

A Brunel overbridge which is of more than average significance because of the large amount of original walling, the odd and unique alteration to the roadway and parapet, and its role in the sequence of well preserved Bath stone Brunel structures on the approach to Bath. This alteration is evidenced by Bourne's engraving, the clean line between ashlar and the cruder rubble walling of the rise and the line of the classically moulded string course which show that bridge's original profile was a standard humpback, like its neighbour. Some later patching to both up and down sides in Bath stone, red brick and blue engineering brick. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. This structure makes a significant contribution to the setting of the WHS. It is of medium architectural and historic interest.

Summary Statement:

A standard Brunel overbridge built of Bath stone with 15 - 30 - 15 ft semi-elliptical spans, which has a large amount of original walling and an odd, rising alteration to the roadway and parapet. It is part of the sequence of well-preserved Bath stone Brunel structures on the approach to Bath and is close to the boundary of the WHS. This structure makes a significant contribution to the setting of the WHS. It is of medium architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC

Structure Number: MLN1 10548

Shew Underbridge

Easting: 376336.736

Northing: 165985.143

LPA: Bath and North East Somerset District Council

Designation: In a Conservation Area and a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - semi-circular

1st Material: Bath stone

2nd Material: Purple and red engineering brick

Construction date: GWR section B: Bristol to Bath area (1836-1840)

Major alteration phase(s): Unknown

Description of structure:

Typical Brunel-designed accommodation bridge of c. 1840. with a 15 ft semi-circular span over footpath. Originally faced in Bath stone ashlar, but large areas replaced with brick in a number of phases. No mouldings; angled wing walls.

Assessment of significance:

A simple and generic Brunel design and extensively refaced, which is not prominent in the landscape of the Bath WHS. It is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Typical and simple Brunel-designed accommodation bridge of c. 1840, with a 15 ft semi-circular span. Originally faced in Bath stone ashlar, but the extent of patching and replacement in mismatching brick is such that this bridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 10565

Hampton Row Footbridge

Easting:	376037.737
Northing:	165788.208
LPA:	Bath and North East Somerset District Council
Designation:	In a Conservation Area and a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Truss
1st Material:	Steel
2nd Material:	Concrete
Construction date:	c. 1870 - 1914
Major alteration phase(s):	Unknown



Description of structure:

A skewed steel latic footbridge with concrete deck and concrete approach steps from the north. It connects with the end of Brunel's canal retaining wall on its south side on Bath stone abutment. It is in poor condition. North side in close proximity to grade II listed Hampton Row cottages - once used as taverns by GWR navvies.

Assessment of significance:

A later introduction across the line with crude concrete deck and approach steps. It is of minimal architectural and historic interest, no archaeological or artistic interest.

Summary Statement:

This is a late 19th or early 20th century footbridge with a concrete deck and steel lattice panels. It is attached to the canal retaining wall (MLN1 10565). It is of minimal architectural and historic interest, no archaeological or artistic interest

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10565

Retaining wall to canal (to 106.05)

Easting: 375905

Northing: 165609

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II, in a Conservation Area, in a Registered Park and Garden and in a World Heritage Site

List Entry Number: 1394480

Date of Designation: 5/8/75

Structure Type: Retaining wall

Design Type: Other

1st Material: Bath stone

2nd Material: Purple and red engineering brick

Construction date: GWR section B: Bristol to Box (1836-1841)

Major alteration phase(s): Unknown

Description of structure:

A retaining wall of Bath stone ashlar, running between the GWML and the Kennet & Avon Canal. It was designed by Brunel and built as part of the works to redirect the canal, in c. 1836-40. Some eight metres high and consisting of a concave sweep of masonry articulated by pilaster strips, a frieze and solid parapet. In places it has been extensively repaired in brick.

Assessment of significance:

This monumental wall is a part of the integrated engineering design by Brunel in and around Sydney Gardens. The wall also marks the transition in the WHS from the rural to the urban. Brunel was designing in the picturesque tradition in response to Bath and its landscape setting. The Statement of Outstanding Universal Value (SoOUV) for the City of Bath World Heritage Site cites the Georgian picturesque interplay of architecture and landscape. This structure makes a significant contribution to townscape. It is of medium architectural and historic interest.

Summary Statement:

An impressive retaining wall by Brunel, separating the Kennet and Avon Canal from the GWML. Built of Bath stone ashlar with a concave form, it is an integral part of the engineering of the line through Sydney Gardens. This structure makes a significant contribution to townscape. It is of medium architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 10605

Beckford Road Overbridge

Easting:	375841.304
Northing:	165444.558
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area and in a World Heritage Site
List Entry Number:	1395965
Date of Designation:	01/08/75
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	Unknown



Description of structure:

Beckford Road forms two sides of the extended hexagon of Sydney Gardens and effectively the Beckford Road bridge (c. 1840) forms part of its boundary. This Bath stone semi-elliptical bridge is by Brunel and forms an integral part of his Sydney Gardens engineering design. The north (UP) elevation beneath the parapet has been refaced in brick and the parapets have been raised with disfiguring corrugated iron panels.

Assessment of significance:

The engineering of the GWML through Sydney Gardens is a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force, in which every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. It is of very high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

This bridge with semi-elliptical arch forms part of the utterly unique section of the line through Sydney Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a piece of deliberate railway theatre without parallel. Here, every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. It is of very high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Very high architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10605

Sydney Gardens dwarf balustrade wall

Easting:	375813
Northing:	165304
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area, in a Registered Park and Garden and in a World Heritage Site
List Entry Number:	1395287
Date of Designation:	5/8/75
Structure Type:	Other
Design Type:	Other
1st Material:	Bath stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

A dwarf balustrade wall separating the GWML from Sydney Gardens at low level. Designed by Brunel as part of his remarkable engineering of the line through the gardens. Made of Bath stone. The historic track level was c. 900 mm lower, so that the public view from here was once more elevated.

Assessment of significance:

The engineering of the GWML through Sydney Gardens is a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force, in which every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. It is of very high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

A dwarf balustrade wall separating the GWML from Sydney Gardens at low level. It forms part of the utterly unique section of the line through Sydney Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a piece of deliberate railway theatre without parallel. Here, every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. It is of very high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Very high architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Bourne; Brindle

Structure Number: MLN1 10605

Sydney Gardens Retaining Wall

Easting: 375812

Northing: 165291

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II*, in a Conservation Area, in a Registered Park and Garden and in a World Heritage Site

List Entry Number:

Date of Designation:

Structure Type: Retaining wall

Design Type: Other

1st Material: Bath stone

2nd Material: Purple and red engineering brick

Construction date: GWR section B: Bristol to Box (1836-1841)

Major alteration phase(s): None

Description of structure:

This retaining wall starts south of Beckford Road Bridge (MLN1 10565). Concave Bath stone ashlar wall articulated by plinth, pilasters and moulded parapet. By Brunel, c. 1836-40.

Assessment of significance:

The engineering of the GWML through Sydney Gardens is a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force, in which every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. It is of very high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Design by Brunel and erected c. 1836-40, this retaining wall starts south of Beckford Road Bridge (MLN1 10565). Concave Bath stone ashlar wall articulated by plinth, pilasters and moulded parapet. It forms part of the utterly unique section of the line through Sydney Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a piece of deliberate railway theatre without parallel. Here, every element is responding to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. It is of very high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Very high architectural and historic interest; no archaeological or artistic interest.

Sources:

site visit; Bourne; Brindle



Structure Number: MLN1 10610

Sydney Gardens Overbridge

Easting:	375817.132
Northing:	165326.971
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area, in a Registered Park and Garden and in a World Heritage Site
List Entry Number:	1395281
Date of Designation:	01/08/72
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

A Brunel footbridge over the line, with the dimensions and characteristics of his road bridges. Skewed, Bath stone faced, with a pierced parapet because of its role in the designed landscaping of Sydney Gardens. A pedestrian arch through the Up side abutment for a path in the gardens. The north elevation has been much refaced in GWR purple and red brick.

Assessment of significance:

The engineering of the GWML through Sydney Gardens is a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force, in which every element is responding to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS . It is of very high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Design by Brunel and erected c. 1836-40, this substantial Bath stone footbridge forms part of the utterly unique section of the line through Sydney Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a picturesque piece of deliberate railway theatre without parallel. Here, every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS . It is of very high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Very high architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne; Brindle

Structure Number: MLN1 10614

Sydney Gardens Footbridge

Easting:	375807.811
Northing:	165267.614
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area, in a Registered Park and Garden and in a World Heritage Site
List Entry Number:	1395961
Date of Designation:	11/08/72
Structure Type:	Footbridge
Design Type:	Arch - segmental
1st Material:	Cast-iron
2nd Material:	Timber
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

A cast-iron footbridge with pierced segmental span and open iron railings. Recent research by Brindle and Tucker has demonstrated unequivocally that this is not a bridge of c.1860 as once thought, but the last remaining example of Brunel's use of cast iron for bridges on the GWML (there were c. 22 iron bridges originally). The deck is timber the GWR drawings has shown that the rare cast-iron bridge is part of the original Brunel scheme rather than a later addition. Its unusual appearance for a Brunel-designed structure is perhaps the result of a desire to relate it to the cast-iron bridge over the canal further east along the footpath. Like its companion bridge to the north, it has a surprising delicacy for a railway structure making it an exceptionally important GWR asset. Its picturesque qualities within the parkland setting means it is responding to the Georgian planning of the Bath World Heritage Site (WHS) as set out in Statement of Outstanding Universal Value (SoOUV) of the WHS . It is of very high architectural and historic interest (but no archaeological or artistic interest).

Assessment of significance:

The engineering of the GWML through Sydney Gardens is a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force, in which every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS . This is especially true of this unique bridge, the last remaining Brunel cast-iron bridge on the GWML, whose delicate qualities enhance the designed Sydney Gardens landscape. The bridge is of very high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

A segmental-arched cast iron footbridge of c. 1840, which is the last of Brunel's cast-iron bridges to survive on the GWML. It forms part of the utterly unique section of the line through Sydney Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a piece of deliberate railway theatre without parallel. Here, every element responds to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS . The bridge is of very high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Very high architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC RN 31653; Brindle & Tucker; site visit

Structure Number: MLN1 10618

Sydney Road Overbridge

Easting:	375795.383
Northing:	165188.473
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area, in a Registered Park and Garden and in a World Heritage Site
List Entry Number:	1395307
Date of Designation:	01/08/75
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

This skewed roadbridge forms part of the enclosure to Sydney Gardens on its southern side, and is part of the sequence of structures through the Gardens and the Bathwick area designed by Brunel and erected c. 1840. Typical Brunel semi-elliptical arch, executed in Bath stone ashlar with a solid parapet.

Assessment of significance:

The engineering of the GWML through Sydney Gardens is a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force, in which every element is responding to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. The bridge is of very high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Skewed, semi-elliptical overbridge of c. 1840 forming the southern perimeter of Sydney Gardens. It forms part of the utterly unique section of the line through the Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a piece of deliberate railway theatre without parallel. Here, every element is responding to the picturesque Georgian planning of the Bath World Heritage Site (WHS) as set out in the Statement of Outstanding Universal Value (SoOUV) of the WHS. The bridge is of very high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Very high architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10622

Sydney Wharf Overbridge and retaining walls

Easting:	375782.946
Northing:	165109.279
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1395281
Date of Designation:	15/10/10
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Bath stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

This simple but attractive Bath stone bridge with a semi-elliptical arch and low parapets crosses the GWML a little south of Sydney Gardens. It spans a deep cutting line with retaining walls which are a continuation of those running through Sydney Gardens.

Assessment of significance:

This bridge is part of the sequence of structures designed by Brunel to thread the GWR as sensitively as possible through Georgian Bath. The retaining wall is a continuation of those within Sydney Gardens, however the bridge and walls are outside the gardens proper. Brunel was designing in the picturesque tradition in response to Bath and its landscape setting. The bridge and retaining walls are of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Although just outside the Gardens proper, this typical Brunel overbridge and the ashlar-line cutting which it spans form part of the utterly unique section of the line through Sydney Gardens which integrates the design of line of route, landscape, retaining walls and bridges to create a picturesque piece of deliberate railway theatre without parallel. The structures make a significant contribution to townscape. The bridge and walls are of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10633

Bathwick Covered Way (or Bathwick Tunnels)

Easting:	375738.161
Northing:	164893.547
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II, in a Conservation Area and in a World Heritage Site
List Entry Number:	1394321
Date of Designation:	05/08/75
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	c. 1880-1939



Description of structure:

The Bathwick Tunnels – originally called the Bathwick Covered Way - take the line below first Raby Mews and then Bathwick Hill in a pair of short tunnels separated by a short, deep, ashlar-lined cutting. No. 18 Raby Terrace was demolished by Brunel in order to build the line and rebuilt directly above in a slightly different style. In a quite extraordinary relationship, the rear windows of No. 18 are directly above the tracks as they enter one of the tunnels.

Assessment of significance:

The Bathwick Tunnels form the southern end of the Sydney Gardens engineering sequence, a piece of deliberate railway theatre by Brunel without parallel. This utterly unique section of the line integrates line of route, landscape, retaining walls and bridges into a single engineering and design tour-de-force. It is, however, outside the gardens. Brunel was designing in the picturesque tradition in response to Bath and its landscape setting. This structure makes a significant contribution to townscape. It is of medium architectural and historic interest. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

These two short tunnels and retaining walls between form the southern end of the utterly unique section of the line through Sydney Gardens in which Brunel integrated the design of line of route, landscape, retaining walls and bridges to create a piece of deliberate railway theatre without parallel. This structure makes a significant contribution to townscape. It is of medium architectural and historic interest. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Bourne; Vaughan

Structure Number: MLN1 10644

Pulteney Road Underbridge

Easting:	375647.51
Northing:	164693.573
LPA:	Bath and North East Somerset District Council
Designation:	In a Conservation Area and a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	None



Description of structure:

The 1975 steel bridge of a standard design has minimal architectural and historic interest; no archaeological or artistic interest.

Assessment of significance:

Pulteney Road underbridge (aka London Road bridge) was once a fine Brunel bridge with a skewed semi-elliptical central arch and flanking pedestrian arches, designed in a classical idiom. In 1975 the bridge was replaced by a large generic steel girder bridge on engineering brick abutments. It is the only major Brunel bridge in the WHS and its setting to be lost. Just a stretch of ashlar stone wing wall on the Chippenham side survives. The present bridge detracts from the character and appearance of the Bath WHS but is prominent on this busy road. Minimal architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Pulteney Road underbridge (aka London Road bridge) is an generic steel girder bridge erected in 1975 on engineering brick abutments. It is the only major Brunel bridge in the WHS to be lost. The present bridge detracts from the character and appearance of the Bath WHS and is prominent on this busy road.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10654

Dolmeads Viaduct

Easting:	375525.818
Northing:	164536.274
LPA:	Bath and North East Somerset District Council
Designation:	In a Conservation Area and a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Viaduct
Design Type:	Arch - semi-circular
1st Material:	Bath stone
2nd Material:	Engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1841)
Major alteration phase(s):	Unknown



Description of structure:

Curved viaduct of 37 arches by Brunel, built of rubble, though large stretches and soffits are now faced in dark engineering brick. Plain semi-circular arches. H.E. Goodridge built a small schoolroom into one of the 37 arches on the city side in 1856 but the building has now vanished.

Assessment of significance:

This structure is prominent in views across the Bath WHS, for example from Beechen Cliff. It is also an integral part of Brunel's engineering of the route through Bath, but it was never treated architecturally and has been extensively refaced. Therefore it is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

This viaduct dates to the construction of the GWML in c. 1840. It was not designed by Brunel with the kind of aesthetic care bestowed on some of the more famous and prominent structures on the line, such as Maidenhead Railway Bridge, and it has been extensively refaced. As such it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne; site visit

Structure Number: MLN1 10661

St. James's Bridge

Easting: 375405.892

Northing: 164431.003

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II, in a Conservation Area and in a World Heritage Site

List Entry Number:

Date of Designation:

Structure Type: Underbridge - river

Design Type: Arch - semi-elliptical

1st Material: Bath stone

2nd Material: Purple and red engineering brick

Construction date: GWR section B: Bristol to Box (1836-1841)

Major alteration phase(s): 1927

Description of structure:

Part of the sequence of major structures on the section of the line through Bath, St James's Bridge is Brunel's grand first crossing over the Avon in the city centre. In response to its prominent location in the heart of Bath, Brunel designed arguably the most architectural of all the bridges and viaducts he conceived for the GWML. It consists of a broad semi-elliptical skew arch, crossing the river at about 45 degrees, flanked by small round arches. Plain parapet, inflected above corbels, above a bold double roll moulding. On the downstream (south) side, faced in Bath stone ashlar, central arch has stepped paired channelled voussoirs, some of these repaired in GWR brick, channelling carried right round, with projecting keystone, side arches have alternating voussoirs, central projecting keystone, and quoins taken down to pavement level. Bold cornice broken over central keystone, and also to four corbels with cartouche decoration flanking side arches. Cutwaters have been added on this side. Upstream (north) side similar, but the Bath stone has largely been replaced with brick, with stone abutment to east end. Cutwaters are in brick with stone cappings. Main arch soffit has broad splay at each outer edge. The whole structure was extensively repaired in 1927.

Assessment of significance:

St James's Bridge is unquestionably one of the most impressive structures designed by Brunel for the GWR, and one of the most significant bridges to survive from the Pioneering Phase of railway construction. It was designed for a very prominent position in the townscape of Bath and Brunel rose to this challenge: set amongst trees and with the soaring spire of St John the Evangelist on South Parade it makes a notable contribution to the picturesque qualities of the city from a number of viewpoints. Much Bath stone has been replaced by purple and red brick on the north (Up) side, where this faces Pulteney Bridge. Brunel was designing in the picturesque tradition in response to Bath and its landscape setting. This structure makes a significant contribution to townscape. As a Grade II structure, it is of medium architectural and historic interest.



Summary Statement:

A 27 metre crossing of the River Avon designed by Brunel in a very architectural manner to respond to the celebrated Bath townscape. Consisting of a wide semi-elliptical span and flanking footway arches, it was built of Bath stone ashlar but almost all of the north (Up) elevation was later refaced in brick. Nevertheless, as one of the most architecturally significant bridges of the Pioneering Phase of railway construction and an important component in the townscape of the Bath WHS, it is of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13179; Bourne; site visit

Structure Number: MLN1 10668

Bath Spa Station

Easting: 375306.908

Northing: 164362.658

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II*, in a Conservation Area and in a World Heritage Site

List Entry Number: 1395629

Date of Designation: 11/08/72

Structure Type: Station

Design Type: Other

1st Material: Bath stone

2nd Material: Steel

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): 1897

Description of structure:

Brunel's original station, as altered in 1897 when the timber hammerbeam trainshed spanning the tracks was removed. The style is Jacobethan Revival and the material is Bath stone. The station is elevated on a viaduct. The principal buildings are on the north side, with an elevation facing the town aligned on Manvers Street, as a picturesque response to the Bath townscape. A building in matching style on the Down platform. Both buildings have extensions and platform canopies of 1879 (these replaced Brunel's hammer-beam overall roof, illustrated by Bourne). The canopies are unusual for their clerestory glazing. The station is of two stories with its city-side entrance front having a central range with three shaped 'Flemish' gables (possibly later alterations). Its windows all small pane casements in double ovolo mould stone mullions and transoms. Ground floor has series of eight arched openings with decorative radial fanlights above late C20 pairs of glazed doors, formerly an open arcade, with blind arched panel in quadrant. Across the main entrance section is a glazed gabled canopy, with tall fluted cast iron columns carrying bowed cantilever trusses. The oriel is carried by two similar columns. The central gable has clock face. To the left of wing are two arches, one vaulted in engineering brick, under the platforms. The station building on the south side has a stepped frontage, mainly in ashlar, but with yellow brick at the upper level, to left. The station's interiors are mainly modified by late C20 fittings. The platform canopies are carried on pairs of square cast iron standards with cantilevered trusses each side carrying trussed purlins, The standards are carried through to upper trusses with a continuous glazed double sided clerestory. The Up platform is approached by a flight of steps with painted wooden balustrade to upper level, nineteen-bay canopy, and V-edged valance under slated roofs. Platform risers are in engineering brick, with stone nosings, and where there is no back wall, there are iron railings. The Down platform is approached by flights of steps with a top balustrade similar to that opposite. It has twelve canopied bays, with the valance cut square at the London end. The goods shed adjacent has been largely demolished and works are underway to create a new station forecourt in its place linking with the nearby bus station.



Assessment of significance:

Despite the loss of the original shed roof this is a highly significant station as a survival of a large station from the opening of the line. It is thus an important survivor from the Pioneering Phase of railway construction. It also plays a substantial role in the townscape of the Bath WHS, being flanked by two buildings, The Argyll and Royal Hotels, which serve to create a dignified entry to city. It is therefore of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Brunel's original station, as rebuilt in 1879 when its timber overall roof was removed. Two platforms, elevated above street level. Buildings on both sides in Jacobethan Revival style and faced in Bath stone. Despite the loss of the original shed roof this is a highly significant station as a survival of a large station from the opening of the line. It is thus an important survivor from the Pioneering Phase of railway construction. It also plays a substantial role in the townscape of the Bath WHS, being flanked by two buildings, The Argyll and Royal Hotels, which serve to create a dignified entry to city. It is therefore of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

Vaughan; Bourne; Pevsner; Biddle; Swift; list description; site visit

Structure Number: MLN1 10675

Skew Bridge

Easting: 375157.632

Northing: 164304.763

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II, in a Conservation Area and in a World Heritage Site

List Entry Number: 1395344

Date of Designation: 21/09/00

Structure Type: Underbridge - river

Design Type: Truss

1st Material: Steel

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): 1876-78, 1958-60

Description of structure:

This is the second crossing of the Avon in the city and is immediately west of Bath Spa Station. The present structure began life in 1876-8 as a wrought iron truss bridge with two spans. The spans were redecked and strengthened in 1958-60 when a steel superstructure was added to carry the platform extensions of the adjacent station and additional steel supports were added between the tracks. These spans rest on iron cylinders using the stone piers and abutments of Brunel's original (demolished) bridge, which was one of his most innovative and extraordinary structures. It was built, for speed of completion, in laminated timber rather than iron at a dramatic angle and springing over the river in two great 27m arches. These were supported on stone piers and had cast-iron Gothic spandrel panels.

Assessment of significance:

Though little remains of Brunel's reAprilkable original structure (as illustrated by Bourne) and some of what stands now from 1876-8 is unexceptional, this bridge remains an exciting structure of enormous group value with the other railway structures either side of Bath Spa station and as part of the wider GWR. It makes a signifcant contribution to the townscape and forms an integral part of Brunel's treatment of the GWML within Bath. It is of medium architectural and historic interest (but no archaeological or artistic interest).



Summary Statement:

This is the second crossing of the Avon in the city and is immediately west of Bath Spa Station. The present structure is a wrought iron and steel truss bridge with two spans, of 1878 and 1960, which reuses the abutments and piers of Brunel's timber and iron Gothic bridge. Despite these changes, the bridge remains a structure of considerable group value with the other railway structures from Bath Spa station west (including St James' Viaduct adjacent). It is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Bourne; Vaughan; site visit; NRC RN 10192,10186, 71537, 75850, 66024.

Structure Number: MLN1 10705

St James' Viaduct (to 107.19)

Easting: 374977.499

Northing: 164307.794

LPA: Bath and North East Somerset
District Council

Designation: Listed Grade II*, in a Conservation
Area and in a World Heritage Site

List Entry Number: 1395151

Date of Designation: 05/08/75

Structure Type: Viaduct

Design Type: Arch - four centred

1st Material: Bath stone

2nd Material: Engineering brick

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): 1911-12, 1961-62

Description of structure:

A viaduct of complex form, designed by Brunel but with significant alterations of 1911-12 and 1962. The central part of this structure is a castellated Gothic fantasy with pointed arches, arrow slots and pepper-pot towers and is an integral part of Brunel's Gothic-Jacobean architectural sequence towards Bristol, which begins at Bath Spa Station. Two flanking road bridges (over Wells Road and the Lower Bristol Road) which were originally both pointed stone arches but were rebuilt as steel spans in 1911-12. Viaduct arches connect the centrepiece with the Skew Bridge to the east and continue to Oak Street to the west.

Assessment of significance:

A viaduct of complex form, designed by Brunel but with significant alterations of 1902 and 1962. The viaduct with its pointed arches, arrow slots and pepper-pot towers, and at its center a small wheel window, is an integral part of Brunel's Gothic-Jacobean architectural sequence towards Bristol, which begins at Bath Spa Station. It may also have been designed as a reminder of Bath's medieval South Gate which stood near the site (demolished 1755). The turrets of the bridge are echoed again just further west at the portals of the Twerton Tunnels and in the treatment of Twerton Station. Two flanking road bridges (over Wells Road and the Lower Bristol Road) which were originally both pointed stone arches but were rebuilt as steel spans in 1911-12. Originally of Bath Stone, the southern (Down) side of the structure has been rebuilt in blue engineering brick. However, superior finishes were from the start reserved for the frontage to the river and the city. Viaduct arches originally connected the centrepiece with the Skew Bridge to the east and continued to Oak Street to the west - now bisected by the steel span over the new Wells Road built in 1962.



Summary Statement:

A viaduct of complex form, designed by Brunel but with significant alterations of 1911-12 and 1962. The central part of this structure is a castellated fantasy with Brunel at his most Gothic, an integral part of Brunel's picturesque Gothic-Jacobean architectural sequence, which begins at Bath Spa Station and which makes a significant contribution to the townscape of Bath. Despite loss of significant original fabric and the resultant change of appearance, this is a structure of high architectural and historic interest and no archaeological or artistic interest.

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

Bourne; Maggs; NRC RN 56434; site visit

Structure Number: MLN1 10707

Wells Road (new) Underbridge

Easting: 374938

Northing: 164313

LPA: Bath and North East Somerset District Council

Designation: Part in a Conservation Area and in a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: underbridge-road

Design Type: flat deck

1st Material: Steel

2nd Material: Brick

Construction date: 1961-62

Major alteration phase(s): None

Description of structure:

This steel bridge of 1961-2 was created to enable a new road layout. It bisects the original St James' viaduct arches. To its east is the grade II listed, castellated section of the viaduct, to its west is the remainder of the altered and widened viaduct. The 1960s bridge incorporates a pedestrian subway.

Assessment of significance:

The postwar bridge is of minimal heritage significance and is an interruption to Brunel's originally extensive St James' Viaduct.

Summary Statement:

This steel bridge of 1961-2 was created to enable a new road layout. It bisects the original St James' Viaduct arches to create a traffic island. It is of minimal architectural and historic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

site visit; Maggs



Structure Number: MLN1 10707

Wood Street viaduct arches to Oak St underbridge including subway at MLN1 107.11

Easting:

Northing:

LPA: Bath and North East Somerset District Council

Designation: In a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: viaduct incorporating subway and underbridge

Design Type: Arch semi-circular

1st Material: Engineering brick

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): c.1870 onwards

Description of structure:

Continuation of St James' Viaduct. Brunel's original structure remains in part much buried under later alterations and widening of viaduct. Original 20ft brick segmental arches can be glimpsed inside later arches. It incorporates a utilitarian subway and an underbridge at Oak Street.

Assessment of significance:

Originally part of the 600 yard long St James viaduct with 55 arches, it has been much altered, re-faced in brick for most of its length and cut off from the castellated section by the Wells Road bridge to the east that was built to allow alterations to the road layout. Its original form is barely discernable and much of its original material has been lost. It is therefore of minimal architectural and historic interest and no archaeological or historic interest.

Summary Statement:

Originally part of the 600 yard long St James Viaduct with 55 arches, it has been much altered and cut off from the castellated section by the Wells Road bridge to the east. Its original form is barely discernable and much of its original material has been lost. It is therefore of minimal architectural and historic interest and no archaeological or historic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

site visit



Structure Number: MLN1 10732

Westmoreland Road Underbridge

Easting:	374442.084
Northing:	164397.163
LPA:	Bath and North East Somerset District Council
Designation:	In a World Heritage Site
List Entry Number:	
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Brick
Construction date:	Post-1947
Major alteration phase(s):	



Description of structure:

An unreplacable post-war concrete beam bridge with steel rails and on brick abutments built in place of an earlier Brunel Bridge.

Assessment of significance:

As a modern replacement of quotidian design, the bridge is of minimal architectural and historic interest and no archaeological or artistic interest

Summary Statement:

The original bridge has been replaced by a utilitarian modern deck on brick piers. The earlier bridge is one of the few Brunel bridges in the Bath area to be lost. It is not prominent in the townscape.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 10740

Subway

Easting: 374285.015

Northing: 164423.228

LPA: Bath and North East Somerset
District Council

Designation: In a World Heritage Site

List Entry Number:

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - other

1st Material: Bath stone

2nd Material: Unknown

Construction date: GWR section B: Bristol to Bath area
(1836-1840)

Major alteration phase(s):

Description of structure:

A utilitarian subway at the end of Westmoreland Street connecting under the line to Westmoreland Station Road

Assessment of significance:

A utilitarian subway at the end of Westmoreland Street of minimal architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A utilitarian subway at the end of Westmoreland Street of minimal interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit

Structure Number: MLN1 10760

Brougham Hayes Overbridge

Easting:	373887.945
Northing:	164489.125
LPA:	Bath and North East Somerset District Council
Designation:	In a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	c. 1901 - 1914
Major alteration phase(s):	None



Description of structure:

20th century steel girder replacement bridge with jack arch deck on brick abutments with engineering brick parapets and stone cappings.

Assessment of significance:

As a modern replacement of quotidian design, the bridge is of minimal architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Brunel's Tudor-Gothic bridge was demolished in the early 20th century to allow an extra line to be laid into a nearby goods yard. The typical GWR steel girder replacement has a jack arch deck, projecting brick abutments and brick parapets with stone cappings.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10773

Oldfield Park Station

Easting:	373629
Northing:	164530
LPA:	Bath and North East Somerset District Council
Designation:	In a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Steel
2nd Material:	Brick?
Construction date:	Unknown
Major alteration phase(s):	1929; Post c.1980



Description of structure:

Late 20th century structures. Three steel shelters with curved roofs: one on the north (Up) platform and two on the south (Down), plus a small ticket kiosk. Platforms reached by steel ramps descending from Brook Road Bridge.

Assessment of significance:

Little of the original GWR station remains. The 1929 ticket office was constructed of timber on tall wooden piles attached to both the bridge and the ground below. It was located at the Moorland Road side of Brook Road bridge at road level. Today, late 20th century structures. Three steel shelters with curved roofs: one on the north (Up) platform and two on the south (Down), plus a small ticket kiosk. Platforms reached by steel ramps descending from Brook Road Bridge. The utilitarian structures, especially the long ramps, detract from the setting of Brunel's Grade II-listed Brook Road bridge (MLN1 10776).

Summary Statement:

Late 20th century structures. Three steel shelters with curved roofs: one on the north (Up) platform and two on the south (Down), plus a small ticket kiosk. Platforms reached by steel ramps descending from Brook Road Bridge. The utilitarian structures, especially the long ramps, detract from the setting of Brunel's Grade II-listed Brook Road bridge (MLN1 10776).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; Bristol Railway Archive

Structure Number: MLN1 10776

Brook Road Overbridge

Easting: 373569.744

Northing: 164541.934

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II and in a World Heritage Site

List Entry Number: 507647

Date of Designation: 26/01/10

Structure Type: Overbridge - road

Design Type: Arch - four centred

1st Material: Pennant stone

2nd Material: Red brick

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): c.1880-1939

Description of structure:

One of a number of almost identical Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. It is constructed of coursed Pennant stone with Bath stone dressings and consists of a single four-centred arch framed by stepped buttresses and straight wing walls. Bath stone is used to pick out the moulded arch, buttress caps and parapet coping. This example is well preserved, though the parapets have been rebuilt in red and purple GWR brickwork.

Assessment of significance:

An little altered example of Brunel's Gothic overbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. This is a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction. It forms part of a cohesive group of Gothic style railway structures inside the Bath WHS and its setting. A companion bridge is at Bellotts Road. The similar Brougham Hayes bridge has been replaced in the 20th century. Therefore, it is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. It is a well preserved, architecturally accomplished bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures in the Bath WHS and its setting. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: MLN1 10809

Somerset & Dorset Railway (Intersector) Overbridge

Easting:	373312.614
Northing:	164584.606
LPA:	Bath and North East Somerset District Council
Designation:	In a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - railway
Design Type:	Arch - segmental
1st Material:	Engineering brick
2nd Material:	Steel
Construction date:	c. 1880-1914
Major alteration phase(s):	None



Description of structure:

This disused bridge carried the Somerset & Dorset Railway over the GWML until it was closed in the 1960s. Built of engineering brick with steel girders in the deck. It has three segmental arches with buttressed piers.

Assessment of significance:

This bridge is of historical interest because of its association with the Somerset & Dorset Railway, which had its northern terminus in Bath. As a typical fairly utilitarian late Victorian railway bridge, it makes a historically and structurally informative juxtaposition with Brunel's adjacent Gothic Bellots Road Bridge (MLN1 10809). It is therefore of low architectural and historic interest (and no archaeological or artistic interest.)

Summary Statement:

Low three span segmental arch brick bridge with raking buttresses which formerly carried the Somerset & Dorset Railway across the GWML. A well-preserved and typical late Victorian railway structure of local historical significance, it is of low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10810

Bellotts Road Overbridge

Easting:	373312.614
Northing:	164584.606
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II and in a World Heritage Site
List Entry Number:	507645
Date of Designation:	26/01/10
Structure Type:	Overbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of almost identical Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. They are constructed of coursed Pennant stone with Bath stone dressings and consist of a single four-centred arch framed by stepped buttresses and straight wing walls. Bath stone is used to pick out the moulded arch, buttress caps and parapet coping. This example is remarkably complete, without any significant repairs or alterations.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic overbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. This is a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction. It also forms part of a cohesive group of structures, though its immediate setting has been modified by the subsequent erection of the more utilitarian S&D Overbridge, which makes an interesting comparative exercise in the evolution of railway bridge design in the 19th century. It is responding to the picturesque Georgian planning of Bath. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. It is a well preserved, architecturally accomplished bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures in the Bath WHS and its setting. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 10819

Jew's Lane Underbridge

Easting:	373115.305
Northing:	164617.351
LPA:	Bath and North East Somerset District Council
Designation:	In a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

A very squat version of the Tudor Gothic underbridge designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. They are all constructed of coursed Pennant stone with ashlar dressings and chamfered four-centered arches. This example has a 12ft span and buttresses, but no parapet. The arch rings have been patched in engineering brick and there are prominent 20th century tubular steel railings.

Assessment of significance:

A little altered example of Brunel's Gothic underbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As an architecturally unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures in the Bath WHS and its setting, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number similar Pennant stone Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As an architecturally unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures in the Bath WHS and its setting, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 10829

Twerton Viaduct (to 10854)

Easting: 372917.494

Northing: 164650.177

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II, in a Conservation Area and in a World Heritage Site

List Entry Number:

Date of Designation: 21/07/08

Structure Type: Viaduct

Design Type: Arch - four centred

1st Material: Pennant stone

2nd Material: Purple and red engineering brick

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): None

Description of structure:

A unique composite structure by Brunel, comprising a viaduct, retaining wall, bridges, a station and dwellings. Contract dated 1837. It is built of Pennant stone with some later brick patching. The raised viaduct runs for c. 605 m along the Lower Bristol Road, and incorporates: a Tudorbeathan station building (closed) at its east end with external steps leading to the ticket office and platform, various arches for storage and workshops, four tunnels with decorative Gothic arches linking the Lower Bristol Road with Twerton, and a row of workers dwellings in the arches at the west end.

Assessment of significance:

This hybrid structure is a remarkable survivor from the Pioneering Phase of railway construction. The combination of elements, particularly the purpose-built housing, is surely unique. The viaduct also has considerable group value as a significant element in the Tudor Gothic sequence of structures designed by Brunel from Bath to Bristol, and especially with the two Twerton Tunnels close to its west end. It is therefore a structure of medium architectural and historic interest, but no archaeological or artistic interest.

Summary Statement:

A unique composite structure by Brunel, comprising a viaduct, retaining wall, bridges, a station and arch dwellings, all in a Tudor-Gothic architectural idiom. A remarkable structure from the Pioneering Phase of railway construction with considerable group value as a significant element in the Tudor Gothic sequence of structures designed by Brunel from Bath to Bristol, it is of medium architectural and historic interest, but no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13136, 13136A; site visit; Vaughan; Brindle



Structure Number: MLN1 10872

Twerton Tunnel East Portal

Easting:	372140.246
Northing:	165000.78
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area and in a World Heritage Site
List Entry Number:	1395139
Date of Designation:	11/08/72
Structure Type:	Tunnel
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of two castellated tunnels by Brunel buried in a deep and steep-sided cutting in the woods above Twerton. The east portal is of Tudor style, single four-centred arch with dressed flush face, between octagonal turrets, that to right (north) complete turret, with cross arrow-loop, and with crenellated top, with short run of supporting wall to right, at angle to track alignment. To left turret projects forward, but carried across as wall parallel with tunnel front, rather than returned as turret, also crenellated. Main horizontal parapet saddle-back coped, and weathered string below carried across full width of frontage. Lower parts of walls are flared out. On south side of entrance, run of retaining wall, extending approx 60m, in coursed stonework, with engineering brick capping, with long section raised to flat gable, all on stepped corbel-table, wall flared out in lower half. At east end, the wall is stopped to large plain square pier with flat capping on triple frieze-band.

Assessment of significance:

The romantically castellated stone portals of the Twerton tunnels are an important element in Brunel's Tudor-Gothic vision for this stretch of the line and have undoubted picturesque qualities and they are of high architectural and historic interest; no archaeological or artistic interest. However, they are near invisible in the landscape (hindered further by recent tall steel fencing running along either side of the cutting).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC RN 13199, 13130; site visit

Structure Number: MLN1 10873

Twerton Tunnel West Portal

Easting:	372140.246
Northing:	165000.78
LPA:	Bath and North East Somerset District Council
Designation:	Listed Grade II*, in a Conservation Area and in a World Heritage Site
List Entry Number:	1395140
Date of Designation:	11/08/72
Structure Type:	Tunnel
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Bath stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of two castellated tunnels by Brunel in Twerton. Buried in a deep and steep-sided cutting in the woods above Twerton. The west portal is similar to the east (qv), with four-centred arch flanked by turrets with arrow loops and crenellated copings, main parapet with saddle back coping, with weathered string carried across full width. Lower parts of walls flared out. Similar to East entrance (qv), but without flanking turret. Part of development of Great Western line between Bath and Bristol, opened to traffic 21st August 1840. Tunnel 111ft long and known as No.6 Tunnel by railways. Considerable retaining wall some 1120ft long and up to 49ft high connecting this tunnel with Twerton Wood Tunnel (qv).

Assessment of significance:

The romantically castellated stone portals of the Twerton tunnels are an important element in Brunel's Tudor-Gothic vision for this stretch of the line and have undoubted picturesque qualities and they are therefore of high architectural and historic interest; no archaeological or artistic interest. However, they are near invisible in the landscape (hindered further by recent tall steel fencing running along either side of the cutting).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NRC RN 10873; site visit; Bourne; Vaughan

Structure Number: MLN1 10903

Twerton Wood (or Long) Tunnel East Portal

Easting: 371859.625

Northing: 165227.775

LPA: Bath and North East Somerset
District Council

Designation: Listed Grade II, in a Conservation
Area and in a World Heritage Site

List Entry Number: 1395142

Date of Designation: 05/08/75

Structure Type: Tunnel

Design Type: Arch - other

1st Material: Pennant stone

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): None

Description of structure:

East portal in a monumental castellated Gothic style, set in a cutting within Twerton Wood. Erected c. 1836-40. Squared and coursed Pennant stone, with dressings of Bath ashlar for the voussoirs, quoins, string courses, capping stones and arrow loops.

Asymmetrical composition with an inner four-centred arch recessed within a pointed segmental arch, flanked by turrets and wing walls. The entrance consists of four concentric arches creating a complex profile: inner four-centred arch with chamfered voussoirs, set within a relieving arch of similar form, which itself is set within two concentric pointed segmental arches, the inner of which dies into the reveals of the outer at springing level. Above the arch, a string course and, above that, an embattled parapet with sloping coping stones. This central part of the portal is flanked by two turrets of octagonal plan with quoins, the north (Up side) one taller than the south (Down side) one, their lower parts battered outwards and their upper parts rising above the central parapet. At this upper level they are decorated with arrow loops, string courses, and crenellations with moulded and sloping capping stones. Turrets are flanked by short sections of plain wall with coping stones. South (Down) side of portal joined to substantial contemporary retaining wall of squared coursed Pennant stone, 340 m long, up to 15 m high and of curved section, connecting with the west portal of Twerton Tunnel (qv).

Assessment of significance:

The romantically castellated stone portals of the Twerton tunnels are an important element in Brunel's Tudor-Gothic vision for this stretch of the line and have undoubted picturesque qualities and they are therefore of high architectural and historic interest; no archaeological or artistic interest. The east portal is now near invisible in the landscape (views are hindered further by a recent tall steel fencing running along either side of the cutting).



Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest). Despite responding to the picturesque Georgian planning of the city, the east portal is near invisible in the landscape (hindered further by recent tall steel fencing running along either side of the cutting).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC; Bourne; Vaughan

Structure Number: MLN1 10915

Twerton Wood (or Long) Tunnel West Portal

Easting: 371859.625

Northing: 165227.775

LPA: Bath and North East Somerset District Council

Designation: Listed Grade II and in a World Heritage Site

List Entry Number: 1395143

Date of Designation: 02/08/75

Structure Type: Tunnel

Design Type: Arch - other

1st Material: Pennant stone

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): None

Description of structure:

Twerton Wood Tunnel was one of twelve tunnels built between Chippenham and Bristol. It was created c. 1836-40 under contract 3B. It is 240 m long. Contract drawings survive for the East Portal (though with some differences from the portal as executed). It is essentially unaltered since then, and was listed at Grade II in 1975.

West portal in a monumental castellated Gothic style, set in a short, broad cutting that flattens out westward. Erected c. 1836-40. Squared and coursed Pennant stone, with dressings of Bath ashlar for the voussoirs, quoins, string courses, capping stones and arrow loops, and blue engineering brick for the innermost part of the arch.

Symmetrical composition with a pointed segmental arch flanked by turrets. The arch has chamfered voussoirs, the innermost part replaced in engineering brick but retaining the keystone, all recessed within another arch of similar profile. Above the arch, a string course and, above that, a crenellated parapet with sloping and moulded coping stones and a post-war steel railing of tubular section. This central part of the portal is flanked by two crenellated turrets of octagonal plan (with quoins), their lower parts stepped outwards to wider bases, battered out at the bottom, and their upper parts rising above the central parapet. Their faces are decorated with arrow loops and string courses at two levels, the upper incorporating blank shields. Turrets flanked by short sections of plain wall with coping stones, stepping down and curving inward.

The portal is prominent in the landscape of the Avon valley west of Bath and forms a gateway on the approach to the city from Bristol by rail.



Assessment of significance:

The romantically castellated stone portals of the Twerton tunnels are an important element in Brunel's Tudor-Gothic vision for this stretch of the line and have undoubted picturesque qualities. The western portal with its pointed arch and flanking turrets is a castle gateway into Bath as you approach from the west through open fields and under the pointed arch of the Stony Lane bridge. This gateway character, surely deliberate, suggest that it is responding to the picturesque Georgian planning of the Bath WHS and its setting. It is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and because of the additional architectural role of this portal as a gateway on the railway into Bath from the west, this structure is of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC; Vaughan; Bourne

Structure Number: MLN1 10925

Newton Mead Accommodation Bridge

Easting:	371598.039
Northing:	165377.406
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Red brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

A squat version of the Tudor Gothic underbridge designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Contract drawings survive together with a sketch in one of Brunel's sketch books show him trying five different variations for Gothic underbridges and selecting the design which was executed with some changes here and in a number of other locations. All these bridges are constructed of coursed Pennant stone with ashlar dressings and chamfered four-centered arches. This example has a 12ft span and no parapet. On the north (Up) side there are stepped buttresses, moulded copings and straight wing walls; on the south (Down) side there are no buttresses, plain copings and wing walls perpendicular to the line. Here also the voussoirs have been replaced by red brick. This is the only significant loss of original fabric.

Assessment of significance:

An attractive 'two-faced' example of Brunel's Gothic underbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As a well preserved and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures in the Bath WHS and its setting, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number similar Pennant stone Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved and architecturally unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Bourne sketchbooks

Structure Number: MLN1 10934

Stony Lane Overbridge

Easting: 371431.028

Northing: 165448.228

LPA: Bath and North East Somerset
District Council

Designation: Listed Grade II, and within the
setting of a World Heritage Site

List Entry Number: 1136338

Date of Designation: 01/09/84

Structure Type: Overbridge - road

Design Type: Arch - four centred

1st Material: Pennant stone

2nd Material: Bath stone

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): None

Description of structure:

One of a number of almost identical Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. They are constructed of coursed Pennant stone with Bath stone dressings and consist of a single four-centred arch framed by stepped buttresses and straight wing walls. Bath stone is used to pick out the moulded arch, buttress caps and parapet coping. This example is remarkably complete, without any significant repairs or alterations.

Assessment of significance:

One of a number of almost identical Pennant stone Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. It is a well preserved, architecturally accomplished bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures in the setting of the Bath WHS.

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. A well preserved, architecturally accomplished bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures in the setting of the Bath WHS. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13204; site visit



Structure Number: MLN1 10950

A4 (Bristol Road) Overbridge

Easting:	371101.366
Northing:	165537.18
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Red brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	Post-1960



Description of structure:

Reinforced concrete beam bridge, skewed, with brick parapets and stone faced abutments. Replaced a significant Brunel designed cast-iron bridge carrying the Bath-Bristol turnpike over the GWML

Assessment of significance:

Reinforced concrete beam bridge that replaced a significant Brunel designed cast-iron bridge carrying the Bath-Bristol turnpike over the GWML.

Summary Statement:

Reinforced concrete beam bridge, skewed, with brick parapets and stone faced abutments. Replaced a significant Brunel designed cast-iron bridge carrying the Bath-Bristol turnpike over the GWML. It detracts from the picturesque landscape qualities of the setting of the Bath WHS. It is of minimal architectural and historic interest; no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Brindle/Tucker, E.H. Report on Brunel's cast iron bridges pp.205-214

Structure Number: MLN1 11010

Globe Underbridge

Easting:	370330.186
Northing:	165661.583
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c.1880-1939



Description of structure:

One of a number of similar Tudor Gothic accommodation underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Contract drawings survive together with a sketch in one of Brunel's sketch books show him trying five different variations for Gothic underbridges and selecting the design which was executed with some changes here and in a number of other locations. All are constructed of coursed Pennant stone with ashlar dressings and have a chamfered four-centred arch. This is an example the more modest design, with a span of 12 ft and no buttresses; the wing walls are perpendicular to the railway and the parapet is low. The parapets and arch ring on the north (Up) side have been rebuilt in brick.

Assessment of significance:

An example of one of Brunel's Gothic accommodation underbridge, part of his picturesque architectural response to the landscape of the Avon valley. Although a bridge from the Pioneering Phase of railway construction which forms part of a cohesive group of similar structures in the Bath WHS and its setting, this bridge has been altered and is therefore of low architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

One of a number of Pennant stone Tudor Gothic accommodation underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Although a bridge from the Pioneering Phase of railway construction, this bridge has been altered and therefore is of low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC

Structure Number: MLN1 11042

Stone Wharf Underbridge

Easting:	369770.592
Northing:	165971.256
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Bath stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of similar Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Contract drawings survive together with a sketch in one of Brunel's sketch books show him trying five different variations for Gothic underbridges and selecting the design which was executed with some changes here and in a number of other locations. All are constructed of coursed Pennant stone with ashlar dressings and consist of a chamfered 15ft four-centred arch. This example is unusual for a having 'front and back' elevations: the south (Down) side has stepped buttresses and Bath stone voussoirs, string course and parapet coping; by contrast the north (Up) facade is stripped of the dressings, buttresses and string courses, creating a far more austere appearance. The bridge is well preserved and the only prominent alterations are engineering stone patching of the southern arch ring.

Assessment of significance:

A little altered and unusual 'two-faced' example of Brunel's Gothic underbridge design, which forms part of his picturesque architectural response to the landscape of the Avon valley. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures in the Bath WHS and its setting, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

An unusual 'two-faced' example of the Pennant stone Tudor Gothic accommodation underbridges designed by Brunel for the Bath-Bristol stretch of the GWML, erected c. 1840. As a well preserved bridge from the Pioneering Phase of railway construction which forms part of a cohesive group of picturesque Gothic railway structures, it is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC; Brunel sketch books

Structure Number: MLN1 11052

Pike's Underbridge

Easting: 369605.023

Northing: 166086.198

LPA: Bath and North East Somerset District Council

Designation: Within the setting of a World Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - four centred

1st Material: Pennant stone

2nd Material: Engineering brick

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): Unknown

Description of structure:

One of a number of almost identical Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Contract drawings survive together with a sketch in one of Brunel's sketch books show him trying five different variations for Gothic underbridges and selecting the design which was executed with some changes here and in a number of other locations. All are constructed of coursed Pennant stone with ashlar dressings and consist of a 15ft four-centred arch framed by stepped buttresses and straight wing walls. The arch is chamfered and there is a moulded string course. The only alteration to this example is the replacement of the stone arch ring with brickwork.

Assessment of significance:

A little altered example of Brunel's Gothic underbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures in the Bath WHS and its setting, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest). It makes a minor contribution to the landscape setting of the WHS.

Summary Statement:

One of a number of little altered Pennant stone Tudor Gothic accommodation underbridge designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved bridge from the Pioneering Phase of railway construction which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC; Brunel sketch books



Structure Number: MLN1 11115

Highnam's Farm Underbridge

Easting:	368931.101
Northing:	166620.992
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of similar Tudor Gothic accommodation underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Contract drawings survive together with a sketch in one of Brunel's sketch books show him trying five different variations for Gothic underbridges and selecting the design which was executed with some changes here and in a number of other locations. It is constructed of coursed Pennant stone with ashlar dressings and has a chamfered four-centred arch. This example has a span of 12 ft and no buttresses; the wing walls are perpendicular to the railway and the parapet is low. There appear to be no significant alterations or repairs.

Assessment of significance:

An almost entirely unaltered example of one of Brunel's Gothic accommodation underbridge, part of his picturesque architectural response to the landscape of the Avon valley. As a very well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures in the Bath WHS and its setting, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest). It is not prominent in the landscape setting of the WHS.

Summary Statement:

One of a number of little altered Pennant stone Tudor Gothic accommodation underbridge designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved bridge from the Pioneering Phase of railway construction which forms part of a cohesive group of picturesque Gothic railway structures. It is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; NRC; Brunel sketch books

Structure Number: MLN1 11124

Culvert

Easting: 368811

Northing: 166765

LPA: Bath and North East Somerset
District Council

Designation: Within the setting of a World
Heritage Site

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - other

1st Material: Pennant stone

2nd Material: None

Construction date: GWR section B: Bristol to Box (1836-1840)

Major alteration phase(s): None?

Description of structure:

A small stone culvert carrying a stream under the line, with large voussoirs.

Assessment of significance:

A small stone culvert carrying a stream under the line, with large voussoirs. Although it appears to date to the construction of the line, it is a very minor structure and hidden in vegetation.

Summary Statement:

A small stone culvert carrying a stream under the line, with large voussoirs. Although it appears to date to the construction of the line, it is a very minor structure. It is therefore of minimal architectural and historic interest; no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11126

The Shallows Underbridge

Easting:	368789.51
Northing:	166790.253
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Bath stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c. 1880-1939



Description of structure:

One of Brunel's Tudor Gothic underbridges, with a four-pointed arch, but substantially refaced on one side. Span is 15 ft, the arch is chamfered and the buttresses are without steps. The south (Down) side is well preserved. It has narrowly coursed Pennant stone with Bath stone dressings. Most of the north (Up) side has been refaced in GWR purple and red brick. The Brunel-era Saltford Station to the west closed in 1970 and has been demolished.

Assessment of significance:

This is one of many similar Tudor-Gothic bridges designed by Brunel for this part of the GWML. This examples has seen a loss of original fabric and repair in unsympathetic brick. Therefore it is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

An underbridge with a single 15ft four-pointed Tudor-Gothic span, similar to many designed by Brunel for this part of the GWML. One side has been substantially refaced in red and purple brick. Therefore this example of Brunel design is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11139

Saltford Footbridge

Easting: 368624.695

Northing: 166992.054

LPA: Bath and North East Somerset
District Council

Designation: Adjacent to a Conservation Area

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post c. 1990

Major alteration phase(s): None

Description of structure:

A recent steel truss footbridge of utilitarian design.

Assessment of significance:

A recent steel truss footbridge of utilitarian design. Minimal architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A recent steel truss footbridge of utilitarian design.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11157

Saltford Tunnel East Portal

Easting:	368343.85
Northing:	167335.925
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - four centred
1st Material:	Bath stone
2nd Material:	Pennant Stone
Construction date:	GWR section B: Bristol to Bath area (1836-1840)
Major alteration phase(s):	None



Description of structure:

Saltford Tunnel is a very short tunnel (160 m) lined in Pennant stone, with a horseshoe-section, bored directly under the village of Saltford west of Bath. It was one of twelve tunnels designed and constructed by Brunel between Chippenham and Bristol. Saltford Tunnel East Portal was built c.1836-40 under contract 3B. The original contract drawings survive, together Brunel's original sketch designs in his sketchbooks. There have been no major works to the portal since construction. As executed, the West Portal (MLN1 11164) resembles the East.

The East Portal is in the Tudor-Gothic style, with a four-centred arch, set in an cutting under the village of Saltford in an otherwise a rural landscape. Ashlar Bath stone portal and copings. Square and coursed Pennant stone retaining walls and tunnel lining. Small engineering brick patches. Depressed, four-centred arch, with a span of 30 ft (9m), consisting of ashlar voussoirs and a recessed roll and then hollow moulding. No stops to these mouldings are visible (though they are shown on the contract drawings; they may be buried beneath ballast). Two small sections of engineering brick patching. The arch is set within a giant square hoodmould with stops, which frames chamfered spandrel panels. This ashlar portal is itself set within a coursed Pennant stone retaining wall extending above and to the sides. This is topped by a plain coping course which rises gently to a peak over the centre. A low coursed rubble retaining wall abuts the south (Down) side. This has a segmental-arched niche with basin, which may be the outlet for a natural spring. It is not shown on the surviving contract drawings.

The tunnel is not very deep, and buildings and gardens of the village of Saltford crowd the low hill above the portal.

Assessment of significance:

As one in the sequence of Gothic and castellated tunnel portals designed by Brunel as part of his highly picturesque response to the route along the Avon valley - which constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country - this unaltered portal is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Brunel sketchbooks; NRC

Structure Number: MLN1 11168

Saltford Tunnel West Portal

Easting:	368343.85
Northing:	167335.925
LPA:	Bath and North East Somerset District Council
Designation:	Within the setting of a World Heritage Site
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - four centred
1st Material:	Bath stone
2nd Material:	Pennant Stone
Construction date:	GWR section B: Bristol to Bath area (1836-1840)
Major alteration phase(s):	None



Description of structure:

Saltford Tunnel is a very short tunnel (160 m) lined in Pennant stone, with a horseshoe-section bore, bored underneath the village of Saltford west of Bath. It was one of twelve tunnels designed and constructed by Brunel between Chippenham and Bristol. The West Portal was built c.1836-40 under contract 2B. An original contract drawing survives, signed by the contractor William Ranger on 6 May 1836. This shows a design with stepped parapet and no frame to the arch, but as completed the portal resembles the East Portal (MLN1 11157). There have been no major works since construction.

The East Portal is in the Tudor-Gothic style, with a four-centred arch, set in an cutting under Saltford village in an otherwise rural landscape. Erected c.1836-40. Ashlar Bath stone portal and copings. Squared and coursed Pennant stone retaining walls and tunnel lining. Small engineering brick patches. Depressed, four-centred arch, with a span of 30 ft (9 m), consisting of ashlar voussoirs and a recessed roll and then hollow moulding. The mouldings continue to the ground without visible stops. Two small sections of engineering brick patching. The arch is set within a giant square hoodmould with stops, which frames chamfered spandrel panels. This ashlar portal is itself set within a coursed Pennant stone retaining wall extending above and to the sides. This is topped by a plain coping course which rises gently to a peak over the centre. The tunnel is not very deep, and buildings and gardens of the village of Saltford crowd the low hill above the portal.

Assessment of significance:

As one in the sequence of Gothic and castellated tunnel portals designed by Brunel as part of his highly picturesque response to the route along the Avon valley - which constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country - this unaltered portal is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Sources:

Site visit; NRC RN 13128A, 13117, 13119; Bourne; Brunel sketchbooks

Structure Number: MLN1 11226

Clay Overbridge

Easting:	367718.658
Northing:	167984.433
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Bath stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of almost identical Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. They are constructed of coursed Pennant stone with Bath stone dressings and consist of a single four-centred arch framed by stepped buttresses and straight wing walls. Bath stone is used to pick out the moulded arch, buttress caps and parapet coping. This example is remarkably complete, without any significant repairs or alterations.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic overbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As a very well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 13122, 13128A; site visit

Structure Number: MLN1 11263

Pixash Lane Overbridge

Easting:	367079.639
Northing:	168364.384
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Bath stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of almost identical Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. They are constructed of coursed Pennant stone with Bath stone dressings and consist of a single four-centred arch framed by stepped buttresses and straight wing walls. Bath stone is used to pick out the moulded arch, buttress caps and parapet coping. This example is very little altered: only the inside face of the west (Down) parapet has been rebuilt in GWR purple and red brickwork.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic overbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic overbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 11312

Broadmead Lane Underbridge

Easting:	366523.235
Northing:	168537.723
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c. 1880-1938



Description of structure:

Narrow Brunel-designed underbridge, built of Pennant stone with a four-centred arch, which has been extended on both sides by the GWR so that what one sees from both north and south is a red and purple brick structure with a semi-circular span.

Assessment of significance:

Although the core of this bridge dates to the construction of the line, it was so extensively altered by the GWR that this is not apparent except by looking at the soffit. Therefore, it is of minimal architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Narrow Brunel-designed underbridge with a four-centred arch, which has been extended on both sides by the GWR in a red and purple brick structure with a semi-circular span. The alterations are so extensive that the bridge is now of minimal architectural and historic interest and no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11326

Unity Road Underbridge

Easting:	366250.911
Northing:	168609.236
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c. 1880-1939



Description of structure:

A Brunel designed accommodation bridge in the Tudor Gothic style employed on this part of the line, widened on the north (Up) side by the GWR. Though the two parts share the same 15 ft span, the c. 1840 part has a four-centred arch and is constructed of Pennant stone, whilst the later phase has a semi-circular arch and is built of red and purple brick.

Assessment of significance:

Although this bridge was designed in Brunel's office and dates from the Pioneering Phase of railway construction, it is a modest generic design which has been widened in different style and materials. Therefore, this structure is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A Brunel designed accommodation bridge in the Tudor Gothic style employed on this part of the line, unsympathetically widened on the north (Up) side by the GWR in brick. Because of the degree of alteration this bridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11350

Avon Mill Lane Underbridge

Easting:	365804.02
Northing:	168792.538
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

A squat version of the almost identical Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. Brunel's original sketch designs for these underbridges are in his sketchbooks. They are all constructed of coursed Pennant stone with ashlar dressings and consist of a 15ft four-centred arch framed by stepped buttresses and straight wing walls. The arch is chamfered and there is a moulded string course. This bridge is very little altered with no significant stone replacement.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic underbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Brunel sketchbooks

Structure Number: MLN1 11354

River Chew Bridge

Easting:	365733.114
Northing:	168830.492
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - semi-circular
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Bath area (1836-1840)
Major alteration phase(s):	None



Description of structure:

Chew River Bridge was built under contract 2B in c.1836-40, in time for the opening of this stretch of the line in August 1840. Contract drawings survive, signed by the contractor William Ranger and dated May 1836. A sketch in one of Brunel's sketch books shows him trying five different variations for Gothic underbridges and selecting the design which was executed in a number of other locations. This is a variation with a round arch rather than the otherwise standard four-centred span. The bridge has not been altered since construction apart from the C20 addition of metal railings. Pennant stone throughout, squared and coursed on the faces and soffit, and ashlar for voussoirs, quoins, stringcourse and copings finished with raised tooling and a plain margin.

Both elevations identical. 30. ft (9 m) semi-circular arch with chamfered voussoirs continuing down the abutments to ground (31 ft from water level to crown of soffit). Flanked by broad single stage buttresses finished with offsets. Beyond the buttresses the elevations continue unbroken and parallel to the trackbed as straight wing walls, and running the full width of each is a string course moulded with arris, which merges with the top of the buttress offsets. Above this a parapet. Wing walls and parapets terminate with square piers. The piers and parapet are unified by coping cut on the external face to a bold arris. Post-war, galvanised steel, round section railings mounted above the coping to both faces.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic underbridge design, unique in that it has a round arch. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. This one is unique in that it has a round arch. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Site visit; NRC RN 13114, 13119 (Contract signed 9th May 1839)

Structure Number: MLN1 11362

Keynsham Station

Easting: 365594.818

Northing: 168912.828

LPA: Bath and North East Somerset
District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: Unknown

Major alteration phase(s): c. 1931; c. 1985

Description of structure:

-

Assessment of significance:

-

Summary Statement:

On the Up (north) platform, a shelter of c. 1985 in red brick and glass. West of this a modern steel footbridge with long approach steps. Beyond that, canopies on north platform, probably of interwar date but much altered. The platforms themselves may be older, but there is nothing of architectural or historic interest above them.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: MLN1 11364

Station Road Overbridge (A4175)

Easting: 365560.731

Northing: 168934.363

LPA: Bath and North East Somerset District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c. 1880-1939

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical steel girder and jack arch GWR overbridge of the late 19th or early 20th century.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11403

Keynsham Hams Accommodation Bridge

Easting:	365251.397
Northing:	169158.872
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of almost identical Tudor Gothic accommodation underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. His original sketch designs for this bridge type survives in his sketchbooks. They are constructed of coursed Pennant stone with ashlar dressings and consist of a 15ft four-centred arch framed by stepped buttresses and straight wing walls. The arch is chamfered. This is an example of the simpler variation, with no string course. It has no significant alterations or repairs.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic accommodation underbridge, part of his picturesque architectural response to the landscape of the Avon valley. As a very well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic accommodation underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved, architecturally accomplished bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Brunel sketch books

Structure Number: MLN1 11428

Stream Underbridge

Easting:	364843
Northing:	169464
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - horseshoe
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

A very well preserved example of a culvert dating from the construction of the GWML, and designed in Brunel's office. It has a horse-shoe section with a diameter of 8 ft (length c. 113 ft) and is made of beautifully cut and laid Pennant stone ashlar. Very little repair or deterioration to the facades or soffit, and so retains original emphatic voussoirs, curved wing walls and coping.

Assessment of significance:

Although this is a relatively modest structure, it is one of the least altered and best preserved of the original culverts on the GWML. Dating from the 'Pioneering Phase' of railway construction, it is beautifully made and one of the best preserved of its structure types, it is of low architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

A very well preserved culvert dating from the construction of the GWML, and designed in Brunel's office. It has a horse-shoe section and is made of beautifully cut and laid Pennant stone ashlar, with emphatic voussoirs and curved wing walls. One of the least altered of the original culverts on the GWML, designed by Brunel and dating from the 'Pioneering Phase' of railway construction, it is of low architectural and historic interest (but no archaeological or artistic interest).

Significance value

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: MLN1 11439

Durley Lane Underbridge

Easting:	364678.813
Northing:	169595.082
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

One of a number of almost identical Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. His original sketch designs for this bridge type survives in his sketchbooks. They are constructed of coursed Pennant stone with ashlar dressings and consist of a 15ft four-centred arch framed by stepped buttresses and straight wing walls. The arch is chamfered and there is a moulded string course. The only alterations to this example are a pipe attached to the south (Down) face and extensions to the ends of the parapets.

Assessment of significance:

An almost entirely unaltered example of Brunel's Gothic underbridge design, which formed part of his picturesque architectural response to the landscape of the Avon valley. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of similar structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

One of a number of almost identical Pennant stone Tudor Gothic underbridges designed by Brunel for the Bath-Bristol stretch of the GWML and erected c. 1840. As a well preserved, architecturally accomplished and unusual bridge from the Pioneering Phase of railway construction, which forms part of a cohesive group of picturesque Gothic railway structures, this bridge is of medium architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit; Brunel sketchbooks; NRC

Structure Number: MLN1 11455

Park Cutting Footbridge

Easting:	364446.873
Northing:	169817.51
LPA:	Bath and North East Somerset District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Girder
1st Material:	Steel
2nd Material:	Non
Construction date:	Post-1900
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian 20th century steel truss footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11466

A4175 Overbridge

Easting: 364289.01

Northing: 169970.14

LPA: Bath and North East Somerset

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: 1981- present

Major alteration phase(s):

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century steel girder and concrete road bridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11568

Fox's Wood Tunnel East Portal

Easting:	363252.422
Northing:	171212.425
LPA:	Bristol City Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	engineering brick
2nd Material:	N/A
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	Unknown date



Description of structure:

Another in the sequence of picturesque tunnel portals between Bristol and Bath, designed by Brunel and opened in 1840. The east portal was remarkable for being created without any applied facing material: it is simply the raw rock as hewn by the navies, like a cave mouth at the end of a short rock-faced cutting. Bourne illustrated this romantic creation. The entrance was later ringed with an engineering brick arch.)

Assessment of significance:

One in the sequence of romantic tunnel portals designed by Brunel as part of his highly picturesque response to the route along the Avon valley - which constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country - this portal is a structure of only low architectural and historic interest (and no archaeological or artistic interest) because it originally had no elevation and was later ringed in engineering brick.

Summary Statement:

Part of a sequence of romantic tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (and no archaeological or artistic interest). However, because this portal originally had no elevation and was later arched in engineering brick it is a structure of only low architectural and historic interest (and no archaeological or artistic interest)

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Bourne; Vaughan; Maggs; site visit

Structure Number: MLN1 11622

Fox's Wood Tunnel West Portal

Easting:	363252.422
Northing:	171212.425
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

Fox's Wood Tunnel is one of twelve constructed by Brunel between Chippenham and Bristol. Constructed c. 1836-40, it is 984 m long and only partially lined. A design sketch by Brunel for the West Portal survives in his sketchbooks (University of Bristol & the Brunel Institute). It is also depicted in Bourne's History as 'Long Tunnel, Fox's Wood (from the West)'. The East Portal was not originally faced at all, but an engineering brick arch was later fitted.

The West Portal is in a castellated style, with a semicircular stilted arch flanked by towers, set into a rocky hillside close to the banks of the River Avon. It is largely unaltered. Squared and coursed Pennant stone with dressings of Pennant ashlar for the voussoirs and capping stones.

Asymmetric composition. Semi-circular arch with stilted voussoirs and a stepped section including chamfer, flanked by towers of differing height and plan. North (Up side) tower circular but rising from spurred square base, the upper part of the tower stepped out to form a parapet with crenellations, finished with moulded capping stones. Attached to the tower, a curved retaining wall which steps down. The parapet of the north tower continues without crenellations over the central arch. C20 century railings. South (Down side) tower rectangular in plan and slightly taller, but otherwise similarly treated. It abuts to the south a cliff of rock outcrops reinforced with massive buttresses.

The Portal is at the eastern end of a short stretch of line running on a shelf between a steep hillside and the River Avon, which was diverted by Brunel. At the other end of this stretch is the East Portal of St Anne's Tunnel (MLN1 11641), which is listed Grade II.

Assessment of significance:

As one in the sequence of Gothic and castellated tunnel portals designed by Brunel as part of his highly picturesque response to the route along the Avon valley - which constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country - this portal is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

Bourne; Vaughan; Maggs; site visit; Brunel Sketchbooks

Structure Number: MLN1 11641

St Anne's Tunnel East Portal

Easting:	362399.755
Northing:	172048.345
LPA:	Bristol City Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1201949
Date of Designation:	04/03/77
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Pennant stone
2nd Material:	Brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

St Anne's Tunnel was one twelve constructed by Brunel between Chippenham and Bristol. It was built c. 1836-40 and is 141 m long. Original contract drawings for the East Portal survive. Other contract drawings for bridges and other structures on the Bristol-Bath section of the line carry the signature of I.K. Brunel, reflecting his involvement with every aspect of the project. The Resident Engineer was G.E. Frere (1807-87), assisted by G.T. Clark (1809-98) and Michael Lane (1802-68), but their individual contributions have not been identified.

On 6 December 1940 a bomb damaged the southern edge of the portal, demolishing part of the parapet and damaging the face (Maggs, 2001). Apart from repairs to this area and to the arch, the portal is unaltered.

Both portals are in the Neo-Norman style, and built into the hillside under Birchwood Road. Pennant stone throughout. Squared and coursed to portal face, soffit and attached retaining wall. Ashlar dressings: voussoirs, copings, crenulations, machicolations, quoins and side tower faces. Some engineering brick patching. Asymmetric composition. Round arch with a span of 30 ft (9m) composed of plain double voussoirs, a set back and chamfer. Some repairs in engineering brick, chamfered to replicate original. Plain spandrels beneath plain flat coping. Square tower on the north (Up side) with two arrow-loops, crowned by double-step corbelled machicolations supporting projecting embattled parapet with sloping copings. On south (Down) side the face abuts a battered, rubble faced retaining wall. There are detached sections of retaining wall and buttresses against the face of the cutting towards Bath.

The Portal is at the western end of a short stretch of line running on a shelf between a steep hillside and the River Avon, which was diverted by Brunel. At the other end of this stretch is the West Portal of Fox's Wood Tunnel (MLN1 11622), which is listed Grade II.

Assessment of significance:

As one in the sequence of Gothic and castellated tunnel portals designed by Brunel as part of his highly picturesque response to the route along the Avon valley - which constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country - this portal is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne; Vaughan; Maggs; site visit

Structure Number: MLN1 11648

St Anne's Tunnel West Portal

Easting:	362401
Northing:	172048
LPA:	Bristol City Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1201950
Date of Designation:	04/03/77
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Pennant stone
2nd Material:	Brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

St Anne's Tunnel was one twelve constructed by Brunel between Chippenham and Bristol. It was built c. 1836-40 and is 141 m long. The original contract drawings for the West Portal survive. Other surviving contract drawings for bridges and other structures on the Bath-Bristol section of the line carry the signature of I.K. Brunel, reflecting his involvement with every aspect of the project. The Resident Engineer was G.E. Frere (1807-87), assisted by G.T. Clark (1809-98) and Michael Lane (1802-68), but their individual contributions have not been identified.

The West Portal was illustrated in Bourne with the top left (north) corner of the face missing following a landslide during construction (though Bourne in his text mistakes it for the East Portal). Brunel left it like this, but at some time during the 20th century the damage was rebuilt to the original design. It was listed at Grade II in 1975.

Designed in the Neo-Norman style, with a round arch. Pennant stone throughout. Squared and coursed to tunnel portal, side tower faces, soffit and irregular supporting buttress. Ashlar to all dressings, voussoirs, copings, crenulations, machicolations and quoins. Asymmetric composition. Round arch with a span of 30 ft (9m) composed of plain double voussoirs, a set back and chamfer, terminating at the foot in large chamfer stops. Plain spandrels beneath double-step corbelled, false machicolations with pointed gothic arches supporting embattled parapet with profiled copings falling to the track. A square, battered tower to the north (Down) with crenellations matching parapet. To the south (Up) side, the portal face abuts the rockface, and attached free-form rubble buttresses prop the tumble-home bedrock.

Assessment of significance:

As one in the sequence of Gothic and castellated tunnel portals designed by Brunel as part of his highly picturesque response to the route along the Avon valley - which constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country - this portal is of high architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

Part of a sequence of Gothic and castellated tunnel portals opened in 1840 which were designed by Brunel as part of his highly picturesque response to the route along the Avon valley. As a group these constitute the most architecturally interesting and imaginative sequence of railway tunnels in the country and are of high architectural and historic interest (but no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne; Vaughan; Maggs; site visit

Structure Number: MLN1 11665

Wick Road Overbridge

Easting: 362109.286

Northing: 172186.286

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Arch - other

1st Material: Pennant stone

2nd Material: Purple and red engineering brick

Construction date: 1887

Major alteration phase(s): None



Description of structure:

Spanning a deep rock cutting, a segmental flying arch bridge of Pennant stone and brick. It is one of a pair (see MLN1 11677) erected in 1887 when the GWR opened up Brunel's No.1 Tunnel to widen the trackbed for additional lines on the approach to Bristol. The spandrel, string course are faced in quarry-faced Pennant stone; the arch ring and soffit are brick.

Assessment of significance:

An impressive and well preserved structure in a dramatic setting. Though it dates from the end of the 19th century and is a generic rather than exceptional architectural and engineering achievement, it is well preserved and one of only a few such structures on the GWML, and also illustrates how the GWML was modified later in the 19th century to cope with increased levels of traffic. Therefore it is of low architectural and historic interest, but no archaeological or artistic interest.

Summary Statement:

Spanning a high rock-sided cutting, a segmental flying arch bridge of Pennant stone and brick. Built in 1887 when the GWR opened up Brunel's Tunnel No.1 to widen the trackbed for additional lines on the approach to Bristol. A generic late Victorian design, but one of very few on the GWML and illustrative of the evolution of the route, it is of medium architectural and historic interest but no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; NRC RN 18396; Maggs; site visit

Structure Number: MLN1 11677

Langton Court Road Overbridge

Easting:	361862.091
Northing:	172274.327
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - other
1st Material:	Purple and red engineering brick
2nd Material:	Pennant stone
Construction date:	c. 1887
Major alteration phase(s):	Post-1947?



Description of structure:

Spanning a deep rock cutting, a segmental flying arch bridge of Pennant stone and brick. It is one of a pair (see MLN1 11665) erected when the GWR opened up Brunel's No. 1 Tunnel (dem. 1887) to widen the trackbed for additional lines on the approach to Bristol. The spandrels are faced in quarry-faced Pennant stone; the arch ring, parapets and soffit are brick. A steel footpath deck has been attached to the east (Up) side parapet at some point. This has a steel plate side.

Assessment of significance:

An impressive structure in a dramatic setting. It is a generic rather than exceptional late Victorian railway bridge, but one of only a few such structures on the GWML, and along with its neighbouring sibling MLN1 11665 illustrates how the GWML was modified later in the 19th century to cope with increased levels of traffic. However, because it has been altered it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Spanning a high rock-sided cutting, a segmental flying arch bridge of Pennant stone and brick. Built in 1887 along with its sibling MLN1 11677 when the GWR opened up Brunel's Tunnel No.1 to widen the trackbed for additional lines on the approach to Bristol. Though it is one of very few such structures on the GWML and illustrative of the evolution of the route, it is altered and of generic form, and therefore of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Maggs

Structure Number: MLN1 11723

Whitby Road Underbridge

Easting: 361388

Northing: 172418

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: ?

Construction date: c. 1870-1947?

Major alteration phase(s): ?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical girder underbridge beneath the original line. Whitby Road also passes under the spans of the River Avon relief bridges (MLN1 11725).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: MLN1 11725

River Avon Bridge

Easting:	361323.064
Northing:	172440.874
LPA:	Bristol City Council
Designation:	Listed (Grade I)
List Entry Number:	1219892
Date of Designation:	08/06/90
Structure Type:	Underbridge - river
Design Type:	Arch - four centred
1st Material:	Pennant stone
2nd Material:	None
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	None



Description of structure:

This grand Tudor Gothic bridge over the River Avon is one of the most impressive structures designed by Brunel for the GWR. It is also very little altered because relief bridges were built either side later, although these make it very difficult to view the bridge, and impossible to see it as illustrated in Bourne. Three-span structure faced in Pennant stone. The broad central span (100 ft) and smaller flanking spans have four-centred arches with moulded archivolt springing from cutwaters. Drip mould and rolltop parapet coping break forward around the semi-octagonal buttresses on the piers and abutments, forming refuges on the permanent way.

Assessment of significance:

Conceived by Brunel as a grand Gothic entrance to Bristol, this is one of the best preserved, most impressive and most unusual surviving engineering structures from the 'Pioneering Phase' of railway construction. One of only two Grade I listed bridges on the GWML, it is of high architectural and historic interest (and no archaeological or artistic interest), although its setting is severely compromised by the relief bridges either side.

Summary Statement:

Large, three-span bridge over the River Avon, built c.1840 of Pennant stone and designed in the Tudor Gothic style with four-pointed arches and octagonal buttresses. It was conceived by Brunel as a grand Gothic entrance to Bristol, this is one of the best preserved, most impressive and most unusual surviving engineering structures from the 'Pioneering Phase' of railway construction. One of only two Grade I listed bridges on the GWML, it is of high architectural and historic interest (and no archaeological or artistic interest).

Significance value:

High architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Bourne;

Structure Number: MLN1 11725

River Avon relief bridges

Easting:	361323.064
Northing:	172440.874
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Truss
1st Material:	Steel ?
2nd Material:	None
Construction date:	c.1870-1900
Major alteration phase(s):	?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Either side of Brunel's bridge are substantial iron or steel truss bridges, each of three spans on cylindrical riveted plate piers, designed to carry relief lines. These bridges, which have deep, trussed girder spans, almost completely obscure Brunel's Grade I structure and therefore detract from the architectural and historical interest of the GWML. The tracks have been lifted from the northern (Up) bridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11753

River Avon and Feeder Road Bridge

Easting:	360707.973
Northing:	172629.691
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - railway
Design Type:	Beam
1st Material:	Steel
2nd Material:	Pennant stone
Construction date:	c.1870-1900
Major alteration phase(s):	Post-1947



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Bridge spanning Feeder Road with a modern concrete beam span and then the River Avon on a welded steel girder. No evidence of the Brunel bridge. The abutments and piers are quarry-faced Pennant stone (some refaced/replaced in concrete) and on the north-east side the wing wall extends several hundred alongside the railway towards Bath as a retaining wall.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11757

St Philips Causeway (A4320) Overbridge

Easting: 360720

Northing: 172623

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Concrete

Construction date: Post c.1960

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Very large late 20th century road bridge. Skewed, with steel deck, concrete piers and parapets.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11762

Silverthorne Underbridge

Easting:	360573
Northing:	172657
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Red brick
2nd Material:	Pennant stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c.1850-1900, multiple phases?



Description of structure:

Semi-elliptical single arch brick underbridge, probably at heart dating from the construction of the GWML, later patched and extensively extended. The outermost extensions on the north side consist of Pennant stone abutments for iron/steel decks. The riveted beams survive but the deck has been taken up

Assessment of significance:

A bridge of multiple phases beginning with a semi-elliptical arch designed by Brunel, which illustrates the expansion and evolution of the GWR in Bristol. It is therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A wide brick and Pennant stone built underbridge of multiple phases, beginning with a semi-elliptical arch designed by Brunel. It illustrates the expansion and evolution of the GWR in Bristol and therefore is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11801

Kingsland Road Underbridge

Easting:	360229.801
Northing:	172678.286
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Pennant stone
2nd Material:	Steel
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c.1850-1900, multiple phases?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Semi-elliptical arch stone underbridge. Widened on Down side with steel girder deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11804

Freestone Road Underbridge

Easting:	360169.107
Northing:	172664.601
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge -road
Design Type:	Arch - semi-elliptical
1st Material:	Pennant stone
2nd Material:	Purple and red engineering brick
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c.1850-1900, multiple phases?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modest underbridge of multiple phases and materials. Part is semi-elliptical and may contain the original Brunel structure at its heart. The southern (Down) part, of standard later GWR brickwork, has a much narrower span and segmental arch.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: MLN1 11811

Gas Lane Underbridge

Easting: 360027.643

Northing: 172631.981

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: c.1870-1900

Major alteration phase(s): ?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder deck on brick and Pennant stone abutments. The arched approaches to the River Avon Bridge start on the west side of the structure.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: MLN1 11819

Floating Harbour Bridge

Easting:	359874.275
Northing:	172572.42
LPA:	Bristol City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	Pennant stone
Construction date:	GWR section B: Bristol to Box (1836-1840)
Major alteration phase(s):	c. 1845, c. 1878, c. 1930 and probably other phases.

Description of structure:

Very wide multi-phase bridge under the throat to Bristol Temple Meads station. It expanded in stages as both Temple Meads and its adjoining goods shed expanded in the 19th and 20th century. However, at the heart of at least one of the arches is a span of Brunel's original structure, which had two 54 ft four-pointed Gothic arches. The outer parts of both spans are broad segmental arches faced in brick and springing from the water level, dating from the later expansion. On the east side of the bridge is a wide approach viaduct of c. 17 arches of different widths and forms. Some of the spans are riveted girders, and Avon Street passes through one.

Assessment of significance:

This bridge and its approach viaduct are structures of complex historical development. Nothing is visible of Brunel's Tudor Gothic bridge, and the present segmental arch structure is of little engineering or architectural interest but it does play a prominent role in the riverscape of the upper Floating Harbour. Therefore it is of low architectural, archaeological and historic interest and no artistic interest.

Summary Statement:

This broad brick bridge under the throat of Temple Meads Station, and its approach viaduct, are largely Victorian structures of complex historical development. Little is visible of Brunel's Tudor Gothic bridge, and the later segmental arch structure is of little engineering or architectural interest. However, because of the buried fabric from the first bridge and the prominent role played by the bridge in the riverscape of the upper Floating Harbour, the structure is of low architectural, archaeological and historic interest and no artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Bourne; historic OS maps; NRC RN 50922; NRC neg. no. C4878, C5023, C5024, C12827, C12828

Structure Number: MLN1 11826

Bristol Temple Meads Station

Easting:	359764.719
Northing:	172347.878
LPA:	Bristol City Council
Designation:	Listed (Grade I)
List Entry Number:	1209622, 1282106
Date of Designation:	01/11/66
Structure Type:	Station
Design Type:	Other
1st Material:	Stone
2nd Material:	Steel
Construction date:	GWR section B: Bristol to Bath area (1836-1840)
Major alteration phase(s):	1839-41, 1865-78, 1930-35



Description of structure:

Major terminus station, built in three main phases: 1839-41, 1865-78 and 1930-35. The first phase comprises Brunel's original station and offices of 1839-41, which stands to the north of the approach road and is no longer operational. East of this is the main entrance and trainshed of 1865-78, and other platforms added to the east in 1930-35.

History: Brunel's station, commenced in 1839, has been described as the first railway station in the world to combine trainshed, passenger and office facilities together in one building (Foyle and Pevnsner). The imposing offices fronting Temple Gate (headquarters for the GWR) originally incorporated an archway to either side, acting as the passenger entrance (left side) and exit (right side), the latter demolished in c. 1870. Behind these arches were carriageways leading to the departure (north) and arrivals (south) side of the main trainshed, which was at a higher level because the tracks were brought in on a bridge over the Floating Harbour. Between the harbour and the north side of the station was the GWR goods station, with its own dock and wharfs (built c. 1845, rebuilt c. 1925, demolished c. 1983). Almost as soon as Brunel's station opened, the Bristol & Exeter Railway built a separate line to the south (1841-44), with its own trainshed, though only the offices remain (1852-54). By 1850, increasing traffic on the railway necessitated an eastward extension to Brunel's GWR trainshed; there were then approximately 48 daily passenger train movements at the station. In 1865-78 the GWR, Bristol & Exeter and Midland railways were combined in a new joint station by Matthew Digby Wyatt, which is now the focus of the complex. Brunel's original trainshed was extended further east for the Midland Railway, whilst a large new shed on a curving plan was built to the east, on the site of the Bristol & Exeter through lines. In between, a new main entrance and booking office was added, originally with a tall pavilion roof (destroyed in the Second World War). Further expansion was possible after 1929, with the passing of the national Loans and Guarantees Act. P. E. Culverhouse built five new platforms to the south-east, on the site of a former cattle Market. In connection with the new lines, a new steel bridge was built over the cut.

Description: The former GWR offices fronting Temple Gate are of three storeys, faced in Dundry limestone. The neo-Tudor façade is symmetrically composed, with a central oriel window and two outer turrets carried up above the castellated parapet. Similar details to the surviving former entrance

arch (right). Other Tudor-inspired details include lugged architraves to the windows and a sculpted scrollwork frieze inscribed 'Great Western Railway Company Incorporated by Act of Parliament MDCCCXXXV'. The return flank, facing south, incorporates the stone-clad former water tower and then the two-storey range comprising the original engine house and passenger trainshed – the latter begins at the point where the building widens. Within, Brunel's innovative arched roof spans 72 feet (22 metres) with a timber roof cantilevered out on cast-iron columns, the whole ornamented with Tudor-style hammerbeams and arches to the aisle arcades. The later extension of the shed eastward is in a similar style but without the hammerbeams. Attached to its south exterior wall is a glazed canopy that extends around the 1870s additions to the south, including the main entrance. This is underneath a castellated tower in a free Tudor style, rising to three storeys in the centre, with pinnacles but missing its French pavilion-style roof. Within, the booking office forms part of a wedge-shaped group of service buildings between the two trainsheds. The operational trainshed, to the south, is on a curved plan, with a 125-foot (38 metre) span iron roof designed by Francis Fox under Wyatt's direction. Three sections of the roof are glazed: in the centre and over the platforms at either side. The 1930s additions south-east of the trainshed comprise a bay platform and three island platforms, all with canopies incorporating decorative timber valences, and with ancillary buildings, e.g. waiting rooms, clad in cream terracotta. To the north of the complex, a covered footbridge of uncertain date linking the platforms.

Assessment of significance:

Bristol Temple Meads Station is a unique survival of the highest importance. It preserves Brunel's original terminus of 1839-41. This has been converted to other uses (and the tracks removed) but it remains substantially as built, with the GWR offices, engine shed and passenger trainshed axially arranged. The planning of this early station was ground-breaking for successfully incorporating these facilities within a single complex. Furthermore, the building represents an exceptional technical achievement, particularly in its wide timber roof, which spans the site of the original platforms and tracks. The integration of architectural sculpture is also of artistic interest, e.g. on the main front to Temple Gate. Because of the station's early date and substantial size, it also has considerable archaeological interest, for instance within the northern area formerly used as a goods station with its own dock. Later phases are also of interest for illustrating the continued evolution of a major terminus throughout the nineteenth and early twentieth centuries. Matthew Digby Wyatt's 'joint station', with its entrance tower (damaged in World War II), booking hall and large trainshed, is itself amongst the most ambitious and successful of late nineteenth century railway buildings. P. E. Culverhouse's substantial additions of the 1930s represent the Great Western Railway's final phase before nationalisation in 1948. For these reasons, Bristol Temple Meads Station is of high architectural, historic, archaeological and artistic interest.

Summary Statement:

Station, 1839-41, 1865-78, 1930-35. Listed Grade I. To the west, Brunel's original station of 1839-41 with later extension, no longer operational. Adjoining at the end of the approach road, the stone entrance building of 1865-78, Neo-Tudor with a three-storey tower (its tall roof was destroyed in World War II). To the east, the large arched trainshed of 1865-78, on a curved plan. Further south-east, a bay platform and three island platforms, added in 1930-35, with cream terracotta buildings and canopies incorporating decorative timber valences. An exceptionally important complex, both for the survival of Brunel's pioneering terminus station and for later phases of interest. It has high architectural, historic, archaeological and artistic interest.

Significance value:

High architectural, historic, archaeological and artistic interest.

Sources:

Site visit; Bourne; Biddle; Brindle; list description

Structure Number: MLN1 11849

Bath Road Overbridge

Easting: 359783.906

Northing: 172053.122

LPA: Bristol City Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Truss

1st Material: Steel

2nd Material:

Construction date: 1931 - 1939

Major alteration phase(s):

Description of structure:

An impressive example of the standard bow-string truss overbridge used by the GWR in the early 20th century to span five or more tracks where the layout allowed no room for an intermediary pier, typically at station throats (see also the approaches to Paddington).

Assessment of significance:

A well preserved example of a GWR bridge of the period. It is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

An impressive example of the standard bow-string truss overbridge used by the GWR in the early 20th century. Well preserved, it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8327

A3102 Overbridge

Easting:	406236.195
Northing:	181979.189
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	Bath stone
Construction date:	South Wales and Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Brick. Largely unaltered with original arch rings, wing walls, string course and parapets; stone impost blocks and roll moulding to arches.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 8413

Whitehill Lane Underbridge

Easting:	405386.434
Northing:	182980.786
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skew underbridge with brick abutments and replacement steel and concrete deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8440

Underbridge

Easting: 405051.001

Northing: 183394.929

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post c. 1970

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Narrow underbridge composed of steel girder on purple and red brick abutments. Concrete alterations to Down side at parapet level.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8450

M4 Overbridge

Easting: 404894.755

Northing: 183520.049

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: Post 1960

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Large reinforced concrete beam bridge with concrete abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8515

Underbridge

Easting: 404050.005

Northing: 183805.708

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Unknown

1st Material: Unknown

2nd Material: Unknown

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available

Significance value:

Unknown

Sources:

Comp List

Structure Number: SWB 8529

Callow Hill Overbridge

Easting: 403769.888

Northing: 183830.411

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed standard GWR girder overbridge with steel deck and brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8558

Accommodation Bridge

Easting: 403197.201

Northing: 183939.879

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Brick. Largely unaltered with original arch rings, wing walls, roll moulding to arches, string course and parapets; stone impost blocks.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8602

Accommodation Bridge

Easting: 402742.995

Northing: 184102.425

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

A well preserved example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8636

Accommodation Bridge

Easting: 402088.495

Northing: 184286.056

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type: Arch - segmental

1st Material: Engineering brick

2nd Material: Concrete

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard segmental brick accommodation of 1897-1903, extensively reconstructed on the south (Down) side in concrete.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8662

Accommodation Bridge

Easting: 401568.129

Northing: 184245.447

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None



Description of structure:

A variation on the standard segmental overbridge design on the SWB, built 1897-1903. Brick. In a cutting, with a rising parapet and roadway above one large arch over the lines and one smaller arch to the south; no equivalent on the north side. Largely unaltered with original arch rings, wing walls, string course and parapets; stone impost blocks and roll moulding to arches.

Assessment of significance:

A well preserved example of a non-standard bridge form employing common SWB detailing, dating from the turn of the 20th century. Because of its date and standardized design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Non-standard two-span, segmental arch bridge, built 1897-1903. Well preserved, but because of its date and standardized design of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 8676

School Hill Overbridge

Easting: 401289.502

Northing: 184203.883

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Purple and red engineering brick

2nd Material: Steel

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Jack arch deck with brick parapet and abutments and stone detailing.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8762

Accommodation Bridge

Easting: 399972.644

Northing: 184081.994

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -accommodation

Design Type:

1st Material: Unknown

2nd Material: Unknown

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available

Significance value:

Unknown

Sources:

Comp List

Structure Number: SWB 8812

Accommodation Bridge

Easting: 399367.375

Northing: 184111.709

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Concrete

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard triple-span segmental arch bridge, built 1897-1903 in brick, but the central span replaced in concrete during the second half of the 20th century.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8846

Accommodation Bridge

Easting: 398685.876

Northing: 184168.301

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

An example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8866

Accommodation Bridge

Easting: 398283.067

Northing: 184186.372

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Semi-circular-arched accommodation bridge, built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

A well preserved example of a generic accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved brick example of a standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8909

Accommodation Bridge

Easting: 397820.176

Northing: 184180.384

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

A well preserved example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8929

Accommodation Bridge

Easting:	397419.458
Northing:	184168.457
LPA:	Wiltshire District Council
Designation:	Adjacent to a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Girder
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	Unknown
Major alteration phase(s):	Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder bridge with brick abutments, of unknown date.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 8946

Accommodation Bridge

Easting: 397077.873

Northing: 184158.291

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

A well preserved example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 8970

Little Somerford Road Underbridge

Easting:	396595.886
Northing:	184145.039
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed standard GWR steel girder under bridge, with brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9025

Little Somerford Viaduct

Easting:	395892.595
Northing:	184118.644
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Viaduct
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

An impressive viaduct of 12 regular semi-circular arches and at the east end one much wider arch springing almost from the ground, which spans the River Avon. Built in 1903, it is 130m long and constructed in red and purple brick with detailing common to other structures on the SWB. The viaduct appears to be largely unaltered with original piers, arches, hood mouldings, string course, parapets and corbelled refuges.

Assessment of significance:

Although there is nothing exceptional about the engineering of the viaduct, or remarkable about its slightly unorthodox design, it is undoubtedly an impressive structure in a fine landscape and a local landmark. It is therefore of low architectural and historic interest, but no archaeological or artistic interest.

Summary Statement:

An impressive brick viaduct spanning the picturesque valley of the River Avon. A local landmark with generic SWB detailing and an orthodox design marked by one much wider arch over the river itself, it is of low architectural and historic interest, and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 9060

Accommodation Bridge

Easting: 395204.52

Northing: 183975.791

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

An example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9114

Accommodation Bridge

Easting: 394581.286

Northing: 183698.03

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

An example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9137

Accommodation Bridge

Easting: 394188.638

Northing: 183453.842

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Beam

1st Material: Concrete

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post c. 1970

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Small accommodation bridge substantially reconstructed with reinforced concrete deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9150

Startley Road Underbridge

Easting:	393965
Northing:	183314
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Post c. 1971

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard GWR girder bridge with a replacement concrete deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9166

Accommodation Bridge

Easting: 393695.42

Northing: 183142.954

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Red brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard segmental arch accommodation bridge with rebuilt and raised parapets.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9202

Rodbourne Lane Underbridge

Easting:	393421.221
Northing:	182974.613
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Tall, triple brick span underbridge with semi-circular arches, dating from the construction of the SWB. Well preserved, with stepped string course, corbelled refuges, stone impostes and roll mouldings around the arches. SWB 9427 is similar but with semi-elliptical arches.

Assessment of significance:

An attractive variation of a common SWB bridge. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An attractive variation of a common bridge design on the SWB, notable for its three semi-elliptical arches. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 9228

Cabbage Lane Overbridge

Easting: 392949.848

Northing: 182749.178

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed standard GWR girder overbridge with steel deck and brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9278

Accommodation Bridge

Easting:	391969.395
Northing:	182546.397
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Unknown
1st Material:	Unknown
2nd Material:	Unknown
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Unknown
Description of structure:	-
Assessment of significance:	-
Summary Statement:	Insufficient information available
Significance value:	Unknown
Sources:	Comp List

Structure Number: SWB 9330

A429 Underbridge

Easting: 391328.045

Northing: 182575.027

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed standard GWR girder overbridge with steel deck and brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9370

Hulvington Underbridge

Easting:	390534.704
Northing:	182714.168
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Unknown
Design Type:	Girder
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Unknown
Description of structure:	-
Assessment of significance:	-
Summary Statement:	Insufficient information available
Significance value:	Unknown
Sources:	NR inspection report

Structure Number: SWB 9409

Underbridge

Easting: 390163

Northing: 182779

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed standard GWR girder overbridge with steel deck and brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM1 14861

Severn Tunnel Junction Railway Station

Easting: 346272.8

Northing: 187546.3

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Engineering brick

2nd Material: Steel

Construction date: The Severn Tunnel (1873/7-1886)

Major alteration phase(s): Post-1981

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Junction station opened in 1886 with the completion of the Severn Tunnel, at the point where the BSW meets the old SWM2 mainline from Gloucester. Four platforms, including a wide central island. Simple and small 20th century brick building on the island platform, plus late 20th century steel shelters. Platforms linked by austere steel truss footbridge, possibly dating to the opening of the station. There were formerly extensive Aprilshalling yards here, for sorting freight traffic to and from South Wales, the Midlands and London.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Biddle, GWML EIA TWS



Structure Number: SWB 9427

Underbridge

Easting: 389783

Northing: 182849

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge -road

Design Type: Arch - semi-elliptical

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Triple semi-elliptical arch brick underbridge dating from the construction of the line. Well preserved, with stepped string course, corbelled refuges, stone imposts and roll mouldings around the arches. SWB 9202 is similar but with semi-circular arches.

Assessment of significance:

An attractive bridge using generic SWB detailing and forms. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An attractive example of SWB bridge design with three tall semi-elliptical arches. Because of the late Victorian date and generic design, this brick underbridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9435

Gauze Brook Underbridge

Easting:	389642
Northing:	182874
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Unknown
1st Material:	Unknown
2nd Material:	Unknown
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Unknown
Description of structure:	-
Assessment of significance:	-
Summary Statement:	Insufficient information available
Significance value:	Unknown
Sources:	Comp List

Structure Number: SWB 9442

Accommodation Bridge

Easting: 389518

Northing: 182895

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Very tall semi-circular-arched accommodation bridge, built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

An example of a generic accommodation bridge design on the SWB notable for its unusually tall arch. However, because of the late Victorian date and standardized design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved brick accommodation bridge with a notably tall, narrow arch, dating from the construction of the SWB. Because of its date and standardized design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9462

Gills Hunttime Accommodation Bridge

Easting:	389109.266
Northing:	182965.939
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Beam
1st Material:	Purple and red engineering brick
2nd Material:	Concrete
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Post-1948

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Con-arch reconstruction of a standard single span design. Built 1897-1903 and altered in late 20th century.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List; GWML EIA TWS

Structure Number: SWB 9540

Accommodation Bridge

Easting: 387954.205

Northing: 183104.767

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Triple-span, segmental arch overbridge of a standard design on the SWB, built 1897-1903. Brick. Largely unaltered with original arch rings, wing walls, roll moulding to arches, string course and parapets; stone impost blocks. This example has an inclined roadway and parapet.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9568

Pig Lane Overbridge

Easting: 387399.031

Northing: 183012.927

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard smaller GWR steel girder deck on brick abutments, built 1897-1903.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9647

Fosse Way Overbridge

Easting: 386223.376

Northing: 182856.947

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard GWR steel girder deck with brick abutments with stone string course and parapet coping, built 1897-1903

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9648

Aqueduct

Easting: 386203.243

Northing: 182855.381

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Other

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel channel supported across a cutting on lattice work piers either side of the tracks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9665

Accommodation Bridge

Easting:	385861.152
Northing:	182836.884
LPA:	Wiltshire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Triple-span, segmental arch overbridge of a standard design on the SWB, built 1897-1903. Brick. Largely unaltered with original arch rings, wing walls, roll moulding to arches, bull-nosed string course and parapets; stone impost blocks.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 9734

Alderton Tunnel

Easting: 384904.773

Northing: 182645.717

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Tunnel

Design Type: Arch - horseshoe

1st Material: Purple and red engineering brick

2nd Material: Red brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Brick portals with horseshoe arches and pilaster-buttresses rising above the parapet; stone keystones, hood moulding, string course and parapet coping. Approaches are red brick retaining walls to cutting. Portals built in 1897-1903 and apparently little altered.

Assessment of significance:

The brick tunnel portals are attractive and well preserved but neither architecturally exceptional nor of particular engineering interest. Therefore, they are of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Portals built in 1897-1903 and apparently little altered. Built in engineering brick with stone features; horseshoe arch entrances and pilaster-buttresses rising above the parapet. The portals are well preserved but because of their late Victorian date and generic design they are of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9803

Accommodation Bridge

Easting: 384010.837

Northing: 182231.448

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

An attractive brick bridge consisting of a flying segmental arch spanning a deep cutting.

Assessment of significance:

An uncommon design on the BSW, and an attractive and well preserved bridge. It is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An attractive brick bridge consisting of a flying segmental arch spanning a deep cutting. This is an uncommon design on the BSW, and this well preserved bridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TMS



Structure Number: SWB 9816

Accommodation Bridge

Easting: 383756.119

Northing: 182114.051

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical GWR steel girder on brick abutment, built 1897-1903.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TMS



Structure Number: SWB 9841

Underbridge

Easting: 383315.173

Northing: 181912.988

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post c. 1970

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skew girder bridge with brick abutments and a replacement steel and concrete deck.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9875

Underbridge

Easting: 382688.673

Northing: 181640.592

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - occupation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical narrow GWR steel girder with brick abutments, built 1897-1903.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9905

Underbridge

Easting: 382499.348

Northing: 181573.815

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - occupation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in brick. Roll moulding around the arches, chamfered string course, slightly splayed wing walls, rock-faced stone parapet coping.

Assessment of significance:

A well preserved example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A well preserved brick example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9927

Accommodation Bridge

Easting: 382072.433

Northing: 181457.494

LPA: Wiltshire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical GWR steel girder overbridge with brick abutments, built 1897-1903.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9945

Overbridge

Easting: 381716.053

Northing: 181392.286

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post-1948

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Standard steel girder deck on engineering brick piers with brick parapets, stone string course and parapet coping.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 9958

Accommodation Bridge

Easting: 381439.14

Northing: 181354.222

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - occupation

Design Type: Beam

1st Material: Purple and red engineering brick

2nd Material: Concrete

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post-1900

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Concrete beam deck on purple and red brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10007

Chippenham Road Overbridge

Easting:	380878.511
Northing:	181277.969
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	post c. 1990

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Recent reinforced concrete deck on purple and red brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10037

Accommodation Bridge

Easting: 380281.286
Northing: 181197.218
LPA: South Gloucestershire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - accommodation
Design Type: Arch - segmental
1st Material: Purple and red engineering brick
2nd Material: Stone
Construction date: South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s): None



Description of structure:

Triple-span, segmental arch overbridge of a standard design on the SWB, built 1897-1903. Brick. Largely unaltered with original arch rings, wing walls, roll moulding to arches, parapets and a stepped stone string course and impost blocks.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10069

Accommodation Bridge

Easting: 379640.657

Northing: 181193.8

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: c. 1897-1903

Major alteration phase(s): None

Description of structure:

Flying segmental arch brick overbridge high above a stone faced cutting, built 1897-1903. Original arch ring, stone string course and brick parapet.

Assessment of significance:

An uncommon design in the context of the BSW, and an attractive and well preserved bridge in a dramatic cutting. Because of its late Victorian date and standardized GWR design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Flying segmental arch brick overbridge high above a stone faced cutting, built 1897-1903. A well preserved example, it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10106

Chipping Sodbury Tunnel East Portal

Easting:	376530.946
Northing:	181390.85
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

The Cotswold Edge escarpment was the largest topographical impediment to creating a direct, fast route between the MLN1 at Wootton Bassett and the Severn Tunnel. It was overcome by boring the Chipping Sodbury Tunnel. At 2.5 miles, it is the longest tunnel on the SWB, and passes under the Badminton Estate. Completed in 1903, it was one of the last major mainline railway tunnels to be built in the UK until the Channel Tunnel Rail Link opened in 2003.

The East portal is at the end of a long, deep, steep-sided cutting. Engineering brick with stone dressings. Circular horseshoe tunnel mouth with brick architrave surround, and roll moulding and gigantic keystone in stone. Piers flanking the arch and projecting above the panelled parapet, and outside these very small wing walls meeting the rubble-lined cutting sides. Stone bands and coping with quarry-faced moulding.

Assessment of significance:

The Chipping Sodbury Tunnel was one of the last major mainline railway tunnels to be dug in the UK until Channel Tunnel Rail Link. It has handsome portals, well preserved. Whilst these are not unique, they are nevertheless attractive and an historically interesting component in a significant landscape. Therefore, the portals are of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

This is the most significant piece of engineering on the SWB and one of the last major mainline railway tunnels of the Victorian era. It is distinguished by handsome portals and a string of six castellated vent shafts on the Badminton Estate, which are all of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Vaughan; site visit

Structure Number: n/a

Chipping Sodbury Tunnel Vent Shafts

Easting:	376530.946
Northing:	181390.85
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Other
Design Type:	Other
1st Material:	Engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

The Cotswold Edge escarpment was the largest topographical impediment to creating a direct, fast route between the MLN1 at Wootton Bassett and the Severn Tunnel. It was overcome by boring the Chipping Sodbury Tunnel. At 2.5 miles, it is the longest tunnel on the SWB, and passes under the Badminton Estate. Completed in 1903, it was one of the last major mainline railway tunnels to be built in the UK until the Channel Tunnel Rail Link opened in 2003.

Six shafts were dug down to the tunnel bore. These had two purposes. First, access for construction and removal of spoil. Second, to allow steam and smoke from steam locomotives to escape. Each of these shafts is crowned with a 'chimney', to prevent anything falling into shaft, which are strung out in a line in the fields above the tunnel.

The shafts were constructed on the Badminton estate, only 1.5 – 3 miles from Badminton House. Consequently they were designed to look like small castellated towers or turrets. This idea, derived from the English landscape tradition for objects of interest or follies, had been used to disguise shaft-heads to mines and tunnels since the eighteenth century.

Each is of GWR contrasting red and purple engineering brick and stone dressings. They are circular, battered shafts, constructed of engineering brick laid in English bond, with machicolations and castellated parapet. The stepped machicolation corbels and the steeply pitched coping are stone. The shafts vary in height from c. 4 to c. 8 m.

The shafts rise from a pastoral landscape. Each adjoins a spoil heap, sometimes with a levelled top and the alignment of a tramway along which trucks carrying spoil were wheeled away from the shafthead. Some of the spoil heaps are now overgrown with trees, others are grazed grass.

Assessment of significance:

The Chipping Sodbury Tunnel was one of the last major mainline railway tunnels to be dug in the UK until Channel Tunnel Rail Link. It has handsome - though not exceptional - portals, well preserved, and the castellated vent shafts. Whilst these are not unique, they are nevertheless attractive and an historically interesting component in a significant landscape. Therefore, the tunnel structures are of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

The Chipping Sodbury Tunnel is the most significant piece of engineering on the SWB and one of the last major mainline railway tunnels of the Victorian era. The string of six castellated vent shafts are a picturesque response to the landscape of the Badminton Estate, and of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Vaughan; site visit

Structure Number: SWB 10348

Chipping Sodbury Tunnel West Portal

Easting:	376530.946
Northing:	181390.85
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Tunnel
Design Type:	Arch - horseshoe
1st Material:	Stone
2nd Material:	Engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

The Cotswold Edge escarpment was the largest topographical impediment to creating a direct, fast route between the MLN1 at Wootton Bassett and the Severn Tunnel. It was overcome by boring the Chipping Sodbury Tunnel. At 2.5 miles, it is the longest tunnel on the SWB, and passes under the Badminton Estate. Completed in 1903, it was one of the last major mainline railway tunnels to be built in the UK until the Channel Tunnel Rail Link opened in 2003.

The West Portal is made of squared and coursed quarry-faced sandstone except the engineering brick arch ring. Horseshoe tunnel mouth with moulded engineering brick arch, including outer roll, and giant key stone, flanked by emphatic raked piers treated as broad pilasters, which project above the parapet. Straight wing walls outside the piers. Across the whole elevation, triple-stepped cornice and projecting coping, which form part of a central parapet projection which rests on the keystone. The lining of the tunnel is not being assessed.

The portal is set into a hillside just below the village of Old Sodbury, which forms the backdrop when the tunnel is viewed from overbridge SWB 10348 a few hundred metres down the line to the west. One of the tunnel's castellated vents can also be seen from here on the crest of the hill which rises up behind the village.

Assessment of significance:

The Chipping Sodbury Tunnel was one of the last major mainline railway tunnels to be dug in the UK until Channel Tunnel Rail Link. It has handsome portals, well preserved. Whilst these are not unique, they are nevertheless attractive and an historically interesting component in a significant landscape. Therefore, they are of medium architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

The Chipping Sodbury Tunnel is the most significant piece of engineering on the SWB and one of the last major mainline railway tunnels of the Victorian era. It is distinguished by handsome portals and a string of six castellated vent shafts on the Badminton Estate, which are all of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Vaughan; site visit

Structure Number: SWB 10348

Accommodation Bridge

Easting: 374940.732
Northing: 181490.986
LPA: South Gloucestershire District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - accommodation
Design Type: Arch - segmental
1st Material: Purple and red engineering brick
2nd Material: Stone
Construction date: South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s): None



Description of structure:

Standard three span segmental arch brick overbridge, built 1897-1903. Original piers, arch ring, hood mould and parapet. Pipe attached on Down side.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10374

Aqueduct

Easting: 374719.417

Northing: 181504.668

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Aqueduct

Design Type: Beam

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

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Summary Statement:

Riveted steel trough supported by brick piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10419

Accommodation overbridge

Easting:	374204.22
Northing:	181536.5
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Triple span segmental arch overbridge, built 1897-1903. A variation on the standard three span overbridge design on the SWB, because of the inclined parapet and roadway. Tall piers because of the deep cutting and well preserved brickwork including arch ring, roll moulding and parapet, and stone string course and imposts.

Assessment of significance:

A well preserved example of a variant of the standard SWB triple-arch bridge design, dating from the turn of the 20th century. Because of its late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Inclined variant of the generic triple-arch SWB overbridge, built 1897-1903. Well preserved, but because of its late Victorian date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10453

Accommodation overbridge

Easting:	373535.316
Northing:	181580.931
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - semi-elliptical
1st Material:	Purple and red engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Triple span semi-elliptical arch overbridge, built 1897-1903. A variation on the standard three span overbridges on the SWB, because of the inclined parapet and roadway. Tall piers because of the deep cutting and well preserved brickwork including arch ring, roll moulding, parapet and stone string course and impost blocks.

Assessment of significance:

A well preserved example of a variant of the standard SWB triple-arch bridge design, dating from the turn of the 20th century. Because of its late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Inclined semi-elliptical arch overbridge based on a generic triple-arch SWB design, and built 1897-1903. Well preserved, but because of its late Victorian date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10477

Kingrove Farm Overbridge

Easting:	373053.564
Northing:	181604.441
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	None
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Triple span segmental arch overbridge, built 1897-1903. A variation on the standard three span overbridge design on the SWB, because of the inclined parapet and roadway. Tall piers because of the deep cutting and well preserved brickwork including arch ring, roll moulding and parapet, and stone string course and imposts.

Assessment of significance:

A well preserved example of a variant of the standard SWB triple-arch bridge design, dating from the turn of the 20th century. Because of its late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A tall and inclined variant of the generic triple-arch SWB overbridge, built 1897-1903. Well preserved, but because of its late Victorian date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10520

Dodington Road Overbridge

Easting:	372602.643
Northing:	181536.332
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Sandstone
2nd Material:	Engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Flying segmental arch skewed overbridge spanning a rock cutting, built 1897-1903. Constructed of quarry-faced and squared sandstone, with arch ring and soffit of engineering brick.

Assessment of significance:

An uncommon design on the BSW, and an attractive and well preserved bridge. It is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An attractive sandstone bridge consisting of a skewed flying arch spanning a rock-faced cutting. This is an uncommon design on the BSW, and this well preserved bridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10539

Aqueduct

Easting: 372250.271

Northing: 181382.303

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Aqueduct

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A steel trough supported across a cutting on stepped brick piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10632

Road Overbridge

Easting: 370968.268

Northing: 180627.687

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Sandstone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical, skewed GWR steel girder road bridge, this example with quarry-faced sandstone abutments. Built 1897-1903.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10706

Westerleigh Road Underbridge

Easting:	369961.776
Northing:	180304.005
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

This is one of a pair of identical bridges at the junction with the BGL2 line to Gloucester. The northern sibling, carrying the cord between the two lines, is adjacent and the two share a common retaining wall to the road below. They date from the construction of the BSW and are largely standard in their detailing - segmental arch, quarry-faced sandstone, with roll moulding, string course ,etc. - but the buttressed abutments and wing walls are more massive than normal.

Assessment of significance:

One of a pair of segmental arch underbridges at the junction of the SWB and the BGL2 line, linked but otherwise typical of bridges on the SWB. As it is well preserved and forms part of a group of related structures at this junction, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Segmental arch underbridge in squared and coursed sandstone, one of linked twins built 1897-1903 at the junction of the SWB and the BGL2 line, but otherwise typical of bridges on the SWB. As it is well preserved it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10716

Railway Underbridge

Easting:	369763.124
Northing:	180268.859
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - railway
Design Type:	Arch - segmental
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None

Description of structure:

Triple arched bridge carrying the SWB over the former Midland Railway line south to Bath. Standard form and details for the SWB: quarry-faced sandstone, segmental arches, roll mouldings and corbelled refuges.

Assessment of significance:

A well preserved stone example of the generic SWB triple-arch underbridge, of added interest as part of a group of related contemporary structures at the junction of the SWB and the BGL2 and therefore of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Typical SWB segmental arch underbridge in squared and coursed sandstone, with three spans, carrying the line over the BGL2 line and one of a number of structures built here in 1897-1903 to make a junction of these two lines. Because of its good state of preservation and this group value, the bridge is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: SWB 10734

Underbridge

Easting:	369380.648
Northing:	180226.109
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - segmental
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Post-1947



Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in quarry-faced, squared sandstone. Roll moulding around the arches, chamfered string course, splayed wing walls. Later 20th century extensions to the parapet.

Assessment of significance:

An example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A sandstone example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10772

Underbridge

Easting: 368634.269

Northing: 180233.58

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Sandstone

2nd Material: Purple and red engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in quarry-faced, squared sandstone. Roll moulding around the brick arch ring, a string course, parapet and splayed wing walls. This example low set in a tall embankment.

Assessment of significance:

An example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A sandstone example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10812

Coal Pit Heath Underbridge

Easting:	368258.051
Northing:	180284.062
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Girder
1st Material:	Steel
2nd Material:	Sandstone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Lightweight steel and concrete deck in two small spans, supported on sandstone abutments and central pier.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10826

Footbridge

Easting: 367960.185

Northing: 180313.866

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Three span steel footbridge with lattice girders and slender lattice piers; central span is a hogback girder. Assumed to date from the construction of the line.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10853

Henfield Road Underbridge

Easting:	367418.074
Northing:	180263.462
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-circular
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Tall and handsome triple-span underbridge with semi-circular arches, dating from the construction of the SWB. Well preserved, built of quarry faced sandstone, with a string course and roll mouldings around the brick arch rings

Assessment of significance:

An attractive variant of a common SWB bridge type. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An attractive variation of a common bridge design on the SWB, notable for its three equally semi-circular arches. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10879

Bristol Road Viaduct

Easting: 366872

Northing: 180176

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: Purple and red engineering brick

2nd Material: Sandstone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Tall and handsome triple-span underbridge with semi-circular arches, dating from the construction of the SWB. Well preserved example of the generic design, built of brick with impost, roll mouldings around the arches and parapet coping in sandstone.

Assessment of significance:

An attractive variant of a common SWB bridge type. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An attractive variation of a common bridge design on the SWB, notable for its three equal semi-circular arches. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10901

Badminton Road Underbridge

Easting:	366864.884
Northing:	180174.225
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	Sandstone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None

Description of structure:

Tall and skewed triple-span underbridge with semi-circular arches, dating from the construction of the SWB. Well preserved example of the generic design, built of brick with imposts, roll mouldings around the arches and parapet coping in sandstone.

Assessment of significance:

An attractive variant of a common SWB bridge type. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

An impressive example of the standard triple-arch bridge design on the SWB, tall and skewed. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10910

Underbridge

Easting: 366687.451

Northing: 180146.647

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Sandstone

2nd Material: Engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Post c. 1970

Description of structure:

Segmental-arched accommodation bridge of a design common on the SWB. Built 1897-1903 in quarry-faced, squared sandstone. Roll moulding around the brick arch ring, a string course, parapet and splayed wing walls. This example now bracketed by modern concrete retaining walls.

Assessment of significance:

An example of the standard accommodation bridge design on the SWB. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A sandstone example of the standard accommodation bridge design on the SWB, dating from the construction of the line. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10926

Park Lane Underbridge

Easting: 366369.911

Northing: 180096.746

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Sandstone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical small-span GWR girder bridge, with stone abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 10965

Huckford Viaduct

Easting:	365718
Northing:	179989
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Viaduct
Design Type:	Arch - semi-circular
1st Material:	Purple and red engineering brick
2nd Material:	None
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

A tall impressive viaduct with eleven semi-circular arches spanning the River Frome. Built in 1902, it is 290ft long and constructed in red and purple brick with stone dressings such as impost bands. The massive piers are slightly battered and have no relieving arches. It appears to be largely unaltered.

Assessment of significance:

Impressive and well preserved viaduct, which has an imposing local presence. However, because it was built at the end of the Victorian period, is conventional in engineering terms and architecturally unexceptional, it is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

An impressive viaduct with eleven semi-circular arches spanning the River Frome. Built in 1902, it is 290ft long and constructed in red and purple brick. Though well preserved it is a late example of a railway viaduct and of conventional engineering and architectural form, and therefore of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 10971

Hicks Common Road Overbridge

Easting:	365471.427
Northing:	179949.526
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Sandstone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical GWR girder overbridge, with quarry-faced stone abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 11015

Dragon Road Overbridge

Easting:	364993.978
Northing:	179872.959
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Flying segmental arch stone overbridge, built 1897-1903 across a rock cutting. Skewed and rising from one side to another. Quarry-faced sandstone facing to spandrel, brick soffit, arch ring and parapet.

Assessment of significance:

A structure with an exciting appearance and a form rare on the SWB. Because of its late Victorian date and standardized design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Flying arch bridge across a rock cutting, built of sandstone and brick in 1897-1903. Because of its standardized design and late Victorian date, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 11023

Mill Road Underbridge

Easting: 364834.569

Northing: 179847.413

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Sandstone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Typical GWR girder underbridge, with quarry-faced stone abutments rising to form terminating parapet piers.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 11037

B4508 Underbridge

Easting: 364555.534

Northing: 179802.694

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-circular

1st Material: Engineering brick

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

High purple and red brick underbridge with three semi-circular arch spans, built 1897-1903. Of typical SWB form and detailed and largely unaltered, with roll moulding around the arches, string course parapet etc.

Assessment of significance:

Triple-arch underbridge, with brick semi-circular spans. A good example of a common SWB bridge type. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

A good example of a common SWB bridge type. Because of the late Victorian date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List

Structure Number: SWB 11048

Accommodation Bridge

Easting: 364339.444

Northing: 179768.064

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - accommodation

Design Type: Arch - segmental

1st Material: Stone

2nd Material: Engineering brick

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Insufficient information available

Significance value:

Unknown

Sources:

Comp List

Structure Number: SWB 11064

M4 Underbridge

Easting: 364044.35

Northing: 179720.773

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: Post 1960

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Electric blue modern steel girder deck on twin splayed steel piers. Quite slender considering the span and loads. Not without its aesthetic merits.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 11069

Old Gloucester Road Underbridge

Easting: 363902.837

Northing: 179698.094

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - semi-elliptical

1st Material: Stone

2nd Material: None

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Stone bridge with three semi-circular arch spans, built 1897-1903. Similar design to SWB 10853. Largely unaltered with original piers, abutments, string course and parapets. Arch rings in purple brick - it is not known if this was the original design or later alteration.

Assessment of significance:

Impressive and well preserved structure but not part of the 'Pioneering Phase' of railway construction. Therefore, of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

Stone-built bridge with three semi-circular spans, built 1897-1903. An impressive and well preserved structure, it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 11114

Accommodation Bridge

Easting: 363428.026

Northing: 179623.068

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Arch - segmental

1st Material: Purple and red engineering brick

2nd Material: Stone

Construction date: South Wales & Bristol Direct Line
(1897 - Jul 1903)

Major alteration phase(s): None

Description of structure:

Triple-span, segmental arch overbridge of a standard design on the SWB, built 1897-1903. Brick. Largely unaltered with original arch rings, wing walls, roll moulding to arches, bull-nosed string course and parapets; stone impost blocks.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span, segmental arch bridge of a standard design on the SWB, built 1897-1903. Well preserved, but because of its date and generic design, of low architectural and historic interest and no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWB 11132

Pearsons Brick Yard Overbridge

Easting:	363070.04
Northing:	179579.148
LPA:	South Gloucestershire District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - segmental
1st Material:	Purple and red engineering brick
2nd Material:	Stone
Construction date:	South Wales & Bristol Direct Line (1897 - Jul 1903)
Major alteration phase(s):	None



Description of structure:

Three span segmental arch overbridge, built 1897-1903. Quarry-faced squared sandstone. A variation on the standard triple span design on the SWB, with roadway and parapet rising roadway to one side. Original piers, arch ring, hood mould, string course and parapet.

Assessment of significance:

A well preserved example of a common bridge design on the SWB, dating from the turn of the 20th century. Because of its date and generic design, it is of low architectural and historic interest and no archaeological or artistic interest.

Summary Statement:

Triple-span segmental arch overbridge, built 1897-1903. A variation on the standard design, with rising roadway to one side. A well preserved stone example, it is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWB 11163

Bristol Parkway Railway Station

Easting: 362441.136

Northing: 179568.967

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Station

Design Type: Other

1st Material: Steel

2nd Material: None

Construction date: c. 2000

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A modern station, mostly of c. 2000. No pre-1948 buildings. Steel and glass entrance building north of the line, adjoining on its east side a raised car park and on its south side a wide enclosed footbridge linked by covered staircases to two island platforms, each with modern steel canopies.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: SWB 11177

Hatchett Road Underbridge

Easting: 362168.606

Northing: 179632.947

LPA: South Gloucestershire District Council

Designation: None

List Entry Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Arch - segmental

1st Material: Red brick

2nd Material: Steel

Construction date: Pre-1900

Major alteration phase(s): South Wales & Bristol Direct Line (1897-Jul 1903)

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Segmental arch red brick underbridge on the south (Down) side, perhaps predating the construction of the SWB in 1897-1903. Judging by the character and detailing of its quarry-faced stone abutments, the wide steel girder deck on the north (Up) side is part of the SWB works.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 14868

Rogiet Road Overbridge

Easting: 346120

Northing: 187538

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: None

Construction date: The Severn Tunnel (1873/7-1886)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Multiple-span girder bridge across Severn Tunnel Junction Station and its platforms. Probably steel, but may be iron.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: SWM2 14946

M4 Overbridge

Easting: 344947.0

Northing: 187482.1

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Steel

Construction date: c.1992-6

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Large late 20th century concrete skew overbridge with splayed concrete wing walls carrying M4 motorway on the approach to the Second Severn Crossing bridge, which opened in 1996.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15015

Church Road Overbridge

Easting:	344021.5
Northing:	187159.5
LPA:	Monmouthshire County Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Concrete
Construction date:	South Wales Railway: Phase 1 (1846-Jun 1850)
Major alteration phase(s):	c. 1900-1941



Description of structure:

-

Assessment of significance:

-

Summary Statement:

This bridge may have some surviving fabric of a structure dating to the construction of the South Wales Railway by Brunel in 1846-50. The south (Down) span is a rebuilt segmental arch, the central span is now a concrete deck (probably later 20th century) and the north (Up) spans are interwar steel decks on steel upstands which formerly bridged the throat of the Severn Tunnel Junction freight Aprilshalling yard.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15029

Parson's Footbridge

Easting:	343764.0
Northing:	187043.5
LPA:	Monmouthshire County Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Beam
1st Material:	Sandstone
2nd Material:	Steel
Construction date:	South Wales Railway: Phase 1 (1846-Jun 1850)
Major alteration phase(s):	post-1900



Description of structure:

Narrow steel deck carried on substantial masonry piers. The piers may have been built as part of an accommodation bridge dating to the construction of the line by Brunel in 1846-50. This might have had a timber deck like similar bridges on other Brunel-engineered lines (such as at MLN1 8549). In such cases the decks were renewed in steel c. 1900. In this case, the deck is was rebuilt as a much narrower footway.

Assessment of significance:

This structure may contain elements from an earlier timber-deck bridge designed by Brunel's office, which is rare on this part of the line. However, the original deck has been replaced in a different material to a different design and as such the bridge is of low architectural and historic interest; no archaeological or artistic interest.

Summary Statement:

A steel footbridge deck carried on substantial masonry piers, which may have been part of an original accommodation bridge, possibly with a timber deck. This is rare on the SWM2, but because of the degree of alteration the structure is of low architectural and historic interest (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS

Structure Number: SWM2 15043

The Ramp Overbridge (Hugget's Road)

Easting:	343504.2
Northing:	186933.9
LPA:	Monmouthshire County Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
1st Material:	Sandstone
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Railway: Phase 1 (1846-Jun 1850)
Major alteration phase(s):	South Wales Quadrupling: Phase 2 (1941)



Description of structure:

A three-span, masonry overbridge with a central semi-elliptical arch dating to the construction of the SWR by Brunel in 1846-50. This has voussoirs and a string course. Either side are segmental arches in a reddish sandstone, probably dating to the quadrupling of the line here in 1941. It is not clear if the bridge was originally built with a single arch, or three.

Assessment of significance:

This bridge has one of only two surviving Brunel-designed semi-elliptical arch over the SWR between Severn Tunnel Junction and Cardiff (the other is SWM2 15670). However, nothing of this 1846-50 structure either side of the arch survived the reconstruction with flanking segmental arches when the line here was quadrupled and therefore it is of low architectural and historic interest (and no archaeological or artistic interest).

Summary Statement:

One of only two surviving Brunel-designed semi-elliptical overbridge on the SWM2 between Severn Tunnel Junction and Cardiff, but substantially altered with flanking segmental arches in a different stone, probably as part of line widening c. 1941. Because of the extent of alteration, the bridge is of low architectural and historic interest; no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15051

Undy Halt Footbridge

Easting: 343348.8

Northing: 186892.5

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel truss footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15055

Subway

Easting: 343269.6

Northing: 186878.4

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 2 (1941)?

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Pedestrian subway with steel girder decks on red and purple engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15079

Whitehall Footbridge

Easting: 342786.1

Northing: 186865.5

LPA: Monmouthshire County Council

Designation: Conservation Area

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post-1900

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

20th century steel truss footbridge.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: SWM2 15115

Redwick Road (Magor Road) Overbridge

Easting: 342466.3

Northing: 186890.5

LPA: Monmouthshire County Council

Designation: Conservation Area

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Sandstone

2nd Material: Concrete

Construction date: South Wales Railway: Phase 1
(1846-Jun 1850)

Major alteration phase(s): South Wales Quadrupling: Phase 2 (1941)?; post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

This may have been a three-span stone overbridge, dating to the construction of the SWR in 1846-50. However, the central span has been replaced by a 20th century concrete deck and the flanking spans have segmental arches in reddish coloured sandstone, presumably dating to the quadrupling of the line c.1941. As such there is almost nothing of the original bridge left and therefore the structure is of only minimal interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS



Structure Number: SWM2 15137

Subway

Easting: 342025.9

Northing: 186927.6

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 2 (1941)?

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Subway with steel girder decks on red and purple engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15163

B4245 (Eastern Access) Overbridge

Easting: 341505.4

Northing: 186970.8

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: Post-1981

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Broad, late 20th century steel and concrete road overbridge, with two spans and a pier.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15202

Llandevenny Road Overbridge

Easting: 341124.3

Northing: 187002.4

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Red brick

Construction date: South Wales Railway: Phase 1
(1846-Jun 1850)

Major alteration phase(s): South Wales Quadrupling: Phase 2 (1941)?; post-1947

Description of structure:

-

Assessment of significance:

-

Summary Statement:

This may have been a three span timber or iron overbridge from which only the stone piers remain. Abutments rebuilt in brick, probably for line widening in 1941, and the concrete decks probably later still.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15225

Steelworks railway overbridge

Easting: 340581.0

Northing: 187052.0

LPA: Monmouthshire County Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - railway

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: c.1962

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder bridge on concrete piers carrying a chord from the Llanwern steel works to the Up line on an acute skew. The steelworks opened in 1962.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: SWM2 15301

Road Underbridge

Easting: 339539.5

Northing: 187136.0

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 2 (1941)?

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modest underbridge with steel girder deck on engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15337

Llanwern Pipe Bridge

Easting: 338823.0

Northing: 187195.0

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Pipe bridge

Design Type: Beam

1st Material: Red brick

2nd Material: Concrete

Construction date: c.1962

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Single span concrete deck with brick parapets, abutments and wing walls, carrying pipes to the Llanwern steelworks, which opened in 1962.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TMS



Structure Number: SWM2 15603

Spitty Road Overbridge

Easting: 334685.5
Northing: 187539.1
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Beam
1st Material: Red brick
2nd Material: Concrete
Construction date: Post-1981
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century single span concrete deck with brick parapets, abutments and wing walls.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15625

Liswerry Road Underbridge

Easting:	334247.2
Northing:	187575.6
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Subway
Design Type:	Girder
1st Material:	Steel
2nd Material:	Brick
Construction date:	Unknown
Major alteration phase(s):	South Wales Quadrupling: Phase 2 (1941)?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Pedestrian subway, but probably originally a road bridge, formed by a riveted steel deck on brick abutments with stone approach walls.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15670

Somerton Road Overbridge

Easting:	333362.3
Northing:	187746.4
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Stone
Construction date:	South Wales Railway: Phase 1 (1846-Jun 1850)
Major alteration phase(s):	South Wales Quadrupling: Phase 2 (1941)?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Three span overbridge; on the Up (north) side, a stone semi-elliptical arch in coursed quarry-faced stone with voussoirs. This is the original Brunel designed bridge of c. 1846-50, one of only two such arches left between the Severn Tunnel and Cardiff (see also SWM2 15043). It now has rivetted steel girders attached to each face. The other spans are 20th century rivetted steel decks with a central steel pier and brick abutment. Because of the extent and kind of alteration, the bridge is now only of minimal interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15732

Subway

Easting: 332582.9

Northing: 188063.5

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Subway

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Railway: Phase 1
(1846-Jun 1850)

Major alteration phase(s): South Wales Quadrupling: Phase 2 (1941)?

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Subway with steel girder deck and engineering brick and some stone abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15748

Wharf Road Underbridge

Easting:	332283.3
Northing:	188189.4
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Red brick
Construction date:	1911?
Major alteration phase(s):	South Wales Quadrupling: Phase 2 (1941)?



Description of structure:

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Assessment of significance:

-

Summary Statement:

Steel girder decks carrying six tracks, with low red brick abutments and central steel upstands.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15773

Chepstow Road Underbridge

Easting:	331864.1
Northing:	188459.7
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Truss
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	1911?
Major alteration phase(s):	None



Description of structure:

Large skewed steel truss underbridge on brick abutments, probably dating to 1911 when the section of the SWM2 through Newport was quadrupled. Four line are carried between five big staggered trusses.

Assessment of significance:

An impressive structure but not an exceptional design and typical of railway engineering in the first half of the 20th century. It is therefore of low architectural and historic interest for its contribution to local townscape and character; no archaeological or artistic interest.

Summary Statement:

Large skewed steel truss underbridge on brick abutments, probably dating from 1911 when the SWM2 through Newport was widened. It is an impressive but not exceptional structure and therefore of low architectural and historic interest for its contribution to local history and townscape character.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15806

Church Road Underbridge

Easting:	331628.4
Northing:	188566.5
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	1911?
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Substantial skewed underbridge comprised of two riveted steel girders on brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 15814

East Usk Road Underbridge

Easting:	331466.1
Northing:	188581.0
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	1911?
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Substantial underbridge comprised of a riveted steel girder deck on brick abutments, carrying six tracks.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15826

River Usk Viaduct

Easting: 331231.2
Northing: 188532.5
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Viaduct
Design Type: Girder
1st Material: Steel
2nd Material: Stone
Construction date: 1888
Major alteration phase(s): 1911



Description of structure:

Viaduct of 12 spans crossing the River Usk immediately upstream of Newport Castle. The piers, faced with quarry-faced coursed stone, support riveted steel girder spans; steel footways to either side with lattice railings. The central span is a wider truss for river navigation. The original timber bridge designed by Brunel and built in 1848 burnt down shortly before completion. Brunel then designed iron bow-string girders to replace the burnt timber decks. In 1888, the whole bridge was replaced and in 1911 it was widened to four lines.

Assessment of significance:

Not the first bridge, but nonetheless a substantial structure that is prominent in the townscape of Newport city centre and which creates a striking juxtaposition with the abutting medieval remains of Newport Castle. It is therefore of low architectural and historic interest for its local significance and contribution to the riverscape of the Usk in the centre of Newport (but no archaeological or artistic interest.)

Summary Statement:

This viaduct crosses the River Usk immediately upstream of Newport Castle in the centre of the town. It is constructed from stone piers and steel decks and was built in 1888 to replace the original Brunel crossing, and widened in 1911. As a substantial but structurally and architecturally unremarkable structure which is dominant in the townscape, it is of low architectural and historic interest, but no archaeological or artistic interest.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit

Structure Number: SWM2 15831

A4042 (Heidenheim Road) Underbridge

Easting:	331136.9
Northing:	188504.6
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Stone
Construction date:	1911
Major alteration phase(s):	Post c. 1970

Description of structure:

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Assessment of significance:

-

Summary Statement:

Underbridge under six tracks at the throat of Newport station, made up of a riveted steel deck on quarry-faced abutments with rows of steel upstands separating the roadway from the pavements. Substantial buttresses of engineering brick have been built up against the abutments in the last few decades.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15843

Newport Railway Station

Easting:	330933.6
Northing:	188379.4
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	Other
1st Material:	Red brick
2nd Material:	Steel
Construction date:	1878
Major alteration phase(s):	1930; 2010



Description of structure:

Station, 1878, 1930, 2010. Now with four platforms. The first station was a typical Brunel wooden trainshed. This was replaced by W. Lancaster Owen and J.E.Danks in 1878. Buildings from this phase survive on the island platform. They have rock-faced stone with ashlar bands and dressings, round-headed windows, hipped roofs. The low towers at the end of the footbridge have French Pavillion roofs (cf. Slough). The imposing main building, on the Down side, was erected in 1930 in a grand neo-Georgian style inspired by early 18th century English Baroque. It is of five storeys and sixteen bays with a three bay centre defined by an applied portico of ashlar giant pilasters and pediment. Also consoled cornice and terminating giant pilasters. The wooden sashes have been replaced in uPVC. The ground floor contained a booking hall, enquiry office, refreshment rooms and platform offices. On the first floor there was a public dining room, kitchen, smoke room, writing room, lavatories and cloakroom. The second floor was used as club premises. Throughout the interiors were of high quality, using mahogany, Japanese oak and Aprilble. The whole building was equipped with electric lighting and important rooms held centrally set clocks and were linked by a pneumatic messaging system. Extensive and well preserved platform canopies which are a mixture of hipped ridge and furrow (unusual on the GWR) and longitudinally ridged structures on steel cantilevers. At the high mileage end of these canopies a major new structure was erected in 2010, consisting of two concourses, in the form of steel clad spirals, connected by a metal and glass footbridge. It was designed by Grimshaw Architects in partnership with Atkins.

Assessment of significance:

This is a substantial station with large-scale and well preserved elements from 1878 and 1930 illustrating the evolution of GWR station architecture. The impressive neo-Georgian entrance building is particularly noteworthy and had interesting historical uses. The recent development has architectural ambition and is positioned not to detract from the historic elements. In total, because the station is neither architecturally or historically unified nor made up of architecturally outstanding parts, it is of low architectural and historic interest (but no archaeological or artistic interest).

Summary Statement:

A substantial station with large-scale and well preserved elements from 1878 and 1930 illustrating the evolution of GWR station architecture. Four platforms, with French Renaissance detailed buildings of 1878 on the island platform and an impressive neo-Georgian entrance building of 1930. The sinuous new concourses and footbridge (2010) are positioned not to detract from the historic elements. In total, because the station is neither architecturally or historically unified nor made up of architecturally outstanding parts, it is of low architectural and historic interest (but no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Touret p32-33; Biddle; site visit

Structure Number: SWM2 15862

Bridge Street Overbridge

Easting:	330689.1
Northing:	188078.9
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Truss
1st Material:	Steel
2nd Material:	Engineering brick
Construction date:	1911
Major alteration phase(s):	None

Description of structure:

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Assessment of significance:

-

Summary Statement:

Large skewed steel truss underbridge on brick abutments with stone quoins, probably dating from 1911 when the line through Newport was quadrupled. Spanning six tracks, it is a substantial structure, but one typical of the railways in the early 20th century. It is therefore of minimal architectural and historic interest; no archaeological or artistic interest.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; site visit



Structure Number: SWM2 15864

East Street Footbridge

Easting: 330673.2

Northing: 188040.6

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: Engineering brick

Construction date: 1911?

Major alteration phase(s): Post-1980

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century, lightweight steel truss footbridge with corrugated side panels, spanning between probably earlier brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15871

Newport Tunnel

Easting:	330536.7
Northing:	187673.7
LPA:	Newport City Council
Designation:	Listed (Grade II) - Down (east) bore only; Conservation Area
List Reference Number:	23140
Date of Designation:	31/03/00
Structure Type:	Tunnel
Design Type:	Arch - semi-circular
1st Material:	Sandstone
2nd Material:	Engineering brick
Construction date:	South Wales Railway: Phase 1 (1846-Jun 1850)
Major alteration phase(s):	1911



Description of structure:

The tunnel consists of a pair of semi-circular bores. The east (Down) bore dates from the construction of the line in 1846-50 and measures 742 yards. Its portals are faced with quarry faced coursed sandstone and have giant voissiors. The west (Up) bore (770 yards) dates from 1911 and has engineering brick portals. These appear to be largely unaltered with original arch rings, roll mouldings and string course.

Assessment of significance:

The tunnel portals are well preserved and display the evolving architectural style of the the line and the GWR. The older tunnel has the more architectural portals and was designed under Brunel's authority. Its portals are therefore of medium architectural and historic interest (but no archaeological or artistic interest). The 1911 tunnel has group value but lacks that architectural ambition and association with a significant designer. It and its portals are therefore of low significance.

Summary Statement:

Tunnel consisting of a pair of semi-circular bores, the Down (east) bore with quarry-faced sandstone portals dating to the construction of the SWR by Brunel in 1846-50, and the Up ((west) bore with plainer brick portals dating to the widening of the line through Newport in 1911. Well preserved, they display the growing utilitarianism of railway engineering. Brunel's early and more architectural portals are of medium architectural and historic interest (but no archaeological or artistic interest), the simpler Edwardian bores are of low architectural and historic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Biddle; list description; site visit

Structure Number: SWM2 15931

Footbridge

Easting: 330340.6
Northing: 187145.5
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Footbridge
Design Type: Truss
1st Material: Steel
2nd Material: Stone
Construction date: South Wales Railway: Phase 1 (1846-Jun 1850)?
Major alteration phase(s): 1911; post-1981

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Modern steel truss footbridge on older piers faced with quarry-faced sandstone

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 15951

Cardiff Road Overbridge

Easting:	330229.6
Northing:	186726.4
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Concrete?
Construction date:	c.1850-1900?
Major alteration phase(s):	1911?; post-1947?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Large two-span skew road overbridge adjacent to SWM2 15952. Possibly at least two phases: the high mileage side with steel girders by the GWR and the low mileage side a postwar widening?

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS

Structure Number: SWM2 15952

Maesglas Overbridge

Easting: 330229.6
Northing: 186726.4
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - railway
Design Type: Girder
1st Material: Steel
2nd Material: Engineering brick
Construction date: c.1850-1900?
Major alteration phase(s): 1911?



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Large redundant skew bridge which carried railway lines over the SWM2 to Newport Docks. Two broad riveted steel spans with central brick pier and brick abutments. Adjacent to the Cardiff Road bridge (SWM2 15951)

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16015

Lime Kiln Overbridge

Easting: 330308.8

Northing: 185881.8

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Engineering brick

Construction date: South Wales Quadrupling: Phase 1 (1900)?

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two substantial and long riveted steel decks, with a central red brick pier.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16018

Docks Way (A48) Overbridge

Easting:	330314.5
Northing:	185821.8
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
1st Material:	Concrete
2nd Material:	None
Construction date:	Post-1981
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Large late 20th century concrete overbridge, one pier.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16022

Ebbw River Bridge

Easting:

Northing:

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder and Truss

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Railway: Phase 1
(1846-Jun 1850)?

Major alteration phase(s): c. 1850-1911

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Three parallel spans (for six tracks originally). Two are steel girders, one is a substantial steel truss (with tracks lifted).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Structure Number: SWM2 16076

Cuckoo Bridge

Easting: 330202.9

Northing: 184674.1

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 1 (1900)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16118

Lighthouse Road (Pheasant) Overbridge

Easting: 330024.4
Northing: 184251.7
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Girder
1st Material: Steel
2nd Material: Purple and red engineering brick
Construction date: South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16205

Green Lane (St Brides) Overbridge

Easting:	328972.7
Northing:	183417.2
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None



Description of structure:

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Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16206

St Brides Brook Underbridge

Easting: 328989.1

Northing: 183428.9

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Culvert

Design Type: Unknown

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 1 (1900)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Steel girder and brick culvert.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16229

Maerdy Accommodation Bridge

Easting: 328596.5

Northing: 183146.2

LPA: Newport City Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - accommodation

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 1 (1900)

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16268

Hawse Lane Overbridge

Easting:	327960.4
Northing:	182687.2
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None



Description of structure:

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Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16348

Summerway Reen Accommodation Bridge

Easting:	326984.0
Northing:	181981.7
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None



Description of structure:

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Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16370

Aprilshfield Road Overbridge

Easting:	326626.3
Northing:	181721.5
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16412

Blacktown Accommodation Overbridge

Easting:	326265.4
Northing:	181465.1
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None



Description of structure:

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Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16457

Green Lane Overbridge

Easting: 325530.7
Northing: 180935.8
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Girder
1st Material: Steel
2nd Material: Purple and red engineering brick
Construction date: South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s): None



Description of structure:

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Assessment of significance:

-

Summary Statement:

Overbridge consisting of a riveted steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16627

Trowbridge Road Accommodation bridge

Easting: 323411.7
Northing: 179404.7
LPA: Newport City Council
Designation: None
List Reference Number: N/A
Date of Designation: N/A
Structure Type: Overbridge - road
Design Type: Girder
1st Material: Steel
2nd Material: Purple and red engineering brick
Construction date: South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List



Structure Number: SWM2 16657

Wentloog Road Overbridge

Easting:	322884.5
Northing:	179113.2
LPA:	Newport City Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Skewed overbridge consisting of a steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16674

River Reen Underbridge

Easting: 322577.4

Northing: 178963.6

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - segmental

1st Material: Stone

2nd Material: Purple and red engineering brick

Construction date: South Wales Railway: Phase 1
(1846-Jun 1850)

Major alteration phase(s): South Wales Quadrupling: Phase 1 (1900)

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Culvert: one side has original quarry-faced sandstone facing and later brick parapet; other side is in GWR engineering brick.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16710

Aprildy Road Overbridge

Easting:	322288.7
Northing:	178823.1
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a steel girder deck and purple and red engineering brick abutments. Steel footbridge adjacent.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16742

Braehdy Lane Overbridge

Easting:	321690.5
Northing:	178532.2
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)
Major alteration phase(s):	Post-1947



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Overbridge consisting of a welded steel girder deck and purple and red engineering brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16760

East Moors Viaduct (A4232)

Easting: 321379.0

Northing: 178376.9

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Concrete

2nd Material: Steel

Construction date: c. 1981-85

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

This low sweeping viaduct of 19 concrete box girder spans and slender twin piers carries the A4232 over the SWM2 and the Rhymney River twice. It was designed by Robert Benaim & Associates in the 1980s and won an Institute of Civil Engineers award.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp list; Benaim Ltd website

Structure Number: SWM2 16767

River Rhymney Bridge

Easting: 321265.8

Northing: 178306.5

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Girder

1st Material: Steel

2nd Material: Unknown

Construction date: c,1880-1914

Major alteration phase(s): unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Low, three span steel girder bridge once carrying six tracks over the River Rhymney on three parallel decks. Down (south) deck is a hogback girder.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16821

Rover Way Overbridge

Easting: 320772.3

Northing: 177839.9

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Concrete

Construction date: Post-1981

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Two-span late 20th century overbridge with steel deck and concrete pier and abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16853

Beresford Road Overbridge

Easting:	320369.3
Northing:	177337.1
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	South Wales Quadrupling: Phase 1 (1900)?
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Long two-span overbridge consisting of riveted steel girder decks, purple and red engineering brick abutments and piers and slender steel piers. Most of the sidings it once spanned have been lifted.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16907

Splott Road Overbridge

Easting: 319960.9

Northing: 176788.7

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Purple and red engineering brick

Construction date: South Wales Quadrupling: Phase 1 (1900)?

Major alteration phase(s): Unknown

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Broad three-span overbridge consisting of riveted steel girder decks and purple and red engineering brick abutments. One pier is brick, the other is slender steel upstands.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16937

Adamsdown Lane Footbridge

Easting:	319519.6
Northing:	176381.6
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Truss
1st Material:	Steel
2nd Material:	None
Construction date:	Post-1981
Major alteration phase(s):	None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century or early 21st century footbridge consisting of two elegant bow string spans

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16943

Windsor Road Overbridge

Easting:	319420.1
Northing:	176313.1
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	c.1890-1914
Major alteration phase(s):	None?



Description of structure:

Overbridge with four massive riveted steel girders on purple and red engineering brick piers and abutments. Late 19th or early 20th century date. The bridge is so long because it formerly spanned the junction with the branch to Cardiff Docks. The sides of the girder are made up of flanged steel plates and three have a humped-backed elevation.

Assessment of significance:

This massive structure is not structurally interesting or innovative for its date, but it has some historical interest because of its association with Cardiff's docks system. It is therefore of low architectural and historic interest, but no archaeological or artistic interest.

Summary Statement:

Overbridge with four massive riveted steel girders on purple and red engineering brick piers and abutments, built in the late 19th or early 20th century date across the junction with the Docks branch. Of little engineering interest but of low historical interest because of its association with Cardiff's Dock system (and no archaeological or artistic interest).

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report

Structure Number: SWM2 16960

A4234 Central Link Overbridge

Easting: 319114.6

Northing: 176158.9

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - road

Design Type: Beam

1st Material: Concrete

2nd Material: Brick

Construction date: Post-1981

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century, three span concrete overbridge with concrete piers and red brick abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 16972

Pellett Street Footbridge

Easting:	318890.6
Northing:	176071.6
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Girder
1st Material:	Steel
2nd Material:	Purple and red engineering brick
Construction date:	c.1930-34
Major alteration phase(s):	None



Description of structure:

-

Assessment of significance:

-

Summary Statement:

Utilitarian footbridge built as part of the Cardiff Central reconstruction scheme in 1930-34. Two riveted steel spans (70ft and 35ft) and brick steps

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Tourret pp. 166-178

Structure Number: SWM2 17000

Taff Vale West Bridge

Easting:	318739.8
Northing:	176017.3
LPA:	Cardiff Council
Designation:	None
List Reference Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - railway
Design Type:	Girder
1st Material:	Steel
2nd Material:	Sandstone
Construction date:	c.1850-80
Major alteration phase(s):	1930-34

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Bridge largely dating in its current form from the Cardiff Central remodelling works of 1930-34, carrying the dock branch of the Taff Vale Railway (now Cardiff and Merthyr Line (CAM)) over the SWM2. The Taff Vale Railway opened in 1840 (predating the SWM2) and was subsumed into the GWR in 1923. Riveted steel girders on stone abutments (Up side one is earlier) and steel piers. One of a pair (formerly three) at the intersection of the CAM and SWM2: this is the low mileage bridge; the high mileage bridge carries the chord down to Cardiff Central and the SWM2 (the Taff Viaduct).

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Turret pp. 166-178

Structure Number: SWM2 17001

Taff Viaduct

Easting: 318721.3

Northing: 176008.9

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Overbridge - railway

Design Type: Girder

1st Material: Steel

2nd Material: Sandstone

Construction date: c.1850-80

Major alteration phase(s): 1930-34

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Bridge largely dating in its current form from the Cardiff Central remodelling works of 1930-34, carrying a cord of the CAM over the SWM2 and down to Cardiff Central. One of a pair (formerly three) at the intersection of the CAM and SWM2; this is the high mileage bridge; the low mileage bridge carries the former Dock branch of the CAM (see Taff Vale West Bridge). The CAM is the former Taff Vale Railway, which opened in 1840 (predating the SWM2) and was subsumed into the GWR in 1923. Riveted steel girders on stone abutments and steel piers. The Down (south) abutment and the viaduct extending west from it, built of coursed quarry faced stone with brick arch rings, are part of the earlier bridge and date from the 19th century. The SWM2 is carried on a bridge or culverts over the 'Dock Feeder' watercourse as it passes underneath the Viaduct. This was reconstructed as pre-cast concrete culverts as part of the 1930-34 works.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

GWML EIA TWS; Turret pp. 166-178

Structure Number: SWM2 17009

Bute Street (A470) Underbridge

Easting: 318573.6

Northing: 175942.2

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Mass concrete

Construction date: 1930-34

Major alteration phase(s): -

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Riveted steel girder deck supported on rough stone faced abutments, carrying 6 tracks and dating from the reconstruction of the station in 1930-34. The southern deck, carrying the TAM lines, is slightly higher. It is not clear if anything survives of earlier structures.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret pp. 166-178



Structure Number: SWM2 17017

St Aprily Street Underbridge

Easting: 318425.1

Northing: 175877.1

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Mass concrete

Construction date: 1930-34

Major alteration phase(s): -

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Wide steel girder bridge carrying 7 tracks at the throat to Cardiff Central station, dating from the reconstruction of the station in 1930-34. Typical riveted steel girder decks and stone-faced abutments. There are four spans in all, of different widths. When built, the wide central span bridged a canal, since infilled. Not clear if anything survives of earlier structures. East from the bridge as far as Bute Street is a viaduct of multiple masonry semi-circular arches and one steel girder span.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Turret pp. 166-178



Structure Number: SWM2 17022

Penarth Road Underbridge

Easting: 318327.1

Northing: 175855.7

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Mass concrete

Construction date: 1930-34

Major alteration phase(s): -

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Multiple steel spans carrying 10 tracks at the throat to Cardiff Central station, dating from the reconstruction of the station in 1930-34. Typical riveted steel girder decks and stone-faced abutments. Not clear if anything survives of earlier structures.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report; Tournet pp. 166-178



Structure Number: SWM2 17027

Cardiff Central Railway Station

Easting:	318227.6
Northing:	175851.0
LPA:	Cardiff Council
Designation:	Listed (Grade II). Former water tower separately listed (Grade II)
List Reference Number:	14063
Date of Designation:	20/08/99
Structure Type:	Station
Design Type:	Other
1st Material:	Portland Stone
2nd Material:	Steel
Construction date:	1930-34
Major alteration phase(s):	1999



Description of structure:

The first Cardiff Station was opened in 1850 but was completely rebuilt 1930-34 along with the adjacent Riverside Junction Station. This was part of an extensive scheme of improvements including the quadrupling of lines to east and west, alterations to bridges and depots and introduction of coloured electric signals. The main building is in a subdued Beaux Arts Classical style with some Art Deco detailing, and faced with natural Portland stone above a Cornish granite plinth. The front elevation has central triangular pediment, Doric pilasters and lunette windows to side bays. The booking hall is impressive, 186ft long and 62ft wide; the walls are lined with Doric pilasters composed of granite base, green Aprilble shaft and black Aprilble cap. Art Deco light shades still hang from the ceiling. There was originally a timber panelled dining room and refreshment room. Later alterations include enquiry office at the eastern end. Eight platforms were built and a 16ft wide, tiled subway was constructed to connect them. At the foot of the stairs from the subway to the platforms are ceramic tiled panels with brown lettering indicating platform numbers. The stairs to mainline platforms have a central wooden handrail on iron supports. There are six original platform buildings, constructed from Carrara glazed blocks above a granite plinth with brown lettering saying 'Cardiff'. The roofs are constructed of lattice girders, supported by slim cast-iron Tuscan columns and on corbels of the platform buildings. In 1999, a new platform, 'Platform Zero', was opened. At the west (Down) end of platforms 1-2 is a contemporary water tank (separately listed). It served the former fish traffic platforms and consists of six concrete ribs in hexagonal plan with brick panels between, supporting a cylindrical tank.

Assessment of significance:

The Station has a number of well preserved buildings from the 1930s and is the most complete example of a GWR major city railway station of the period following the regrouping of the railway system. Major stations of the interwar period are very rare in the UK and therefore Cardiff station is of medium architectural and historic interest; no archaeological or artistic interest. The Station also has group value with the listed water tower, also 1932-34, which served the former fish platform (List.No. 21705).

Summary Statement:

The first Cardiff Station was opened in 1850 but was completely rebuilt 1930-34 along with the adjacent Riverside Junction Station. This was part of an extensive scheme of improvements. The main building is in an Art Deco style, faced with natural Portland stone above a Cornish granite plinth. It contains an impressive booking hall with many original decorative features. There is a tiled subway to all platforms with original ceramic signage and staircases. Six original platform buildings survive, constructed from Carrara glazed blocks above a granite plinth with brown lettering saying 'Cardiff'. In 1999, a new platform, 'Platform Zero', was opened.~The Station has a number of well preserved buildings from the 1930s and is the most complete example of a GWR major city railway station of the period following the regrouping of the railway system. Therefore, the Station is of medium architectural and historic interest; no archaeological or artistic interest.

Significance value:

Medium architectural and historic interest; no archaeological or artistic interest.

Sources:

Comp List; Turret p166-178; List description; Western Mail, 6/3/1934; site visit

Structure Number: SWM2 17020

River Taff Bridge

Easting:

Northing:

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - river

Design Type: Arch - segmental

1st Material: Mass concrete

2nd Material: Sandstone

Construction date: South Wales Railway: Phase 1
(1846-Jun 1850)?

Major alteration phase(s): c.1880-1914?; 1930-34

Description of structure:

-

Assessment of significance:

-

Summary Statement:

A very broad bridge of five arches at the western throat to Cardiff Central Station, carrying 10 tracks and the end of platforms. Part of a Victorian structure may survive in the heart of the bridge, but the structure was rebuilt and widened from 78 ft to 175 ft in 1930-34 as part of the Cardiff Central remodelling works. The earlier bridge was of sandstone with brick arch rings. The 1930s works were executed in mass concrete finished to resemble ashlar.

Significance value:

Low architectural and historic interest; no archaeological or artistic interest.

Sources:

Touret pp. 166-178

Structure Number: SWM2 17040

Taff Meads Embankment Underbridge

Easting: 317968.446

Northing: 175844.713

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Mass concrete

Construction date: 1930-34

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Underbridge with riveted steel girder deck supported on mass concrete abutments finished to resemble ashlar.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM3 17057

Clare Road Underbridge

Easting: 317631.332

Northing: 175888.088

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Underbridge - road

Design Type: Girder

1st Material: Steel

2nd Material: Sandstone

Construction date: 1930-34?

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Substantial underbridge with multiple parallel riveted steel girder spans carrying eleven tracks, supported on quarry-faced sandstone abutments.

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Structure Number: SWM2 17076

Decroche Place Footbridge

Easting: 317243.779

Northing: 175956.467

LPA: Cardiff Council

Designation: None

List Reference Number: N/A

Date of Designation: N/A

Structure Type: Footbridge

Design Type: Truss

1st Material: Steel

2nd Material: None

Construction date: Post-1981

Major alteration phase(s): None

Description of structure:

-

Assessment of significance:

-

Summary Statement:

Late 20th century steel truss footbridge

Significance value:

Minimal architectural and historic interest; no archaeological or artistic interest.

Sources:

NR inspection report



Alan Baxter

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