

## Landscape, Settlement and Buildings

Alex Craven & Beth Hartland

### ***Boundaries and Parish Origins***

The borough of Chipping Sodbury was founded probably early in the 13th century by William le Gras. A persistent myth that the borough of Chipping Sodbury was a 12th century foundation derives from antiquarian commentators such as Atkyns and Rudder.<sup>1</sup> The foundation charter is no longer extant, and so its contents are not certainly known. Transcriptions of the early charters exist, but they should be treated with care.<sup>2</sup> From the witness list of the existing transcription of the foundation charter of Chipping Sodbury, its origins can be dated to the period 1217x1227.<sup>3</sup> Its date can be narrowed down to 1218, based on the probability that the grant of the foundation charter coincided with the grant of a market at Chipping Sodbury to William le Gras on 12 August 1218.<sup>4</sup> In 1227 William le Gras received a grant of a market on Thursdays and a yearly eight-day fair to be held every 27 June.<sup>5</sup> (Since a second Monday market was granted to William de Weylaund in 1270,<sup>6</sup> and confirmed to Thomas de Weylaund in 1280,<sup>7</sup> it may be that the 1227 grant was intended to supersede the grant of 1218. Beresford dated the foundation of the borough to 1227 based on this second grant of market privileges.<sup>8</sup>) The borough certainly existed by 1232, when William le Gras granted a burgage in Sodbury to the hospital of St. Wulstan, Worcester.<sup>9</sup> This later foundation date explains why the accounts for the manor of Sodbury, resumed into royal hands in 1194/5, are entirely agricultural in focus, with no mention of burgages.<sup>10</sup>

The parish of Chipping Sodbury was said to measure 120 a. (c.49 ha.) in 1831, and 107 a. (c.43 ha.) in 1881.<sup>11</sup> Chipping Sodbury was surrounded by the parish of Old Sodbury, from which it was divided in 1822, although it was distinguished from the ancient mother parish by boundaries long before this date. A perambulation of

<sup>1</sup> Rudder, *Glos.* 672; Atkyns, *Glos.* 660.

<sup>2</sup> N. Vincent, 'The Borough of Chipping Sodbury and the Fat Men of France (1130–1270)', *Trans. BGAS*, 116 (1998), 141–159.

<sup>3</sup> Manchester, John Rylands Library, MS Latin 318, f. 5v.

<sup>4</sup> *Rot. Lit. Claus.* I, 368.

<sup>5</sup> TNA, C 53/18, m. 3.

<sup>6</sup> *Cal. Chart. Rolls, 1257–1300*, 156.

<sup>7</sup> *Cal. Chart. Rolls, 1257–1300*, 236.

<sup>8</sup> M. Beresford, 'The Six New Towns of the Bishop of Winchester', *Medieval Archaeology*, 3 (1959), 188.

<sup>9</sup> *Cal. Chart. Rolls, 1226–1257*, 173.

<sup>10</sup> *Pipe R 1194* (PRS n.s. 5), 3; F. B. Welch, 'Gloucestershire in the Pipe Rolls', *Trans. BGAS*, 59 (1937), 190.

<sup>11</sup> *Census*, 1831 & 1881.

these from c.1676 was recorded in 1736,<sup>12</sup> and another perambulation was described in 1783.<sup>13</sup> For much of its length the boundaries were defined by topographical features, following the river Frome on the north and lanes running around the west, south and east of the borough, incorporating a sequence of field boundaries in the south-west corner of the parish. Starting at a bridge where the road from Sodbury Common crossed the river, the boundary followed the course of the river towards Yate, in 1783 passing under a wooden bridge near the parish church and under another bridge near the mill, before turning south to the bottom of Bowling Hill. From here the boundary ran up Slough Lane and turned east to follow the lane bounding Gaunts Field. At Buckets Hill the boundary followed field boundaries around the north side of the green, and then turned around the south and east sides of Flints Close. From the corner of this field the boundary ran north across the road from Old Sodbury, and followed the lane from Buckets Hill back to the bridge over the river Frome.

The parish was reunited with Old Sodbury to form the new parish of Sodbury in 1945, with the ancient boundaries of Old Sodbury.<sup>14</sup> Part of the new parish, containing residential developments to the south-west of Chipping Sodbury, was transferred to Dodington in 1988.<sup>15</sup> The modern urban area of Chipping Sodbury extends beyond the ancient boundaries on all sides. Although surrounded by agricultural land on the north, east and south,<sup>16</sup> there is little to distinguish the town from the residential developments of Dodington and Yate to the west.

## **Landscape**

The town of Chipping Sodbury stands c.2 miles (c.3km) to the west of Old Sodbury village and the Cotswold escarpment. The parish lies on relatively flat ground overlooking the river Frome to the north. Where the western end of the high street runs across a narrow band of limestone outcropping into the surrounding mudstone the ground falls away steeply towards the river Frome to the north and west of the town. Approximately one third of the ancient parish, c.37 a. in 1881,<sup>17</sup> was occupied by the buildings and gardens of the borough's burgage plots. Until the early 20th century much of the remaining land, c.60 a. in 1795 and c.58 a. in 1881,<sup>18</sup> was laid out in ancient enclosures and used for agricultural purposes. In 1795 c.2 a. of this land was described as arable and c.6 a. was occupied by orchards, with the remainder described as pastoral.<sup>19</sup> A series of narrow islands, occupied in part by marshy withy

<sup>12</sup> GA, D2071/M2.

<sup>13</sup> GA, D247/74, pp. 115–7.

<sup>14</sup> See Old Sodbury, Settlement.

<sup>15</sup> DoE, Northavon (parishes) Order 1988.

<sup>16</sup> See Settlement.

<sup>17</sup> OS Map, 25" (1882 edn.), Glos. LXIX.10.

<sup>18</sup> GA, D2071/R32; OS Map, 25" (1882 edn.), Glos. LXIX.10.

<sup>19</sup> GA, D2071/R32.

beds,<sup>20</sup> had been formed along the northern boundary of the parish by alterations in the course of the river and the creation of a long mill race. The south-west corner of the parish bordered the open common known as Smarts Green, although only a small amount (c.½ a.) lay within the parish boundaries.<sup>21</sup>

## **Communications**

### **Roads**

Chipping Sodbury owes its existence in part to the network of national and regional routes along which it was laid out in the 12th century. Principal amongst these was the road between Bristol and Chippenham or Malmesbury, which was deliberately diverted to pass through the market place of the newly-established borough. Another route, probably ancient in origin and certainly in existence by the Anglo-Saxon period, ran north from the western end of the new borough towards Wickwar and ultimately to the salt pans of Droitwich.<sup>22</sup> Another road running north-east from the market place towards Cirencester may also have been diverted in order to pass through the town,<sup>23</sup> and in the late 17th century was part of the important route connecting Bristol with Coventry.<sup>24</sup> The road through Chipping Sodbury also connected travellers from the east with the Severn crossings at Aust and Redwick, routes which probably had their origins in ancient drove ways.<sup>25</sup> Chipping Sodbury lay along a series of routes of local and regional importance, connecting Thornbury and Gloucester to Marshfield,<sup>26</sup> and forming part of the high road along the Cotswold Edge between Bristol and the market towns of north Gloucestershire.<sup>27</sup> A series of lesser lanes led away from the borough, serving the fields to its south and connecting the town with the neighbouring parishes of Dodington, Wapley and Codrington.<sup>28</sup>

The road between Chippenham and Bristol, incorporating the two main streets of the town, and the road north from Chipping Sodbury to Wickwar were turnpiked in 1800.<sup>29</sup> Until the late 18th century the road to Wickwar ran down a steep and winding lane leading north from the western end of the high street to a stone bridges across the river by the town's mill. A new straight road was laid out

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<sup>20</sup> GA, D2071/R32; OS Map, 25" (1882 edn.), Glos. LXIX.10.

<sup>21</sup> OS Map, 25" (1882 edn.), Glos. LXIX.10.

<sup>22</sup> H.C. Darby, *The Domesday Geography of Midland England* (Cambridge, 1954), 39.

<sup>23</sup> Antonia Catchpole, 'The small towns of medieval Gloucestershire : origins and development' (PhD Birmingham, 2005), Appendix D: Chipping Sodbury.

<sup>24</sup> John Ogilby, *Britannia I* (1675), plate 55.

<sup>25</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D: Chipping Sodbury.

<sup>26</sup> Bodleian, MS Top. Glouc. 2, ff. 95v, 100v.

<sup>27</sup> Bodleian, MS Top. Glouc. 2, ff. 96v–98v.

<sup>28</sup> BL, OS Drawings, Chipping Sodbury, 1816, OSD 170 (pt 1).

<sup>29</sup> 39–40 Geo. III, c.xlvi.

leading north-west from the parish church across a new bridge constructed *c.*1772.<sup>30</sup> Besides the two turnpike roads other routes through Chipping Sodbury continued to be important. The road north-east from the market place to Cirencester remained the main route between the south-west and the south Midlands in the early 19th century, and the road west continued to carry travellers to the Severn crossings.<sup>31</sup> The Sodbury roads were disturnpiked in 1873.<sup>32</sup>

The lanes running around the boundaries of the parish were subject to the the Sodbury Commons regulations and remained unimproved until 1924, when work was undertaken to lay new roads from Bowling Hill to Buckets Hill, and from there to Hatters Lane.<sup>33</sup> The road network in Chipping Sodbury remained little changed after the Second World War. The opening of the M4 motorway *c.*1966 greatly reduced the importance of the roads through Chipping Sodbury for long-distance travel, although they continued to be important for local and regional traffic. The expansion of Chipping Sodbury and Yate during the 1960s led to the laying out of a bypass to the south of the town *c.*1970, carrying traffic south of the town from a new junction at Smarts Green to the new shopping centre at Yate.<sup>34</sup> Further development of the town to the east of the ancient settlement was circumscribed by a ring-road which curved around the outside of the new settlement from Smarts Green north and then west to meet the Wickwar road. This road continues to demarcate the north-eastern boundary of settlement at Chipping Sodbury.

### Water transport

In 1793 it was proposed that a canal should be constructed between the Thames & Severn canal at Kemble and the river Avon at Hanham, and thus connecting Bristol and Cirencester, following a route that would have passed through Old Sodbury and near Chipping Sodbury.<sup>35</sup> A second canal between the two towns was proposed in the same year which would also have passed through the Sodburys.<sup>36</sup> Both projects were quickly deemed unviable.<sup>37</sup>

### Railways

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<sup>30</sup> GA, D2071/B5. The Bridge was not depicted on Taylor's map of 1777: Taylor, *Map of Glos.* (1777).

<sup>31</sup> G.A. Cooke, *Topographical and Statistical Description of the County of Gloucester* (London, n.d. [1805]), 6, 14.

<sup>32</sup> 36–37 Vic., c. 90; GA, D568/2/4; D568/7/1.

<sup>33</sup> GA, DA33/100/16, pp. 116, 128, 135, 148 DA33/100/18, p. 39; Chipping Sodbury EUS.

<sup>34</sup> OS Map, 1:2500 (1971 edn.), ST7281.

<sup>35</sup> GA, Q/RUm/3.

<sup>36</sup> *Glouc. J.*, 16 Sep. 1793.

<sup>37</sup> *Bath chronicle*, 22 Aug. 1793; *Glouc. J.* 25 Nov. 1793; GA, SR32/39639GS, Report of Robert Milne to the Committee of the Bristol to Cirencester Canal, 1793.

A railway station called Chipping Sodbury was opened in 1903, but was actually located  $\frac{2}{3}$  mile (1 km.) to the south-east in the parish of Old Sodbury.<sup>38</sup> It closed in 1961.<sup>39</sup>

### Post, carriers, buses and telecommunications

As an important regional market town standing on a major thoroughfare, Chipping Sodbury has been well served with public transport. A coach service between Oxford, Bristol and Bath which stopped at Sodbury was established in 1767, and continued to run in the 1780s.<sup>40</sup> The service through Sodbury was presented as being more direct, and so more convenient, than the mail coach between Bristol and Oxford, which went via Bath.<sup>41</sup> A coach service between Leicester, Coventry and Bristol called at Sodbury twice a week in the 1770s.<sup>42</sup> At the end of the 18th century a post coach between Gloucester and Bristol called at Stroud, Minchinhampton, Tetbury and Sodbury,<sup>43</sup> and a number of carrying services operated between Bristol and Sodbury, including one that went as far as Coventry and Leicester.<sup>44</sup> There was a post office in Chipping Sodbury in the late 18th century.<sup>45</sup>

Sodbury's waning fortunes diminished the number of coaches serving the town in the 19th century, but carrying services continued during the first half of the century when carriers from London stopped at Chipping Sodbury.<sup>46</sup> In 1830 a daily coach service between Bristol, Wotton-under-edge and Chalford stopped in the town.<sup>47</sup> In the same year carriers from Chipping Sodbury served Badminton, Bath, Bristol, Cirencester, Fairford, Lavington, Malmesbury, Tetbury, and Wootton-under-Edge.<sup>48</sup> In 1842 a daily coach service through Sodbury connected Bristol and Stroud.<sup>49</sup> The building of railway lines between Bristol and London, Gloucester, and Birmingham reduced the demand for long-distance carrying services stopping at Sodbury, particularly after the opening of the station at Yate in 1844. Nevertheless, in 1849 a carrying service running twice a week between Bristol and Birmingham still stopped at Sodbury.<sup>50</sup> Ten years later there were only services to regional towns such

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<sup>38</sup> See Old Sodbury, Communications.

<sup>39</sup> R.V.J. Butt, *The Directory of Railway Stations* (Yeovil, 1995), 60

<sup>40</sup> *Oxford J.* 28 Mar. 1767, p. 2; 1 Jan. 1785, p. 1.

<sup>41</sup> *Oxford J.* 10 May 1788, p. 2.

<sup>42</sup> *Derby Mercury*, 26 June 1772, p. 4.

<sup>43</sup> *Glouc. J.* 12 Dec. 1796, p. 2.

<sup>44</sup> W. Matthews, *New History Survey and Description of the City and Suburbs of Bristol* (Bristol, 1794), 94–7.

<sup>45</sup> *Bath Chron.* 16 Aug. 1781.

<sup>46</sup> *Pigot's Directory of London* (1822), Appendix, 69; *ibid.* (1825), Appendix, 89.

<sup>47</sup> *Pigot's Directory of Glos.* (1830), 387.

<sup>48</sup> *Pigot's Directory* (1830), 387.

<sup>49</sup> *Pigot's Directory* (1842), 128.

<sup>50</sup> *Hunt's Directory of Bristol* (1849), 130.

as Bristol, Bath, Cirencester, Chippenham, Malmesbury, and Tetbury.<sup>51</sup> An omnibus service between Chipping Sodbury and the station at Yate had been established by 1879, conveying passengers to and from every train.<sup>52</sup> A daily omnibus service to Bristol had been added by 1894.<sup>53</sup> Both services still in operation in 1902,<sup>54</sup> but by 1906 only the omnibus to Yate station was still running.<sup>55</sup>

The Bristol Tramways Company, later the Bristol Omnibus Company, began a daily service between Bristol and Chipping Sodbury in 1921, with ten services a day on week days and six on Sundays.<sup>56</sup> In the following year the company introduced further daily services from Chipping Sodbury to Malmesbury and Tetbury.<sup>57</sup> A service between Chipping Sodbury and Bath operating two days a week was introduced in 1927 by the Bath Tramways Company.<sup>58</sup> By the late 1930s daily bus services connected the town with Bristol, Bath, Cirencester, Malmesbury, and Tetbury,<sup>59</sup> and services had been added to Swindon (Wilts.) by the late 1940s,<sup>60</sup> and to Stroud by the early 1950s.<sup>61</sup> These services all continued to operate in the 1960s, along with a daily service to Chippenham and a Sunday service to Wotton-under-Edge.<sup>62</sup> In 1967 an express coach between Weston-super-Mare and Oxford stopped daily at Chipping Sodbury, but this had ceased to operate by 1970,<sup>63</sup> following the opening of the M4 motorway. A direct service between Chipping Sodbury and Filton had been introduced by 1970.<sup>64</sup>

In addition to the regular services provided by the Bristol Company, during the 1980s private operators began to provide new bus services in the town. A daily service between Yate and Wotton-under-Edge, calling at Chipping Sodbury, was introduced by Fosseyway Coaches of Chippenham in 1981.<sup>65</sup> Fosseyway were running buses between Chipping Sodbury and Bristol, Malmesbury, and Tetbury in 1986, when Westward Travel of Hawkesbury Upton ran daily services to Hawkesbury Upton, Horton, Wotton-under-Edge, and Yate.<sup>66</sup> Buses to Bristol and Bath continued to be operated by the Bristol Omnibus Company, rebranded Badgerline in 1986,

<sup>51</sup> *Slater's Directory of Bristol, Glos. &c.* (1859), 145, 222.

<sup>52</sup> *Kelly's Directory* (1879), 740.

<sup>53</sup> *Kelly's Directory* (1894), 106.

<sup>54</sup> *Kelly's Directory* (1902), 109.

<sup>55</sup> *Kelly's Directory* (1906), 109.

<sup>56</sup> BA, 39735/BRI/IM/PM/6.

<sup>57</sup> BA, 39735/BRI/IM/PM/6.

<sup>58</sup> BA, 39735/BAT/IM/4.

<sup>59</sup> BA, 39735/BRI/IM/PM/7; 39735/BAT/IM/4

<sup>60</sup> GA, P300a PC 1/10, 69.

<sup>61</sup> GA, P300a PC 1/10, 187.

<sup>62</sup> BA, 39735/BRI/IM/PM/7.

<sup>63</sup> BA, 39735/BAT/IM/5.

<sup>64</sup> BA, 39735/BRI/IM/PM/7.

<sup>65</sup> BA, 39735/BRI/IM/PM/7.

<sup>66</sup> BA, 39735/BRI/IM/PM/8; 'About Us', Westward Travel, <[http://www.westwardtravel.co.uk/about\\_us.html](http://www.westwardtravel.co.uk/about_us.html)> [accessed 14 Nov. 2018].

becoming FirstBus c.2003.<sup>67</sup> First continued to run services to Bristol in 2018, via Pucklechurch and Fishponds, and also a service to Filton and Southmead Hospital. In the same year, Stagecoach West operated routes to Bath, Cribbs Causeway, Kingswood (near Bristol), Thornbury, and Wotton-under-Edge, while buses to Malmesbury were operated by Coachstyle, to Filton, Westerleigh, and Winterbourne by Eurotaxi of Bristol, and to Wickwar and Wotton-under-Edge by Westward Travel.<sup>68</sup>

## Population

There were said to be 400 communicants in 1551.<sup>69</sup> There were 91 households in Chipping Sodbury in 1563,<sup>70</sup> and the population was estimated to be 340 people in 1603.<sup>71</sup> There were thought to be 160 families living in the town in 1650,<sup>72</sup> and 475 people in 1676.<sup>73</sup> There were said to be 140 households in the early 18th century, accommodating a population of 650.<sup>74</sup> This was estimated to be 800 in 1779,<sup>75</sup> but a census of the town found the total population to amount to 1,087, comprising 318 men, 375 women, and 394 children.<sup>76</sup> The population fluctuated during the early 19th century; a population of 1,090 was recorded in 1801, which rose to 1,235 in 1811, fell to 1,059 in 1821, and rose again to 1,306 in 1831.<sup>77</sup> Thereafter, the population declined gradually each decade, falling to 1,028 in 1891. A slight increase in population was recorded at the start of the 20th century, when the 1901 census found 1,177 people living in the town. This had fallen to 977 in 1911, and it remained at a similar level in 1931.

The new parish of Sodbury, created in 1945, had a population of 2,408 in 1951, a significant increase from 1,810, the combined population of the two parishes of Chipping Sodbury and Old Sodbury in 1931.<sup>78</sup> The population of Sodbury parish remained at a similar level ten years later,<sup>79</sup> but quickly increased, largely as a result of new residential development around Chipping Sodbury. In 1964 the population of

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<sup>67</sup> BA, 39735/BRI/IM/PM/8, 10.

<sup>68</sup> Traveline South West, < <http://www.travelinesw.com/> > [accessed 14 Nov. 2018].

<sup>69</sup> J. Gairdner, 'Bishop Hooper's Visitation of Gloucester', *EHR* XIX (1904), 116.

<sup>70</sup> *Diocesan Populations Returns of 1563 & 1603*, ed. Alan Dyer & D. M. Palliser (Records of Social and Economic Hist., new sers., XXXI, 2005), 166.

<sup>71</sup> *Diocesan Populations Returns of 1563 & 1603*, 336.

<sup>72</sup> TNA, C 94/1, f. 29v; C.R. Elrington, 'A Survey of Church Livings in Gloucestershire, 1650', *Trans. BGAS*, 83 (1964), 97.

<sup>73</sup> *Compton Census*, 536.

<sup>74</sup> Atkyns, *Glos.* 660.

<sup>75</sup> Rudder, *Glos.* 676.

<sup>76</sup> GA, D2071/E50.

<sup>77</sup> *Census*, 1801, 1811, 1821 & 1831.

<sup>78</sup> *Census*, 1951.

<sup>79</sup> *Census*, 1961.

Chipping Sodbury alone was found to be 2,227,<sup>80</sup> and the population of the whole parish was 3,836 in 1971 and 4,267 in 1981.<sup>81</sup> Boundary changes in 1988 transferred some of the population of Sodbury to Dodington,<sup>82</sup> but the population had nevertheless increased to 4,550 in 1991.<sup>83</sup> The population was recorded as 5,066 in 2001, and fell slightly to 5,045 in 2011.<sup>84</sup>

## Settlement

### Early History to 20th Century

Little evidence has been found of settlement in the area of the parish before the foundation of the borough. Settlement appears to have been focussed upon the high ground, particularly along the Cotswold escarpment, and evidence of prehistoric activity in the valley floor may be associated with the ancient trackways that crossed the area.<sup>85</sup> A neolithic flint scraper was recorded near Cotswold Way, to the south-west of the town, while quarrying to the north of the town revealed a Bronze Age axehead.<sup>86</sup> A hill fort probably dating from the Iron Age was noted on a map of 1777 straddling the Wickwar road, the route of the ancient salt way from Droitwich.<sup>87</sup> Other iron age artefacts, including a brooch and a coin,<sup>88</sup> and Roman artefacts, including tile and a coin,<sup>89</sup> have been discovered to the north and south of Chipping Sodbury, but no evidence of early medieval settlement has been discovered. The area of the modern-day town once comprised part of the large forest of Horwood, from perhaps as early as the 8th century until its disafforestation in 1228. The unenclosed commons to the north, east and south of the town are the last remaining remnants of the forest.<sup>90</sup>

The topography of Chipping Sodbury was remarkably stable, changing very little from its foundation until the middle of the 20th century. The town was laid out along the Bristol to Chippenham road in the early 13th century,<sup>91</sup> the course of the road being altered to form an L-shape. A long, wide market place was laid out along the high way, called the high street in 1449,<sup>92</sup> the western half later named High

<sup>80</sup> GA, C/CP/3/75, 13.

<sup>81</sup> *Census*, 1971 & 1981.

<sup>82</sup> See Settlement.

<sup>83</sup> See Boundaries. The adjusted 1981 population for the area of Sodbury parish that remained after the boundary changes was 3,896: *Census*, 1991.

<sup>84</sup> *Census*, 2001 & 2011.

<sup>85</sup> See Old Sodbury, Settlement.

<sup>86</sup> South Glos. HER, 16577; 2090.

<sup>87</sup> Taylor, *Map of Glos.* (1777); South Glos. HER, 2101.

<sup>88</sup> South Glos. HER, 2089; PAS, CCI-680703.

<sup>89</sup> R. P. Wright, 'Roman Britain in 1953: I. Sites Explored: II. Inscriptions', *Journal of Roman Studies*, XLIV (1954), 109; South Glos. HER, 2100; 1753.

<sup>90</sup> See Old Sodbury, Landscape.

<sup>91</sup> See Parish Origins.

<sup>92</sup> GA, D2071/T2/19.



Street and the eastern half Broad Street. From the eastern end of the market place a road, known by the early 16th century (1533x1538) as Horse Street,<sup>93</sup> ran south and then east as it left the borough towards Buckets Hill (*Bockocks Hyll*, first named in 1536<sup>94</sup>). The road from Bristol to Cirencester also made a sharp turn as it left the north-east corner of the market place and ran along Hatter's Lane, first recorded in the 18th century (1736),<sup>95</sup> towards a ford over the river Frome, and its early medieval course may also have been diverted to direct traffic through the new borough.<sup>96</sup> A market cross stood in the market place by the late 14th century (1370/1).<sup>97</sup> From the western end of the market place the road, called Rouncival Street by the late 16th century (1571–2),<sup>98</sup> continued west towards Yate and Bristol as it descended Bowling Hill. Bars laid out across Horse Street by the late 14th century, later referred to as the barryates or barriets, may have marked the south-eastern extent of the market place.<sup>99</sup> At the western end of the market place, the same function may have been performed by a narrowing of the high street as it enters Rouncival Street. The shortness and irregularity of the plots fronting Rounceval Street may indicate that this was a later phase of development, perhaps the result of squatter occupation outside the area subject to the borough's tolls, where a suburban market may also have been found.<sup>100</sup> The later amalgamation of a number of these plots suggests that the settlement was abandoned during the 14th-century crisis.<sup>101</sup>

Narrow-fronted burgage plots were laid out along both sides of the high street and on the east side of Horse Street. A decayed extent of the borough recorded that these numbered 176 in 1307.<sup>102</sup> Taking measurements from a sale of a single burgage in the late 14th century, the burgages may have measured 2 perches (33 ft) across and 7 perches (119 ft) in length.<sup>103</sup> In the late 19th century the urban area of the town measured c.37 a.,<sup>104</sup> but this included properties to the west and east which may have been later developments outside the original boundaries of the medieval borough.<sup>105</sup> The majority of the burgages on the north side of the town were bounded by the river, and it has been suggested that this section of the river has been straightened.<sup>106</sup>

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<sup>93</sup> GA, D2071/L1; TNA, E 164/39.

<sup>94</sup> GA, D2071/T2/22.

<sup>95</sup> GA, D2071/M2.

<sup>96</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D, Chipping Sodbury.

<sup>97</sup> GA, D2071/T2/8; NLHE, No. 1129248.

<sup>98</sup> GA, D2071/L1; TNA, E 134/15Eliz/Trin3.

<sup>99</sup> GA, D2071/T2/11.

<sup>100</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D, Chipping Sodbury.

<sup>101</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D, Chipping Sodbury.

<sup>102</sup> TNA, C 133/129/1.

<sup>103</sup> *The Cartulary of St. Augustine's Abbey, Bristol*, 406–7.

<sup>104</sup> OS Map, 1:10560, Glos. LXIX.10 (1882 edn.)

<sup>105</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D, Chipping Sodbury.

<sup>106</sup> Chipping Sodbury EUS.

Two lanes run north from the high street. Church Lane was originally only a narrow lane running between the high street and the church, but in the late 18th century a bridge was constructed and it became the main route north to Wickwar and beyond.<sup>107</sup> Before this another lane, later called Brook Street, carried traffic north from the western end of the high street down a steep hill to cross a small stone bridge. The town's mill stood near this point, fed by a long mill race that ran parallel to the river from a point called the Rouch Weir (*Roochewerr*), first mentioned in 1439.<sup>108</sup> On the south side the burgage plots gave way to a series of fields, the regularity and grid-like pattern of which suggests that this area was originally laid out for occupation by further burgage plots but failed to attract settlement.<sup>109</sup> That these fields are often called 'burgages' in ancient deeds lends weight to this impression.<sup>110</sup> A series of small lanes ran south to connect the streets of the borough with these fields. Of these, Hounds Lane (*Howneslane*) was recorded in the late 16th century (1574, 1591),<sup>111</sup> as was Shooting Lane (1574, 1688), although the latter has not been identified.<sup>112</sup> An unidentified street called *Mortstreyte* was recorded in the 14th century.<sup>113</sup>

When John Leland visited Chipping Sodbury in the middle of the 16th century, he found what he described as 'a praty litle market towne'.<sup>114</sup> By the early 18th century, following a decline in the town's fortunes, Daniel Defoe thought Chipping Sodbury 'a little out of the road' and 'a Place of Note for nothing that I saw',<sup>115</sup> although later (posthumous) editions of his text referred to the town's numerous good inns, its good market, and its spacious church.<sup>116</sup> In the early 20th century one traveller described Chipping Sodbury as 'one of those delightful, little, old-fashioned towns that charm the eye of the artistic and cultured traveller...'.<sup>117</sup> He conjured up an image of a sleepy and 'sun-faded' town, consisting of low-built houses lying along a single wide street, 'a very ancient town, yet not decayed... forsaken by the traveller, and content to be forgotten'.<sup>118</sup> While no individual building in the high street merits particular attention, the buildings of Chipping

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<sup>107</sup> See Communications.

<sup>108</sup> GA, D2071/T2/18.

<sup>109</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D: Chipping Sodbury; Chipping Sodbury EUS.

<sup>110</sup> BA, 08830/1; GA, D2071/E9.

<sup>111</sup> GA, D2071/T3; TNA, E 164/39.

<sup>112</sup> TNA, E 164/39; GA, D2071/E1.

<sup>113</sup> *EPNS*, III, 52.

<sup>114</sup> Leland, *Itin.*, ed. Toulmin Smith, V, 94.

<sup>115</sup> Daniel Defoe, *Curious and Diverting Journeys Thro' the whole Island of Great Britain* (London, 1734), 272.

<sup>116</sup> Daniel Defoe, *Tour Thro' Great Britain*, (3rd edn., 1792), 252.

<sup>117</sup> James John Hissey, *An English Holiday with Car and Camera* (London, 1908), 222–3.

<sup>118</sup> Hissey, *English Holiday*, 223.

Sodbury are often commended for their collective quality.<sup>119</sup> Economic decline from the late 17th century, and the selection of Yate for major redevelopment from the middle of the 20th century, have helped to preserve the historic core of Chipping Sodbury, which was created a conservation area in 1975.<sup>120</sup> The town centre presents a remarkable coherence, the majority of buildings comprising unrendered two- or three-storey rubble-stone houses. Some are known to date from the late middle ages, and many medieval structures are presumably concealed behind the tall 16th- and 17th-century gables fronting onto the streets.<sup>121</sup>

Only a handful of buildings with substantial medieval elements have been identified and listed, principal amongst which is the parish church.<sup>122</sup> The borough was not initially provided with a place of worship, and the church was not dedicated until 1284.<sup>123</sup> Consequently the church was not erected on a prominent site the high street but was instead squeezed in between the rear of a group of burgages on the north side of the town and the river. Originally much smaller, the church was rebuilt on a grander scale in the 15th century. Although only a chapel of ease to the parish church of Old Sodbury for much of its history, the church in Chipping Sodbury unusually had burial rights. It is not clear when the churchyard was laid out, but presumably by the time of the church's 15th-century restoration, if not before. The first reference to burial in the town's churchyard is found in a will of 1548.<sup>124</sup> Reference was made to corner shops (*shoppas angulares*) in the mid 14th century.<sup>125</sup> The impact of the Black Death may be discernible in references to vacant plots in 1371 and 1404,<sup>126</sup> and it has been suggested that the east end of Hatters Lane and the west end of Rounceval Street were abandoned at this time.<sup>127</sup> A building on the high street described in 1439 as 'the Great Hospice' was by the 16th century the inn called the George.<sup>128</sup> A building next to it, acquired in the late 15th century by the town's fraternity and subsequently known as the Guild House or Church House, was later used for the borough's courts and known as the Town Hall.<sup>129</sup>

Two substantial open-hall houses stood beyond either end of the market place in the late middle ages. At the eastern end of the borough, a short distance down Hatter's Lane, stands Tudor House, originally a single-storey open-hall house dating from the 14th century, augmented in the 16th century with a two-storey jettied cross

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<sup>119</sup> Verey and Brooks, *Glos.* II, 296.

<sup>120</sup> South Gloucestershire Council, *Chipping Sodbury Conservation Area Supplementary Planning Document* (2009), 2.

<sup>121</sup> Chipping Sodbury EUS.

<sup>122</sup> See Religious History.

<sup>123</sup> See Religious History.

<sup>124</sup> Hockaday Abs. cccxliii.

<sup>125</sup> GA, D2071/T2/5.

<sup>126</sup> GA, D2071/T2/9, 15.

<sup>127</sup> Catchpole, 'The small towns of medieval Gloucestershire', Appendix D, Chipping Sodbury.

<sup>128</sup> GA, D2071/T2/18. See Social History.

<sup>129</sup> See Local Government.

wing from which an oriel protrudes over the street.<sup>130</sup> It has been suggested that the row of cottages behind the house, perhaps of a similar age to the 16th-century cross wing, may once have accommodated weavers.<sup>131</sup> At the western end of the borough, a substantial open-hall building of 15th-century origins stands on Rouncival Street, enhanced in the 16th century by the addition of an upper floor with steep gables.<sup>132</sup> Formerly the Grapes inn, its jettied timber porch has been identified as a symbol of the building's high status in an area where stone predominates.<sup>133</sup> Two other buildings, adjoining properties on the south side of High Street, certainly date from the 15th century,<sup>134</sup> and another on the corner of Horse Street and Hatters Lane probably does.<sup>135</sup>

Numerous of the town's buildings testify to the town's prosperity during the early modern period, with a large number of properties dating from the 16th and 17th centuries. Typical of these is the prominent corner house opposite the high cross in the market place,<sup>136</sup> occupied in 1571 by Richard Adams.<sup>137</sup> Like many of the houses in the town, it is built of rubble stone and comprises two stories with steep gables. The substantial George inn was built in the late 16th or early 17th century, its three large gables concealing any vestiges of the 'great hospice' which had formerly stood on this site, although a late medieval timber doorway within the carriageway may be a survivor of an earlier timber-framed building.<sup>138</sup> By the early 17th century the guild house adjoining the George, known as the town hall later in the century,<sup>139</sup> had been subdivided. Two upper rooms were retained by the borough to accommodate the courts and to store the town chest, and lower part of the building was let in 1611 to a butcher. Buildings to the rear of the town hall were converted for use as an almshouse in the middle of the 17th century.<sup>140</sup>

A group of shops stood in the middle of the market place in the 16th century, later depicted on the map of 1768.<sup>141</sup> These presumably had their origins as market stalls which had become permanent structures, but by the late 16th century may have been occupied by noisome or dangerous trades. In 1574 the buildings accommodated a row of butchers' shambles and a smith's forge.<sup>142</sup> The first recorded

<sup>130</sup> *NHLE*, No. 1135891; Verey and Brooks, *Glos.* II, 297–8.

<sup>131</sup> Verey and Brooks, *Glos.* II, 298.

<sup>132</sup> *NHLE*, No. 1320881; Verey and Brooks, *Glos.* II, 299; Hall, *Rural Houses of North Avon and South Glos.* (1983), 32, 43, 47, 51.

<sup>133</sup> Hall, *Rural Houses*, 32.

<sup>134</sup> *NHLE*, Nos. 1313017 and 1320906.

<sup>135</sup> *NHLE*, No. 1129314.

<sup>136</sup> *NHLE*, No. 1129254.

<sup>137</sup> SA, DD\SE/14/6.

<sup>138</sup> Verey and Brooks, *Glos.* II, 297; *NHLE*, No. 1313103.

<sup>139</sup> GA, D2071/L10.

<sup>140</sup> See Local Government; Social History.

<sup>141</sup> GA, D1610/P18.

<sup>142</sup> TNA, E 164/39; GA, D2071/E10, 14.

example of such encroachment into the market place might have been a late 14th-century solar over a cellar,<sup>143</sup> presumably a room in a pentice protruding into the street, which can perhaps be identified with the house known in the 16th century as the Garret, which also stood in the high street adjacent to the shambles.<sup>144</sup> Described as decayed in 1574,<sup>145</sup> the house and shop was still occupied in the early 17th century.<sup>146</sup> Another building stood in the middle of the high street near the entrance to Hounds Lane.<sup>147</sup> Known as the Tolzey,<sup>148</sup> it housed the town's prison and was used by the lord of the manor for collecting the market tolls, while another part of the building accommodated the grammar school.<sup>149</sup>

The growing prosperity and population of the town as the 17th century progressed led to the increasing division of tenements and their conversion into shops.<sup>150</sup> Other buildings encroached onto the market place with the addition of protruding pentices, under which goods were pitched on market days.<sup>151</sup> On the south side of the town, tenements were laid out along the western side of Horse Street for the first time during the late 17th century.<sup>152</sup> The infilling of the market place continued, with the number of permanent structures increasing. Two men were presented in 1665 for buildings walls and closing the highway against the shambles and the old shambles, the latter now apparently itself known as the Garret.<sup>153</sup> In 1688 'the Garret' was said to contain a number of houses and shops,<sup>154</sup> and in 1694 the Garret was the name of a street or alley that had formed between these buildings and the south side of the high street.<sup>155</sup> By the early 18th century the shambles and the Garret were indistinguishable.<sup>156</sup>

Although the town's economic fortunes began to wane from the late 17th century nevertheless the augmenting of properties continued.<sup>157</sup> These included the Town Hall, which was re-fronted *c.*1738.<sup>158</sup> Periodic fires, such as one in 1734 that destroyed three houses and damaged several more,<sup>159</sup> necessitated new building within the town. New styles and new materials began to creep into the town's streets

<sup>143</sup> GA, D2071/T2/11.

<sup>144</sup> BA, 08830/1; GA, D2071/B6, 2 Dec. 1695; D2071/L1, 6; TNA, E 134/15Eliz/Trin3; *EPNS*, III, 52.

<sup>145</sup> TNA, E 134/15Eliz/Trin3.

<sup>146</sup> GA, D2071/E10, 14.

<sup>147</sup> GA, D2071/L11.

<sup>148</sup> GA, D2071/L10.

<sup>149</sup> GA, D2071/L11.

<sup>150</sup> GA, D2071/E16.

<sup>151</sup> GA, D2071/L10.

<sup>152</sup> *NHLE*, Nos. 1129281–3. *Butcher, Baker, Candle Maker*, Nos. 177, 183–4.

<sup>153</sup> GA, D2071/M1.

<sup>154</sup> GA, D2071/E1.

<sup>155</sup> GA, D2071/E39, f.42.

<sup>156</sup> GA, D2071/B6, 15 Oct. 1723.

<sup>157</sup> GA, D2071/B6, 2 Dec. 1695.

<sup>158</sup> GA, D2071/B6, 6 Nov. 1738.

<sup>159</sup> *Ipswich J.*, 22 June 1734.

over the course of the 18th century, the Cotswolds gables of earlier centuries giving way to Georgian pediments, and ashlar replacing rubble stone.<sup>160</sup> At the western end of the town the high street was partly enclosed by a large house in a baroque style that was re-modelled in the middle of the 18th century.<sup>161</sup> Another large house, Hill House in Rouncival Street, dates from a similar period and stands at the very western edge of the borough.<sup>162</sup> Beyond the market place, Brook Street, which led to the main crossing over the river until the 1770s, remained an industrial area near the town mill, although a Quaker Meeting House was erected at the top of Brook Street in 1692.<sup>163</sup> A map of 1768 suggests that neither Hounds Lane nor Horseshoe Lane were lined with properties by that date,<sup>164</sup> although it does not depict the Baptist Chapel built in 1708 on Hounds Lane at the southern end of an ancient burgage plot.<sup>165</sup> By 1795 a number of small properties stood on either side of Hounds Lane, but Horseshoe Lane remained largely free of buildings.<sup>166</sup> The structures standing in the middle of the street, known as the Shambles and the Garret, were demolished c.1789 to widen the market place and improve the roads for passing traffic.<sup>167</sup> A new school house was built on the south side of the high street in the same year.<sup>168</sup>

There was no significant expansion of the town during the 19th century, with only a moderate amount of building on the back of existing plots.<sup>169</sup> A row of houses, later known as the Parade, was built along the steep lane of Bowling Hill at the very west of the parish,<sup>170</sup> while to the east there is evidence for some encroachment upon the lane that ran from Smarts Green along the parish boundary, and at the green that formed where it met Hatters Lane.<sup>171</sup> The number of houses in the parish rose from 263 in 1831 to 300 in 1841, but the thereafter it declined in parallel with the decline in population over this period, falling to a low point of 247 houses in 1891.<sup>172</sup> The Baptist chapel on Hounds Lane was enlarged in 1818, when a school room was built adjoining the premises.<sup>173</sup> A Catholic chapel was established in an outbuilding of the former Swan inn on Broad Street in 1838, and the inn building was adapted for use as the Presbytery.<sup>174</sup> A number of important public buildings were erected in the

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<sup>160</sup> Verey and Brooks, *Glos.* II, 297–300.

<sup>161</sup> *NHLE*, No. 1313068; Verey and Brooks, *Glos.* II, 299.

<sup>162</sup> *NHLE*, No. 1129296; Verey and Brooks, *Glos.* II, 299.

<sup>163</sup> *NHLE*, No. 1129256; Verey and Brooks, *Glos.* II, 296.

<sup>164</sup> GA, D1610/P18.

<sup>165</sup> *NHLE*, No. 1230875; Verey and Brooks, *Glos.* II, 295–6.

<sup>166</sup> GA, D2071/R32.

<sup>167</sup> GA, D2071/B6, 27 Aug 1789.

<sup>168</sup> See Social History.

<sup>169</sup> GA, D2071/R32; OS Map, 25" (1882 edn.), *Glos.* LXIX.10.

<sup>170</sup> *NHLE*, Nos. 1129299–300, 1320879.

<sup>171</sup> OS Map, 1:2500, LXIX.10, (1882 edn.).

<sup>172</sup> Census, 1831; 1841; 1851; 1881; 1891.

<sup>173</sup> *NHLE*, No. 1320875; BA, 41360/4/2; GA, D6717/4/18.

<sup>174</sup> Verey and Brooks, *Glos.* II, 297.

middle decades of the century. A National School was erected c.1852 on a site to the north of Hatters Lane,<sup>175</sup> and in 1858 the Town Hall was extensively remodelled in a Gothic style.<sup>176</sup> In High Street, a new county police station was also built in a Gothic style c.1862,<sup>177</sup> on a site next to the Grammar School. A new petty sessional court was built adjoining the police station.<sup>178</sup> In the same year the market cross was moved from its ancient site at the eastern end of the market place to the garden of the Catholic church to reduce obstructions to traffic.<sup>179</sup> A tall clock tower, dedicated to the local magistrate Lt. Col. William Blathwayt of Dyrham Park, was erected in 1871 on the south side of High Street, outside the police station, subsequently extensively remodelled in the mid-20th century.<sup>180</sup> On the other side of the Grammar School, the Baptist New Hall was erected in 1886 for use as a Baptist Sunday School, but it was also used for concerts and public meetings in the early 20th century.<sup>181</sup> At the end of the century,<sup>182</sup> No. 21 Horse Street was rebuilt in a Tudor style using brick, the only significant presence of the material in the historic town centre.

### The 20th Century

The number of homes remained relatively unchanged in the first half of the century. In 1901 there were 278 houses in Chipping Sodbury, and 273 in 1931, the last census year before the formation of the new parish of Sodbury.<sup>183</sup> The principal focus of development in the inter-war period was along the lanes that fringed the fields to the south of the town on either side of the parish boundary with Old Sodbury. The new railway station near Smarts Green stimulated development in this area, and a site adjoining the station was one of the first to be developed, where a total of 16 homes were laid out during the 1920s.<sup>184</sup> A further 12 houses were constructed on a site to the east of Hounds Lane, along a lane that was renamed Woodmans Road.<sup>185</sup> Despite this, there remained an urgent need for better accommodation within the parish. The parish council requested in 1934 and again in 1935 that the district council build more houses to alleviate overcrowding in the parish.<sup>186</sup> The shortage of accommodation was compounded by the inadequacies of the existing housing, and a slum clearance scheme was established in Chipping Sodbury in 1934.<sup>187</sup> An estate of

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<sup>175</sup> GA, P300 SC 1.

<sup>176</sup> *NHLE*, No. 1129244; Verey and Brooks, *Glos.* II, 296.

<sup>177</sup> GA, D6298/1. Verey and Brooks, *Glos.* II, 296.

<sup>178</sup> Verey and Brooks, *Glos.* II, 296.

<sup>179</sup> Chipping Sodbury EUS.

<sup>180</sup> Verey and Brooks, *Glos.* II, 296.

<sup>181</sup> *Kelly's Directory of Glos.* (1904), 111.

<sup>182</sup> OS Maps, 1:2500 LXIX.10 (1882 and 1901 edns.).

<sup>183</sup> *Census*, 1901 & 1931.

<sup>184</sup> GA, DA33/100/12, 30; DA33/100/13, 149–50; DA33/100/14, 235, 239.

<sup>185</sup> GA, DA33/100/12, 30; DA33/100/14, 189, 239, 244.

<sup>186</sup> GA, P330a PC 1/6, 24, 49.

<sup>187</sup> GA, DA33/100/28, 24.

28 three- and four-bedroom houses was built c.1935 on the north side of Gaunts Field along Green Lane, which later renamed Cotswold Road.<sup>188</sup> At the same time the grammar school moved to a large new site on the western side of Gaunts Field.<sup>189</sup> Ten more houses and a lorry depot were built to the east of the town, on what would become Gorlands Road, in 1935.<sup>190</sup>

During the Second World War as planning continued for post-war development and to new satellite towns to be developed north of Bristol, a site at Chipping Sodbury was one of six under consideration.<sup>191</sup> Plans were drawn up for a large housing estate to the south of the railway line from Colts Green to Dodington Lane, which would have included a large portion of land in Dodington parish, between Ham Wood and Hamwood farm.<sup>192</sup> The scheme would have provided the new community with three infant schools, two junior school, one technical school and one secondary modern school, a bank, a cinema, three pubs, a church, and a chapel. Kingrove Common would have remained uninclosed but it would have been entirely surrounded by low-density housing. Ultimately the site was not selected, and the railway line remains the boundary of development in Sodbury, Dodington and Yate parishes.

By the middle of the century many of the town's ancient buildings were in a poor state. A survey by the rural district council in 1947 found that of the 268 houses then in the town, 122 required repairs, and a further 30 were unfit for habitation and beyond repair, while only 23 required no repairs at all.<sup>193</sup> To remedy this the district council began a programme of housebuilding to the south and east of the town. Approximately 80 houses, many of them prefabricated, were constructed in the decade after the war in a network of residential streets and cul-de-sacs to the north and south of Woodmans Road.<sup>194</sup> Another 36 houses were built on sites alongside Gorlands Road, east of the town between 1950 and 1953.<sup>195</sup>

In 1952 Chipping Sodbury was selected with Yate as part of the overspill scheme for the north of Bristol.<sup>196</sup> Although much of the expected growth would be absorbed by the rapidly-expanding new town of Yate, Chipping Sodbury was also expected to grow through the building of new homes. During the 1950s the focus of growth continued to be along Gorlands Roads, where the rural district council

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<sup>188</sup> GA, DA33/100/29, 66–7, 70, 93–4; DA33/100/30, 89; DA33/100/30, 89; P300a PC 1/9, 56.

<sup>189</sup> See Social History.

<sup>190</sup> GA, DA33/100/28, p. 84.

<sup>191</sup> GA, C/AP/R1/SB1/21.

<sup>192</sup> GA, C/AP/P1.

<sup>193</sup> Sodbury Rural District Council, *Annual Report of the Medical Officer of Health and Chief Sanitary Inspector* (1947), 16.

<sup>194</sup> GA, DA33/100/41, p. 80; DA33/100/42, 65; DA33/100/43, pp. 30–1; DA33/100/44, 17, 52; DA33/100/45, 48–9; OS Map 1:10560, ST 78 SW (1955 edn.)

<sup>195</sup> GA, DA33/100/43, pp. 47, 90; DA33/100/47, 20.

<sup>196</sup> Rose Wallis, Yate (2015), 19–20.



acquired *c.*4 a. of land from the Town Lands charity,<sup>197</sup> and built an estate of 30 old people's bungalows, with a community centre and a house for the warden.<sup>198</sup> More houses were built in the vicinity of Woodlands Road and Gorlands Road during the early 1960s,<sup>199</sup> and a large estate called the Elms, comprising *c.*150 houses, was constructed by private developers west of the town, between Culverhill and the parish boundary with Yate.<sup>200</sup> Another large estate in the area of Raysfield farm and Lilliput farm, lying mostly within the parish of Dodington but extending into the south-west corner of Sodbury parish, was commenced in 1965.<sup>201</sup>

The county council set out its long-term vision for the Yate and Chipping Sodbury area in 1967.<sup>202</sup> Despite the expansion already experienced by Chipping Sodbury, the council anticipated that Chipping Sodbury's population would double between 1964 and 1981.<sup>203</sup> With land to the south and west of the town increasingly occupied, the council selected for the next stage of development a large area to the east of the town centre, between Gorlands Road and the river Frome.<sup>204</sup> A new link road called St Johns Way was constructed connecting Wickwar Road with a new roundabout at Smarts Green,<sup>205</sup> where 25 houses were built on the site of Smarts Farm in the early 1970s.<sup>206</sup> Soon after this construction began on the first stage of development to the north of Smarts Green, where 60 houses were planned.<sup>207</sup> During the 1980s a total of 273 houses were built in Chipping Sodbury, the majority of them along St Johns Way.<sup>208</sup> Another 103 houses were under construction in 1988, half at land formerly belonging to Lilliput Court, and the remainder divided between Hounds Road and Gorlands Road.<sup>209</sup> During the 1990s development of the area bounded by St Johns Way continued to the north of the town, east of Wickwar Road.<sup>210</sup>

In the 50 years between 1961 and 2011 *c.*1,500 houses were erected in Sodbury parish,<sup>211</sup> excluding those built in the Raysfield estate and transferred to Dodington in 1988.<sup>212</sup> Construction began *c.*2012 at long disused Barnhill Quarry site to the west

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<sup>197</sup> GA, DA33/100/47, 206.

<sup>198</sup> GA, DA33/100/47, 392; DA33/100/48, 474.

<sup>199</sup> GA, P300a PC 1/12, 20 July 1964; DA33/100/49, 92.

<sup>200</sup> GA, P300a PC 1/11, 112, 116.

<sup>201</sup> GA, DA33/100/48, 541; DA33/100/49, 26 July 1971 & 31 Jan. 1972.

<sup>202</sup> GA, C/CP/3/85, Glos. Council, Yate and Chipping Sodbury Town Map, Written Statement (1967).

<sup>203</sup> GA, C/CP/3/85, 11.

<sup>204</sup> GA, C/CP/P/3/75; P300a PC 1/12, 25 Nov. 1971.

<sup>205</sup> GA, P300a PC 1/14, 114.

<sup>206</sup> GA, DA33/100/49, 22 May 1972; GA, DA33/100/50, 495.

<sup>207</sup> GA, P300a PC 1/13, 30 May 1974.

<sup>208</sup> Northavon District Council: Yate and Chipping Sodbury Local Plan, 1988.

<sup>209</sup> Northavon District Council: Yate and Chipping Sodbury Local Plan, 1988.

<sup>210</sup> GA, P300a PC 1/16, p. 38; P300a PC 1/18, 73.

<sup>211</sup> *Census*, 1961 & 2011.

<sup>212</sup> Northavon (parishes) Order 1988.

of Wickwar Road on a mixed-use development of a large superstore, opened in 2013,<sup>213</sup> and an estate of *c.*170 homes, to be built in two phases.<sup>214</sup> With the development of the quarry site, settlement in Chipping Sodbury has expanded to reach the boundaries formed by the railway line, St Johns Way, and the town of Yate. Any future development at Chipping Sodbury would have to traverse these boundaries into the green-belt land beyond, which South Gloucestershire Council is committed to conserving.<sup>215</sup>

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<sup>213</sup> *Gazette*, 10 Oct. 2013, < <https://www.gazetteseries.co.uk/news/10730804.waitrose-opens-in-chipping-sodbury> > [accessed 20 Nov. 2018].

<sup>214</sup> South Glos. Council, Planning Application PK10/1675/O.

<sup>215</sup> South Glos. Council, South Glos. Local Plan, Core Strategy 2006–2027, 136–42.