



**An
Archaeological Characterisation
of the
Edgar Street Grid, Hereford**

September 2007

Nigel Baker

Herefordshire Archaeology Report 230

Contents

1. General Introduction

- Previous studies of the ESG area
- This document
- Report structure and methodology

2. Historical-archaeological introduction

- The historic districts of the ESG
- The later development of the study area
- The natural landscape and watercourses
- The city perimeter – a summary

3. Townscape Character Areas and their underlying archaeology

- 1 Newtown Road (Victorian)
- 2 Newtown Road South
- 3 Barrs Court trading estate and historic transport corridor
- 4 Edgar Street, Addison Court
- 5 Edgar Street terraces
- 6 Edgar Street commercial
- 7 Merton Meadow
- 8 Widemarsh Street suburb (north)
- 9 Boothall Meadow
- 10 The Football Ground
- 11 Historic Precincts zone
- 12 Canal Road commercial
- 13 Morrison's – Monkmoor Mill
- 14 Station Approach
- 15 Widemarsh Street Schools
- 16 Coningsby Street residential
- 17 Canal Road Victorian sector
- 18 The Cattle Market
- 19 Blackfriars Street residential
- 20 Widemarsh Street, council zone
- 21 Widemarsh Street suburb (south)
- 22 Coningsby Street – Catherine Street
- 23 Commercial Road suburb

4. References

5. Acknowledgements

Historic and general map sequence

Illustrations

- 1 The underlying historic districts of the ESG
- 2 Extract from a plan of the recent Hereford Improvements, 1850s
- 3 J Parker's plan of the brooks at Widemarsh Street
- 4 J Parker's sections of the brooks at Widemarsh Street
- 5 Modern plan with reconstructed plan of the 1845 canal wharfs
- 6 T Curley's 1853 proposals plan for Portfields Street (Edgar St)
- 7 Merton Meadow, view across the original line of brook
- 8 The Widemarsh Street medieval suburb
- 9 Widemarsh Street, the Oxford Arms and site of Tanbrook bridge
- 10 Tanbrook Villas
- 11 Curley's 1858 MS plan, Widemarsh Street east side
- 12 Curley's 1858 MS plan, Widemarsh Street, west side
- 13 18thC plan, Boothall Meadow (police dog training ground)
- 14 Blackfriars: outline reconstruction plan of precinct with SAM
- 15 Coningsby's Hospital, Widemarsh St entrance to courtyard
- 16 Coningsby's Hospital, 13thC east end of chapel and hall range
- 17 Blackfriars, remains of west range and preaching cross
- 18 Blackfriars, west range, cloister windows
- 19 Canal Road, east side from Tan Brook
- 20 Extract, Widemarsh Common enclosure map of 1774 (Monkmoor Mill)
- 21 Curley's 1858 MS plan of Monkmoor Mill and Commercial Road
- 22 Outbuildings of the Nell Gwynne P.H.
- 23 Curley's 1853 proposal plan for the new Cattle Market
- 24 Cattle Market and Football Ground from the east
- 25 The south end of Widemarsh Street
- 26 The Herdsman P.H. and Catherine Street
- 27 Curley's 1858 MS plan, Coningsby and Catherine Street
- 28 Commercial Road, north side frontages
- 29 Commercial Road, Mr Chips, rear elevation

Historic & general map section

- 30 John Speed's map of 1610
- 31 Isaac Taylor's map of 1757 (extract)
- 32 The tithe maps of 1841-4 (redrawn/extract)
- 33 1st edition Ordnance Survey, 1888
- 34 2nd edition Ordnance Survey, 1904
- 35 3rd edition Ordnance Survey, 1929
- 36 4th edition Ordnance Survey, 1937
- 37 ESG date of buildings survey map
- 38 ESG Townscape Character Areas map

1. General Introduction

Previous studies of the ESG area

This is the second archaeological study specifically prepared for the Edgar Street Grid. The first was Julian Cotton's 2003 *Edgar Street Grid, Hereford: an archaeological issues paper* (Herefordshire Archaeology Report no.90). This summarises the policy framework governing archaeology and redevelopment, summarises the main archaeological issues likely to arise in the regeneration of the ESG area and lists the principal archaeological assets existing in the area. It also outlines a strategic approach to the archaeological resource, commencing with further desk-based study of the less well-known assets and areas, and field evaluation of the most urgent areas at the earliest opportunity. The paper concludes with period summaries for the ESG area and its context and with a comprehensive gazetteer of individual sites and investigations recorded by the County Sites & Monuments Record.

The 2003 study was directly linked to the need to inform the ESG regeneration process but other studies also contribute more generally to an historical-archaeological understanding of the area. Richard Stone's 1997 paper 'The development of Widemarsh Street' provides a useful summary and analysis of a number of archaeological projects that had taken place up to that date in the suburb and in the intramural section of the street. Pikes, Sherlock and Williams' 2002 report on investigations at Catherine Court contains an historical-archaeological account of the surrounding area that is much more comprehensive and valuable than a summary contextualisation of the individual site.

This document

The present document was commissioned in July 2007 from *Herefordshire Archaeology* by ESG Herefordshire Ltd. It should be regarded as an extension, updating of and supplement to the 2003 study. Its aim is to characterise – to describe and explain – the total archaeological resource: buried archaeological remains, standing buildings, and townscape. It is essentially a summary guide to the present and historic character of the ESG, area by area, above and below ground. It seeks to explain how the present landscape of the ESG came to assume its present form, and to link this directly to what is currently known of the buried archaeology.

Report structure and methodology

Following a general introduction, this document takes the form of an extended gazetteer, the ESG being examined area-by-area, first in terms of building cover and townscape, next in terms of known historical development, and finally with an archaeological summary. Figures that support a particular section of the report appear with the relevant text; figures that illustrate the report generally (the historic maps sequence, date-of-buildings, townscape character areas key map) are grouped together at the end of the report.

The landscape of the Edgar Street Grid is, very obviously, not at all homogenous. It offers many acute contrasts – between, for example, the traditional shops along the north frontage of Commercial Road and the larger, more disparate business premises of nearby Catherine Street; or, between the football ground and the undeveloped former meadow to its north. These localised variations in the character of the ESG landscape can be defined with some precision, and can therefore be mapped. The area is therefore broken down into individual **townscape character areas**, based on their land use, building cover, plot (land-parcel) type and other morphological characteristics. This disaggregation process is the necessary first stage of characterising and understanding a complex urban landscape. But it is also very clear that even the most ‘modern’ of the character areas thus defined have been strongly influenced by historical factors, previous landscapes in other words. Overall, one of the distinguishing characteristics of the ESG area generally is that there have been very few ‘clean slate’ developments: its townscape has evolved, piece by piece, individual character areas developing along different trajectories, influenced by their own history and by contemporary developments in their surroundings.

The account of each townscape character area is followed by a summary of the available evidence for the presence, character and significance of buried archaeological remains and stratified deposits within the same area. This approach is not just for convenience: there are clear correspondences between the buried archaeology and the current surface landscape, most obviously exemplified by the contrasts between the archaeology of areas long built up, such as the Widemarsh Street suburb, and surrounding meadowland, whether now under grass or car-park tarmac.

Although this report is intended to be a comprehensive summary, it must be emphasised that the coverage of the study area by past archaeological investigations is uneven and that there are historically important component areas (for example, the Widemarsh Street suburb north of the Tan Brook) that have never seen an archaeological excavation. Even the most intensively studied single site – the former Blackfriars precinct – has only ever been investigated by trenching, resulting in a limited understanding of its development and of its underground composition. For these reasons this section should not be regarded as a substitute for further archaeological field evaluation of individual sites or desk-based assessment of problematic or complex sites.

2. Historical-archaeological introduction

The historic districts of the ESG (fig.1)

The study area, the ‘Edgar Street Grid’, covers an area of about 35 hectares (c.86 acres) immediately north of the defended Anglo-Saxon and medieval city of Hereford. It embraces four historic districts or localities. From west to east these are:

Widemarsh Port Field

This was one of medieval Hereford's two great common fields where individual arable strips were cultivated by townspeople and by tenants of the lords who owned land in the city and suburbs. This area is now covered by the Cattle Market, Edgar Street, the Football Ground and Merton Meadow. However, in this area the Middle Ages will have left, at best, no stronger archaeological signature than a layer of agricultural soil. The principal archaeological significance of this part of the ESG area arises from its less-predictable prehistoric past. This is exemplified by the finding of indirect evidence of prehistoric settlement on the Cattle Market site, a single pit containing late Neolithic/ early Bronze Age pottery, carbonised wood and heat-cracked stones. As an area of gravel terrace adjacent to watercourses and floodplain, prehistoric activity is to be expected (as, for example, in the Rotherwas area) but will only be located by field evaluation trenches. One other archaeological unknown should be taken into account in this area: the pre-14th-century location of the Dominican Friary (Blackfriars). Established in their Widemarsh Street precinct in the early 14th century, the friars had earlier (since 1246) tenuously occupied a site elsewhere, said to be in the Portfield (Price 1796, 144). Lobel (1969, 6) suggested that this was in the district known as Priory Port Fields beyond St Owen's Gate. Pikes, Sherlock and Williams (2002, 7) noted that in the late 13th century one of the bishop's tenants in Bye Street (Commercial Road) was sub-letting property to the friars. In short, the site of the 13th-century Blackfriars is uncertain, although it would probably have been on an approach road and within reach of a watercourse: it could, conceivably be found by field evaluation within the study area.

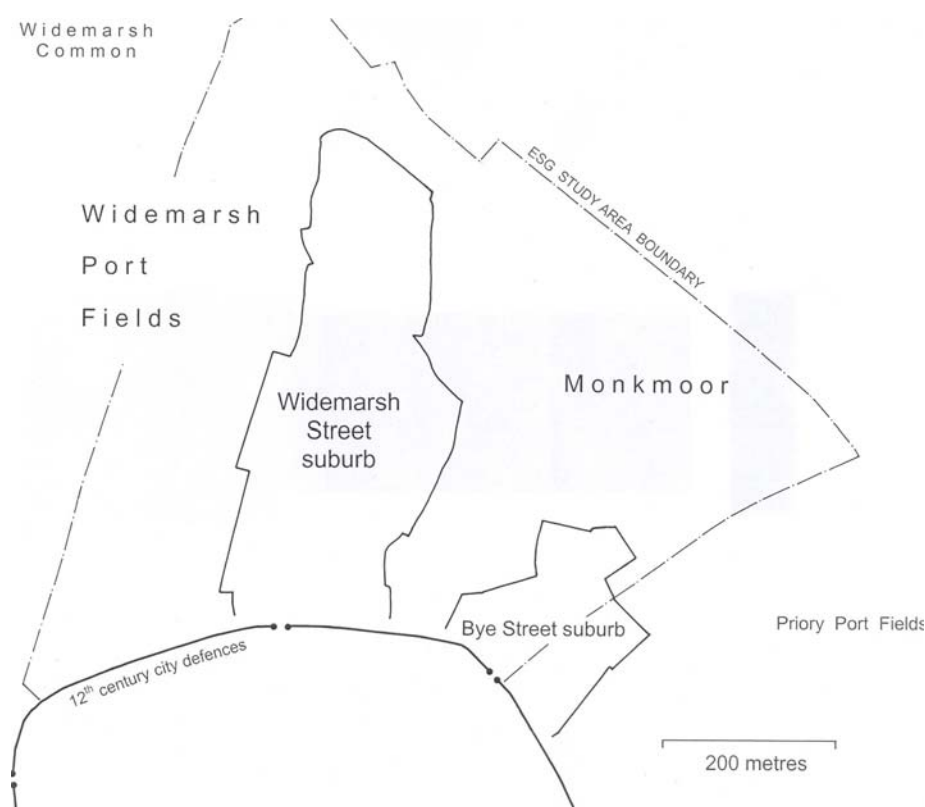


Fig.1 The underlying historical districts of the Edgar Street Grid

The Widemarsh Street suburb. Widemarsh Street is one of the principal approaches to Hereford from Leominster and Shrewsbury, and was fairly certainly extant before the Norman Conquest. Its southern end is incorporated into the layout of High Town, the new market place of the 1070s, and occupation along it probably began around that time. The foundation between 1154 and 1189 of the Hospital of St Sepulchre (the ancestor of Coningsby's Hospital) about 400 metres north of High Town probably marks the approximate limit of mid-12th-century urban development along Widemarsh Street: as a leper hospital it would have sought a site at or just beyond the urban edge, a symbolic location on the margins of the man-made world, and a reminder to passers-by of the consequence of sin (there was no concept of quarantine at this time). The construction of the new city defences in c.1190 on the line of the surviving medieval city wall would have left the outer half of Coningsby Street isolated as an extramural suburb. The street name is not recorded until the early 13th century, when it appears as the *vico de Widimarisco* (Tonkin 1966, 248). There is archaeological evidence that occupation extended into the area around the hospital, now dedicated to St John, by c.1300, and documentary evidence that it extended beyond the hospital and north of the Tan Brook by c.1500. Archaeological evidence also points to the strongly industrial character of the suburb where it could be serviced by the watercourses of the Widemarsh Brook and its tributary, the aptly named Tan Brook. The Dominican Friary, the Blackfriars, was founded in the early 14th century on a back-plot site behind the hospital and suburban tenements.

Monkmoor. This was the name given to the floodplain of the Widemarsh Brook and its tributaries between Widemarsh Street and Bye Street (later Commercial Road). Within it lay Monkmoor Mill, which was one of the possessions of St Guthlac's Priory, rented out by the monks in the 15th century. The origins and antiquity of the mill are unknown. Its site now lies under the northern corner of Morrison's supermarket.

The Bye Street suburb. Re-named Commercial Road in the 19th century, medieval Bye Street-without-the-gates was the principal approach road from Worcester and, with St Owen's Street and Eign Gate, formed one of the three arms of High Town, the great Norman triangular market place. Occupation on Commercial Street close to High Town probably began in the late 11th century (Thomas and Boucher 2002, 50) though the road itself is likely to be much older. Excavation outside the defences has found 12th-century occupation, including a late 12th-century tannery behind the plots on the south side of the street (SMR 31834, 20126); like Widemarsh Street, it appears the suburb was created when existing ribbon development was severed by the construction of the new defences of c.1190. St Guthlac's Priory was re-founded between 1140 and 1150 on a site on the south side of Bye Street about 300 metres outside the (later) city wall.

The later development of the study area

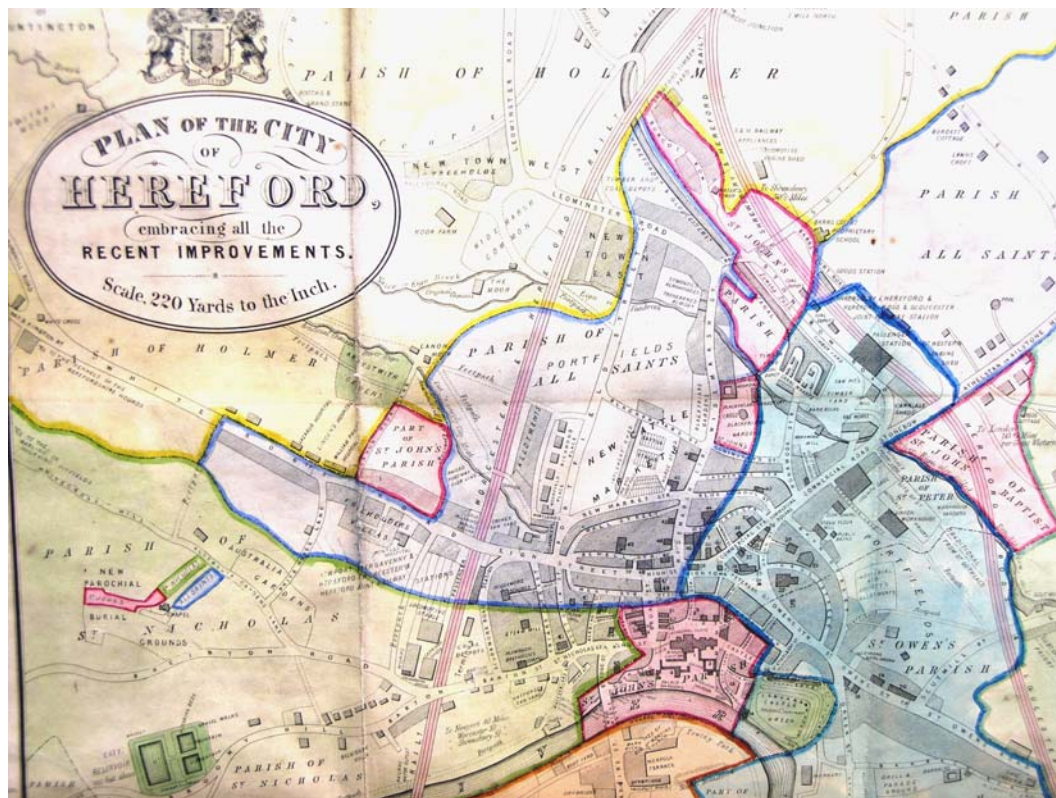


Fig.2 Extract of a plan of the recent improvements c.1855 in and around the study area (SMR)

The basic four-fold geographical division outlined above persisted with little change from at least the 12th century through to the 19th. From about 1800, as the urban population grew, the minor lanes known as Cats Lane (now Coningsby Street and Catherine Street) that connected the two medieval suburbs just outside the city wall began to be built up. But, from the 1840s on, change was abrupt and rapid. In 1845 the Gloucester and Hereford Canal Company reached Hereford and built a three-wharf terminus at the end of their canal in the Monkmoor area. This was rapidly joined in the later 1840s by the construction of the Shrewsbury and Hereford Railway on land adjoining to the north, joining the Hereford, Ross and Gloucester Railway approaching from the south-east and culminating in the opening of Barrs Court Station in 1855.

The built-up area was also growing at this time. A minor road, Portfield Street, that headed north through the Portfield area as far as Widemarsh Mill was widened and extended northwards to service a new grid development of plots for freehold building on the edge of the recently enclosed Widemarsh Common. Portfield Street, or Edgar Street as it was soon re-named, superseded Widemarsh Street as the principal access road to Hereford from the north. The 1850s were also distinguished by the passing of the Hereford Improvement Act of 1854. This addressed a variety of public health and environmental issues, most significant of which for the study area was the creation of the new cattle market just outside the medieval city wall on land between Edgar Street and Widemarsh Street.

The 1840s and 50s were, in short, for the study area, a period of rapid and major morphological change. Since those episodes changes have been lower key, and land-uses have sometimes persisted within boundaries that have remained relatively static. For example, the canal terminus, moribund already by the 1870s, was filled in by 1904. But the commercial companies that now occupy its site, such as Jewson's, are the heirs of companies like George & Tudor's, timber merchants, established while the canal was still viable, and they inhabit an unchanged outer footprint.

The natural landscape and the watercourses

The study area is mostly fairly flat, its present surface varying in altitude between about 53 and 55 metres above Ordnance Datum, lying on fluvio-glacial gravel deposits. The most important natural determinants of local settlement are a series of watercourses running from north-west to south-east across the northern half of the study area. The most important of these is the Eign Brook, known locally as the Widemarsh Brook. This rises about one kilometre west of the study area in the area known as Priors Moor, and now crosses Edgar Street just north of its junction with Prior Street. From there it crosses Merton Meadow heading south-east before looping to the north around the end of Widemarsh Street at its junction with Newtown Road. At that point it is joined by the Ayles Brook, a smaller stream joining from the north but entirely culverted within the study area. The combined watercourse then heads south-east along the edge of the Barrs Court Trading Estate and then turns through ninety degrees to head south-west, before turning again back to a south-easterly course. These turns mark its diversion around the perimeter of the former Canal Basin. From this point on (Canal Road) the stream is culverted until it leaves the study area crossing under Commercial Road at the Stonebow Bridge.

This fairly simple system has seen a number of modifications in the last two centuries. These are dealt with in more detail in the characterisation below, but may be summarised here for four key locations, from west to east:

Edgar Street and the Widemarsh Mill

The Widemarsh Brook now crosses under Edgar Street, in a new or enlarged channel of c.1850. The Tithe Map of 1841-4, and fig.6 below shows the preceding arrangement with the earlier or 'original' course of the brook about 100 metres to the south, issuing from Widemarsh Mill which was demolished as Edgar Street was extended northwards in the 1850s. The course of the brook across Merton Meadow has also been shifted northwards to its present location.

Widemarsh Street and the Tan Brook

The Tan Brook is a continuation of the Widemarsh Brook that formerly left the main channel at a weir just west of Widemarsh Street, passed under the street, followed a diagonal course between the plots on the east side before

turning south and forming the back boundary to the plots north of the hospital. This section of the brook survives, though overgrown and silted. The Widemarsh Brook, in what may have been a medieval diversion, looped around the north end of the Widemarsh Street suburb and then headed south-east, originally by-passing Monkmoor Mill to the north but, after the construction of the Canal Wharfs, was diverted south to run alongside the Tan Brook at the north end of Canal Road. Earlier, however, this section of the Tan Brook (as shown on the Tithe Map of 1841-4) had formed an elongated mill pond immediately upstream of the dam at Monkmoor Mill.

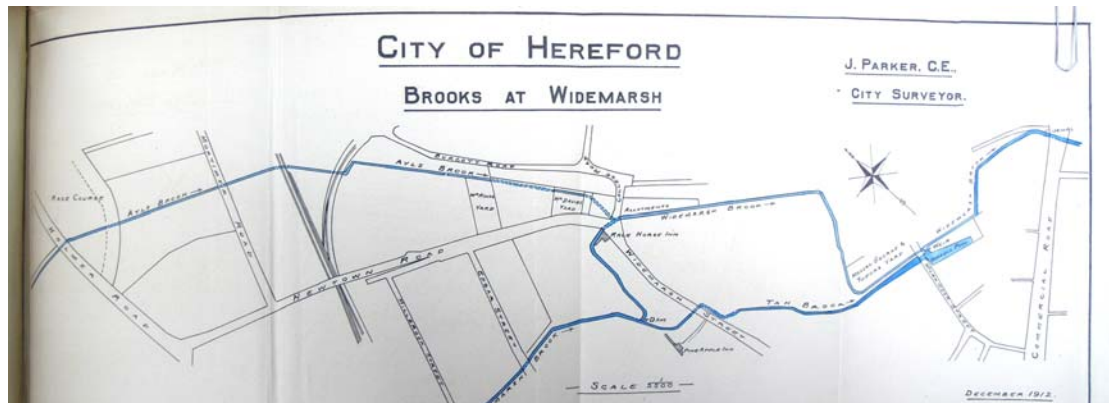


Fig.3 J Parker's plan of the Widemarsh, Ayles and Tan Brooks at Widemarsh Street, 1912, Hereford Library (PC 2273, pp.37-42)

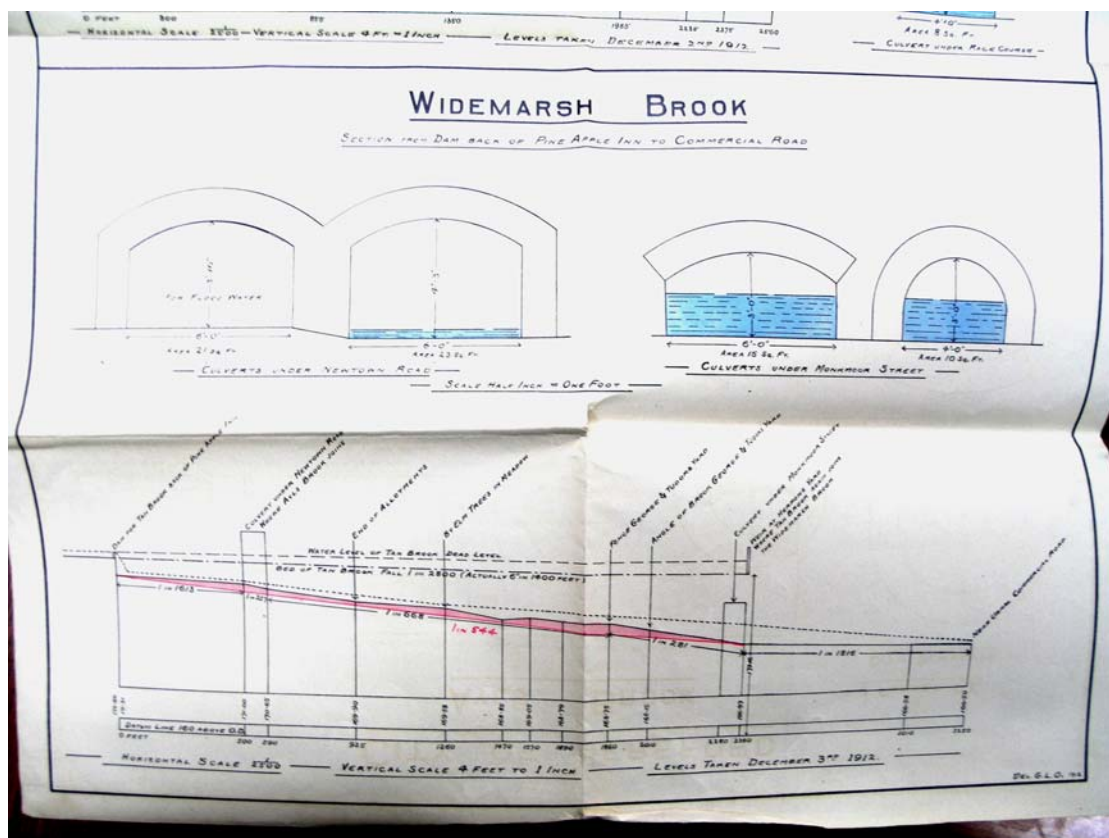


Fig.4 J Parker's sections of the Widemarsh and Tan Brooks at Widemarsh Street, 1912. Hereford Library (PC 2273, pp.37-42). Flood prevention works at this date were mainly concerned with the capacity of existing channels and the removal of obstructions and silt.

The 1845 Canal Basin

The Tithe Map of 1841-4 shows the arrangement of watercourses upstream of Monkmoor Mill immediately prior to the construction of the Canal Company wharfs. The main course of the Widemarsh Brook headed south-east from the end of Widemarsh Street passing just north of Monkmoor Mill. Two north-south channels connected the Widemarsh Brook with the Tan Brook, one via a secondary east-west channel. The system as a whole was doubtless controlled by weirs and sluices to regulate the water supply to the mill.

Monkmoor Mill

The earliest cartographic record of the watercourses is a detail plan on the map of the Widemarsh Common enclosure map of 1774 (fig.00), which is consistent with what is shown on the Tithe Map of 1843. In summary, the Widemarsh Brook ran to the north of Monkmoor Mill and acted as a bypass channel, with a cross-channel upstream of the mill to regulate water levels. After the construction of the canal wharfs the Widemarsh Brook was diverted around the canal site to the south, flowing alongside the Tan Brook and mill-pond. A new channel was cut immediately north of the mill building to connect the diverted section of the Widemarsh Brook with its original channel to the north (this channel was replaced with a new culvert, outside the supermarket footprint when the latter was built in the late 1980s). Below Monkmoor Mill, the Tan Brook, now forming the mill tail race, and the Widemarsh Brook were reunited alongside Commercial Road and passed under the road at the Stonebow Bridge (see fig. 00)

The city perimeter – a summary

The southern boundary of the ESG study area is formed by New Market Street and Blue School Street. In their present form these streets form part of the inner ring road, a dual carriageway dating from 1968-9. These streets owe their existence to Hereford's medieval defences, created in the second half of the 12th century. These consisted initially of an earth rampart, replaced in the 13th century by the masonry city wall, together with an external defensive ditch and, at intervals, bastions projecting out from the face of the city wall. Two (or, indirectly, three) city gates allowed traffic to pass through the defended perimeter to and from the study area. The Widemarsh Gate (SMR 414) served Widemarsh Street and the Bye Street Gate (SMR 413) served what is now Commercial Street/Commercial Road. Additionally, a lane that was later to become Edgar Street joined Eign Gate/Eign Street just outside the city gate of the same name (SMR 26883). After a long period of obsolescence and colonisation by domestic or other buildings, the city gates were finally demolished at the end of the 18th century. The city wall remained intact rather longer: stretches were colonised by domestic buildings as the city grew in the 19th century and various lengths were demolished in the later 19th century and subsequently, with further losses in 1968-9 associated with the ring road, but also the construction of a replica section south of the original alignment around the Tesco site at this time.

About 50% of the city wall now survives along the ESG perimeter on the south side of New Market Street and Blue School Street. This, however, has never been archaeologically surveyed and the percentage of medieval fabric to later rebuilds has not been determined.

The city ditch survived in modified form into the mid-19th century. The ditch carried a watercourse, the Yazor Brook, diverted from the north-west, and the flow was sufficient to power two watermills on the east side of the city. By 1757 (Isaac Taylor's map) the ditch, originally c. 12-15 metres wide, had been reduced to a narrow channel. With the growth of housing around the perimeter and in the suburbs the watercourse became sufficiently polluted by the mid-19th century to have become a public health issue and, following the 1854 Act, it was culverted. New Market Street and Blue School Street first appear on Taylor's 1757 map as a narrow lane, part track, called Town Ditch, following the watercourse. The lanes were made into streets in the 19th century. By 1888 (first edition Ordnance Survey) Blue School Street was built up on both sides and the south side of New Market Street had been built up opposite the Cattle Market.

No archaeological features of the medieval defences have so far been located within the ESG area north of the ring road streets. The course of the city ditch under New Market Street and Blue School Street is fairly accurately represented by the westbound (south-side) carriageway, except for the stretch approaching Commercial Road where the outer edge of the medieval ditch is estimated to lie about 5 metres south of the Franklin Barnes Building.

3. Townscape Character Areas and their underlying archaeology

This section should be read in conjunction with fig.00, the townscape character areas map. References to archaeological monuments and investigations are in most cases given as SMR (County Sites & Monuments Record) numbers, to which readers are referred for more detailed references to contractors' reports and primary historical material.

1. Newtown Road (Victorian) and 2. Newtown Road South

Newtown Road readily divides into two distinct character areas based upon the present building cover. Most of the north side of the street, and a block at the west end of the south side, are occupied by 19th-century terrace housing, those on the north side being generally more substantial than those opposite. The earliest buildings in this area are those of Ailesbrook Place at the east end of the street, apparently built over the culverted Ayles Brook. In contrast, most of the south side of the street (character area 2) is dominated by buildings of the 1920s, mostly semi-detached houses.

In the 18th century Newtown Road was a turnpike road, taking traffic from the end of Widemarsh Street (then the principal road approaching Hereford from the north) north-west across the enclosed common land towards Leominster. The road was crossed by the eastern part of the 18th-century race course, which was carefully incorporated into the new enclosures (Duncumb 1804, 412). By 1853 (Curley's map, see fig.6) building had begun on the north side, and at the western end of the south side, the latter as part of the Newtown East Estate, otherwise known as the Freehold Land Society Allotments. This is the grid-plan housing estate with Edgar Street (then Portfields Road) as its principal north-south axis, incorporating Millbrook Street, Prior Street and Moor Street.

Archaeological summary

The Newtown Road character areas lie beyond the end of the medieval and later Widemarsh Street suburb and there are no indications that the area in general was built up before c.1850. No archaeological investigations are known to have taken place in the vicinity and the below-ground character of the area is unknown. One possible specific archaeological target is the bridge taking Newtown Road over the combined Ayles Brook and Widemarsh Brook; as discussed below (area 8), this may be the medieval Barr Bridge.

3. Barrs Court trading estate and the historic transport corridor

This area is bounded by the railway (of c.1852) to the north-east and, to the south, by the Widemarsh Street suburb, the meadow to its east, Canal Road and the Morrison's site, formerly Monkmoor Mill. Much of its outline and its present commercial function derives from the presence here of the Canal Terminus, built by the Gloucester and Hereford Canal Company in 1845

(SMR 26976). The Tithe Maps of 1841-4 capture the beginning of the process, with a strip of newly-enclosed ground approaching from the Aylestone Hill tunnel to the north-west. The area itself was however still meadows, divided by the main and subsidiary channels of the Ayles Brook, and it was these watercourses and land parcels that shaped the canal wharfs site and subsequent developments over them. Already obsolescent by the time it reached Hereford, the canal's fate was sealed by the arrival of the railway. With commercial traffic in terminal decline by the 1870s, the canal basin was disused and one wharf filled in by 1888 and the whole complex completely filled in by 1904.

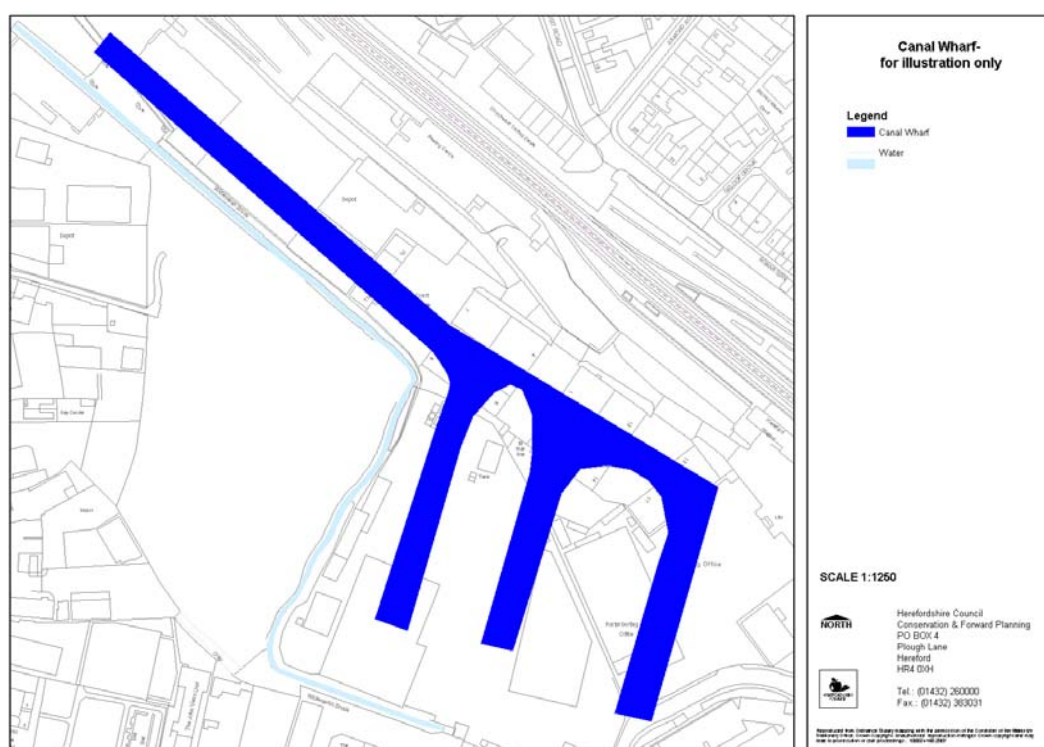


Fig.5 Modern plan of the Barrs Court Trading Estate with the canal wharfs of 1845 superimposed

Archaeological summary

One archaeological investigation (SMR 30004) has taken place in this area, on the Postal Sorting Office in 1998. A watching-brief on the foundations and drain trenches found a 1.4m depth of modern rubble which was interpreted as a deposit associated with the demolition of the canal wharfs and associated buildings. The wharfs themselves were not contacted or disturbed and were assumed to lie at a lower level. Deeper excavations, away from the site of the wharfs, encountered a peat deposit at a depth of c.2.2m (at 49.28m AOD). This was not dated, though it was thought by the excavator to be of medieval origin, possibly associated with a watercourse approaching Monkmoor Mill to the east. More recent work on the meadow to the south (character area 9) suggests that it is more likely to be of prehistoric origin, one of several peat deposits occurring around the Widemarsh Brook.

4. Edgar Street, Addison Court

Addison Court is a late 20th-century Local Authority housing development, named after a former Hereford United captain, built to make good the loss of housing arising from the widening of Edgar Street in the late 1960s (Roberts 2001, 73). Development of this part of the Newtown East estate had commenced by 1855 with two houses north of the Widemarsh Brook, followed by terrace housing by the end of the 19th century.

Archaeological summary

No archaeological investigations have taken place in this area, which lies well outside any pre-19th-century occupation known in the historic period. Two generations of housing have now been built here and the possibility of any substantial archaeological survival from earlier, unpredictable, periods is extremely slight.

5. Edgar Street terraces

This character area is divided into two halves by the present course of the Widemarsh Brook. To the north are adjoining terraces built in 1911 and 1912; to the south are two pairs of semi-detached houses built between 1929 and 1937. The brook dividing them is not the natural course of the Widemarsh Brook but is a channel that first appears on Curley's map of 1855 (in Hereford Town Hall) about 25 metres north of the main channel. The present channel at this point is heading roughly north-east, part of a broad, sweeping curve, mostly apparent west of Edgar Street, that reflects the oval outline of the 18th-century racecourse (fig.6). The present back (east) boundary of this character area and its constituent properties, separating them from Merton Meadow, reflects a subsidiary channel that linked the present channel to the original immediately downstream of Widemarsh Mill. The mill site lies outside the study area, just south of Prior Street.

Archaeological summary

No archaeological investigations have taken place in this character area. However, the former watercourses form a definite archaeological target in the sense that, in such close proximity to Widemarsh Mill, they may well have been modified over an extended period and may contain cultural debris (finds, objects). Ground conditions may include localised waterlogging with consequent preservation of organic materials (e.g. timber revetments). A borehole (at NGR 5091 4076) just north of the bridge taking Edgar Street over the present course of the brook found fill with concrete ash and clay to a depth of 6ft 6ins (1.98m) over gravel.



Fig.6 Extract from one of Curley's 1853 plans of the proposed Hereford Improvements showing the intended northward extension of Portfields Street (Edgar Street) past the Widemarsh Mill. North of the mill are the plots of the Newtoun East freehold estate fitted within the curving perimeter of the former racecourse. Herefordshire Record Office (HRO BG11/14/17 O/V 122)

6. *Edgar Street commercial*

This character area is essentially a southward continuation of the above, but distinguished by being built up with commercial structures. The area was unoccupied in 1929 but had begun to be built up in 1937, and the present building cover appears to date from the 1930s on. The Tithe Map of 1841-4 shows the previous arrangement of watercourses in this area, essentially a channel heading south from the main Widemarsh Brook channel ending at the present northern boundary of the Football Ground. It is suggested below that the latter – which has a distinctive diagonal alignment – is itself likely to represent a former channel. The last cartographic relic of this arrangement appears on the 1929 O.S. map, which shows a very distinctive bulge or salient at the south-eastern corner of Homer parish where it was extended to embrace the Widemarsh Mill. The parish boundary loops across Edgar Street and followed the north-south watercourse described above.

Archaeological summary

No archaeological investigations have taken place within this character area. Although this character area has only recently been built up, the former watercourses here form a definite archaeological target by virtue of their proximity to Widemarsh Mill and the probability of their re-engineering over a considerable period. The recent archaeological evaluation of the playing field east of Widemarsh Street may offer a guide to general ground conditions in this area (see character area 9, below).

7. Merton Meadow

Merton Meadow, formerly known as Merton Marsh, is sandwiched between the 19th-century and later built-up area along Edgar Street and the medieval Widemarsh Street suburb. It has never been built up, appearing throughout the map sequence from 1841-4 as open meadow, followed by car parking, having been laid out with 1000 car-park spaces in 1968 to service the Cattle Market (Roberts 2001, 82). The area is bisected by the Widemarsh Brook channel, though as explained above, the present channel is mainly of 19th-century origin, its predecessor lying a few metres to the south.



Fig.7 Merton Meadow looking west along the original line of the Widemarsh Brook

Archaeological summary

Graham Roberts in *The shaping of Modern Hereford* (2001, p.82) describes ground investigations in Merton Meadow in 1968 when the car park was created. They encountered '5ft [1.52m] of soft brown clay, large pockets of highly compressible peat and with a water table rarely more than 5ft from the surface. Split by the man-made Widemarsh, or Tan, Brook running at a higher level, it was classified as a 'flood storage area' by the river authority and was actually under several feet of water at one stage of the works. The entire area was drained to a pump house, filled with large amounts of suitable foundation material from other projects and given deep base courses and specially devised running and parking surfaces to cater for the watery conditions'. A borehole immediately north of the pumping station (NGR 5097 4073) found 1 ft (0.3m) of soil over 5ft (1.52m) of black peat, over gravel. A second borehole to the south of the pumping station (at NGR 50958 40714) found 3ft (0.91m) of topsoil over dirty gravel. Another, on the eastern side of Merton Meadow close to the brook (NGR 5102 4069) found 1ft (0.3m) of gravel and brick fill over clay. Ground conditions in this area appear to resemble those to the east of Widemarsh Street (see character area 9), suggesting that the archaeological potential of the area is limited to the scientific value of the

(probably prehistoric) peat deposits and the history of changes to the course of the brook.

8. Widemarsh Street suburb (north)

In terms of historic urban morphology, this is perhaps the most distinctive character area within the ESG, with outer boundaries and elements of an internal framework probably little changed since the Middle Ages. The character area covers Widemarsh Street and its associated plots north of the historic precincts (character area 11) and the schools to their south (character area 15). Only on the west side, adjoining Blackfriars Street, has this character area been defined beyond its traditional boundaries, to embrace commercial premises between the Education Centre and the Football Ground.

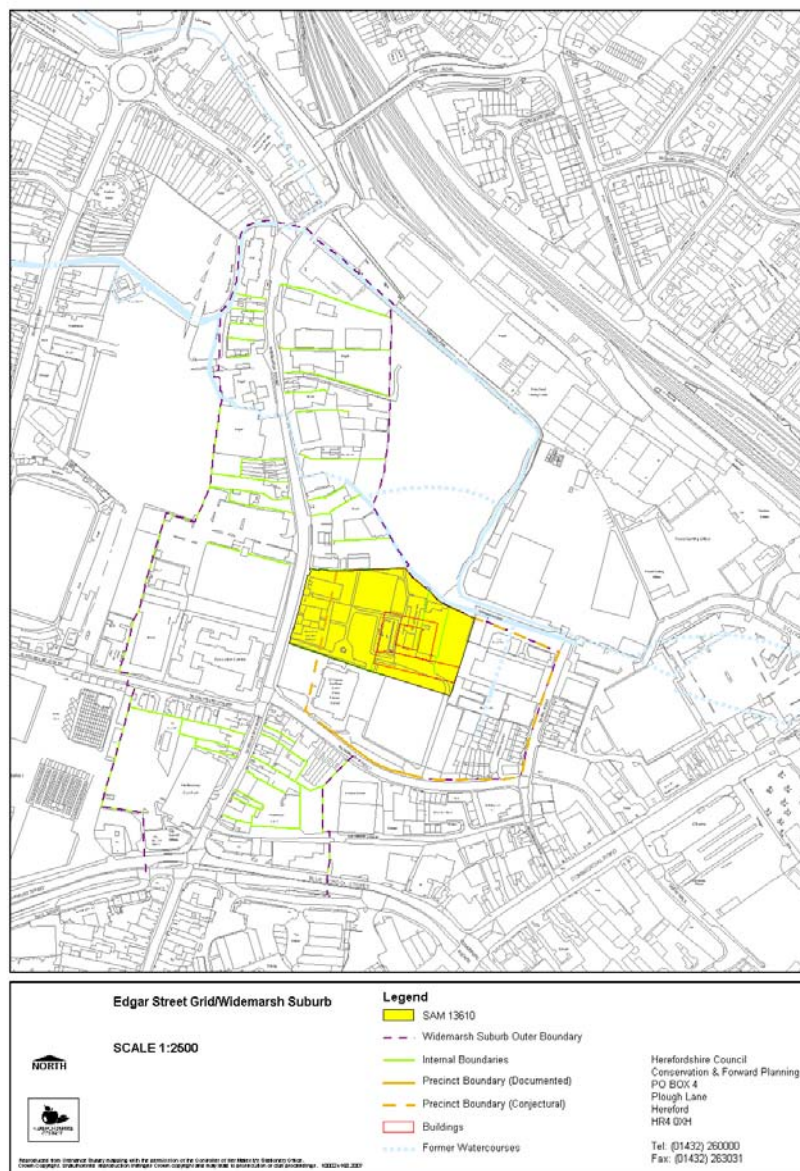


Fig. 8 Modern map of the Widemarsh Street suburb (not to scale as printed), showing the likely Blackfriars precinct and Scheduled Ancient Monument

The area is now characterised by a mixture of commercial premises (mostly 20th-century lightweight structures) and private houses – the commercial element being predominant leaving the housing, some of it of fine historic character, under pressure. The buildings date from the 17th century (the Listed Oxford Arms) to the present, the majority being 20th-century lightweight commercial structures.

The suburb is bounded to the north-west and at the north end by the Widemarsh Brook. The remainder of the west side is defined by a continuous back-fence line that has been stable since at least the 18th century, except where broken through in the vicinity of Blackfriars Street to the south. On the east side the suburb is demarcated from the meadow beyond by a similar continuous back-fence line, which, to the south, follows the Tan Brook. This watercourse branched off the Widemarsh Brook at a weir in Merton Meadow, followed the back of the Widemarsh Street plots before swinging east between the plots, crossing the street under a bridge and then followed the eastern side of the street southward for a distance of about 40 metres before heading south-east, diagonal to the street, before resuming its southward course along the suburb's eastern boundary. The diagonal leg of the Tan Brook was culverted at some time between 1937 and 1965 but is still apparent in the diagonal property boundary in front of Tanbrook Villas (built 1876; fig.10).



Fig.9 Widemarsh Street, looking north from the timber-framed Oxford Arms. The Tan Brook bridge lies under the street where the van is turning



Fig.10 Tanbrook Villas of 1876. The brook formerly followed the property boundary crossing diagonally in the foreground

Historical-morphological development of the suburb

The origins of Widemarsh Street itself are unknown, but fairly certainly lie in the pre-Conquest period as the main northern approach to the Anglo-Saxon town from the neighbouring ecclesiastical centre at Leominster. The street lies slightly above the level of its surroundings (as seen from Blackfriars Street for example) and may have arisen as the driest route through the Wide Marsh. The archaeological composition of the street itself is unknown – whether, for instance, it is built up as a causeway across the lowest, wettest, areas. Archaeological evidence from excavations at the Blackfriars in 1958 (see below) suggests that the built-up area extended at least that far out from the city centre by c.1300, and the foundation of the predecessor of Coningsby's Hospital as a leper hospital between 1154 and 1189 is likely to mark the approximate limit of the built-up area at that time (see introduction). Occupation had extended north of the bridge over the Tan Brook by the mid-15th century at the latest, demonstrated by deeds from 1452 onwards for a messuage with a garden and a parcel of meadow attached, in a street called Wydemarchstrete...lying opposite le Barresbrugge...and stretching from the highway to the brook called Smallpurs to the meadow to the hospital of St John Baptist (HRO MT/N/14). The identity of the bridge known in medieval documents as Barrs Bridge has not been established: it is either the bridge 150m north of the hospital taking Widemarsh Street over the Tan Brook (aka Small Purse Brook), or that at the Widemarsh Street/Newtown Road junction at the end of the suburb, over the main Widemarsh Brook. Either way, it

seems, the built up area extended north of the hospital before the end of the Middle Ages.

Two further minor charitable institutions were established north of St John's Hospital – by now re-established as Coningsby's Hospital – in the 17th century. Trehearne's Almshouses were founded in 1683 and provided tenements for five poor men on a site (currently a garage) immediately north of the Tan Brook on the west side of the street. Symond's Almshouses were founded in 1695, and provided four tenements for poor men on a site, previously known as the Witches, immediately to the north (Duncumb 1804, I, part 2, 409-410). The former Oxford Arms public house (Listed grade II: 3/348) about 60 metres to the south of the Tan Brook bridge is now the sole surviving 17th-century building in this part of the street (another, the Essex Arms, was recorded by the RCHM in 1931): it is, however, a typical urban building and contributes to the impression that suburban Widemarsh Street beyond Coningsby's Hospital was firmly part of the town, was fairly densely built up and did not shade gradually into the surrounding countryside.

Early cartography is of limited use in this character area. John Speed's map of 1610 shows occupation extending continuously north on both sides of the street north of the Blackfriars'/Coningsby's precinct as far as the edge of the map (which does not extend as far as the Tan Brook). Isaac Taylor's map of 1757 reaches as far as the Tan Brook's departure from the eastern side of the street. The frontage between the brook and Coningsby's Hospital is shown continuously built up, except for a formal garden on the Ambulance HQ site. The west side of the street was only intermittently developed but may formerly have been more densely occupied, the service ranges opposite the hospital (see below) having disappeared by 1757.

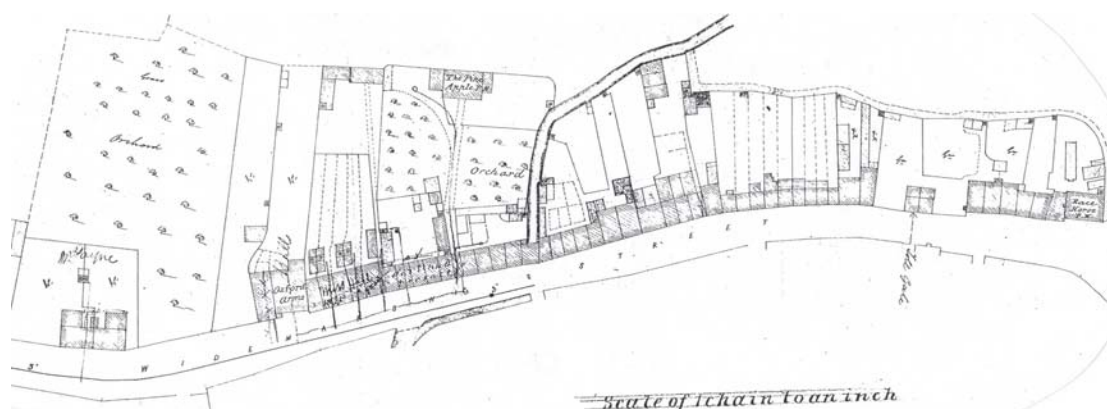


Fig.11 Curley's 1858 plan of Widemarsh Street (west side) centred on the Tan Brook crossing. West to top of map.

By 1888 (first edition Ordnance Survey 1:2500) the suburb north of Coningsby's Hospital had a continuously built up frontage on the west side and an almost continuously built-up frontage on the east side, though with two vacant plots north of the Tan Brook. There was also intermittent building behind the frontages on both sides of the street, including a row of buildings backing onto the diagonal leg of the Tan Brook on the east side.

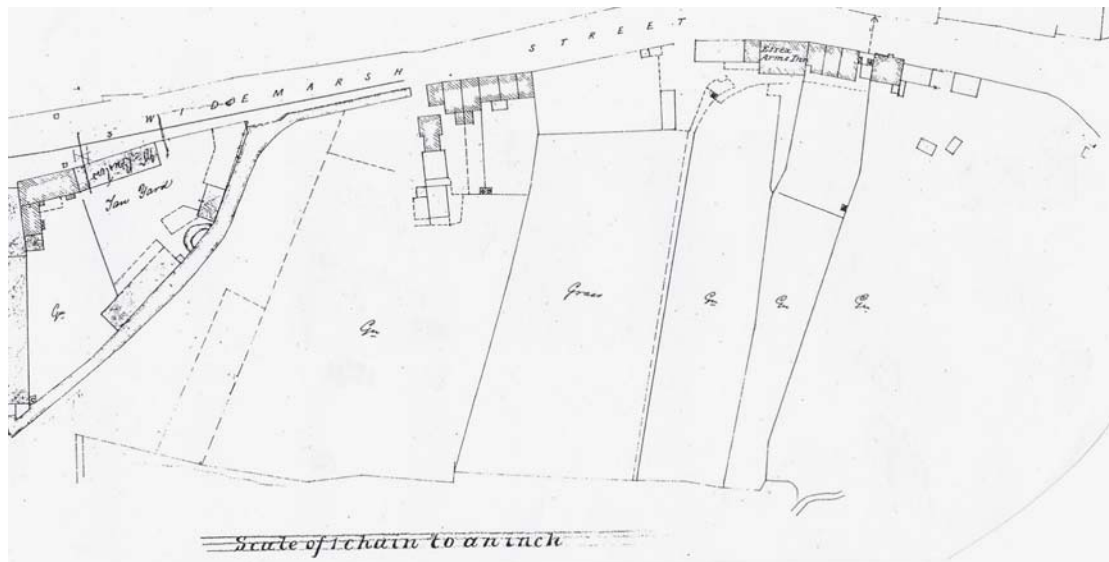


Fig. 12 Curley's 1858 plan of the west side of Widemarsh Street (west to top of map)

The basic morphological framework of the suburb – the line of the street, its associated plot-pattern and its outer boundaries – is likely to have remained little changed since the area was first urbanised. The lack of regularity suggests that the Widemarsh suburb was not deliberately planned in a single act of organised urban expansion, but is more likely to have grown 'organically', without higher-order decision-making. The irregularities in the plot-pattern on the eastern side of the street are unlikely to be accidental: they give the impression that individual plots were shaped by the watercourses, either being directly bounded by them, or contrived so that the plots were laid out to maximise rear access to running water. This situation is characteristic of medieval industrial districts, and this is indeed the direction that the archaeological evidence points in.

Archaeological summary

Archaeological investigations in this area have been limited to a single property, 118 Widemarsh Street, formerly the Midland Shires Farmers premises, immediately north of the Ambulance HQ; it is quite possible, however, that the ground conditions found there will accurately reflect those that will be found throughout this character area. An archaeological evaluation in 1991 (SMR 20110) began with the observation of three test-pits at the rear of the property, close to the Tan Brook. These revealed deposits 2.8m deep, commencing with grey clay and peat overlying the natural gravel subsoil. The peat contained medieval organic materials including cut timber. These early deposits were cut by a former east-west water channel in whose fill were discarded timber planks and leather shoes, animal bone and horns, and further preserved, waterlogged, remains were found in the deposit above. Meanwhile, excavation on the frontage revealed plastic organic clays overlying the natural gravel at a depth of 1.2m, followed by an occupation deposit, followed by the remains of a stone and brick building of probable 17th-century date. To the immediate rear were the remains of a clay-walled timber-framed wing. Further observation of holes at the rear of the site (SMR 43805) found marshy deposits and medieval pits containing medieval pottery and

horn cores, the latter being a waste-product characteristic of medieval tanning and horn object manufacturing.

In summary, these investigations on no.118 provide crucial advance warning of the likely archaeological character of this part of Widemarsh Street: deep deposits (2.8m deep here); waterlogging, and the consequent survival of organic structures and objects; evidence of medieval industry; well-preserved buried remains of buildings.

9. Boothall Meadow (the Police Dog Training Ground)

The boundaries of the meadow are formed by the Widemarsh Street suburban plots and the Tan Brook to the west and south, and to the north and east by the Widemarsh Brook. The meadow, recently playing fields, is most commonly known as the police dog training ground or as the Essex Arms playing field. 18th-century maps (fig.13) make it quite clear that its historical name is Boothall Meadow, though its connection (if any) with the medieval public building of that name has not been established.



Fig.13 Plan of Boothall Meadow (parcels 3 and 4), also known as the Essex Arms Playing Field but most commonly as the police dog training ground. Estate plan, 18th-century, Herefordshire Record Office (HRO A63/viii/138)

This area lies outside the coverage of Isaac Taylor's map of 1757, so the estate plan is the earliest available cartographic image. The meadows – historically liable to flood – appear never to have been built up and have remained an island of open space as the suburbs and their industrial satellite areas have grown up around them. The estate map (above) shows the

meadow divided in two by what appears to have been a minor watercourse; by the time of the 1841-4 Tithe Map it had been sub-divided into five, though the field numbering reflected the original two-fold division.

Archaeological summary

The meadows were thoroughly evaluated in 2007 (SMR 44627) when 15 trenches were excavated. These found no evidence of human occupation but did reveal two distinct peat horizons separated by a silt deposit, indicative of changes in the prehistoric environment from wet conditions to dryer conditions subject to flooding, and back to wet conditions again. Dryer conditions returned but were subject to overbank flooding, covering the peat with silt and clay that finally formed the meadow topsoil. Organic survival of pollen and plant macrofossils in the peat ensures that these deposits form an invaluable record of changes in the prehistoric environment, and samples retrieved from the evaluation are currently being analysed. Ground conditions here probably replicate what would be found in Merton Meadow to the west (see character area 7) and also in the lowest levels buried beneath this part of Widemarsh Street.

10. The Football Ground

Along with the Cattle Market, this is perhaps the most instantly recognisable landmark within the ESG study area, familiar to generations of Herefordians and to motorists using the Edgar Street stretch of the A49. The football ground is quite distinct from its surroundings, clearly distinguishable from the mixed small-scale commercial and residential uses to the north, the cattle market to the south and car-parking (former meadow) to the north-east. The arrangement of stands and terraces naturally form a distinct enclosure.

The football ground is entirely contained within a land parcel of some antiquity, a sub-division of the Widemarsh Port Field. The date at which this part was enclosed has not yet been determined, though at least the northern boundary of the football ground is likely to be ancient, probably pre-dating the Norman Conquest. This boundary stands out from its surroundings by virtue of its singular NW-SE alignment, which is imparted to the buildings either side of it (principally 'Beds Direct'), and which continues to the west of Edgar Street. It can be seen on the 1841-4 Tithe Map carrying part of the parish boundary between All Saints' Hereford and Homer, and appears to have followed a watercourse from which a leat returned north to join the main Widemarsh Brook immediately downstream of Widemarsh Mill (just west of Edgar Street; see area 6, above). If the western part of this boundary followed a watercourse it is not unlikely that the rest of it did too. Such a channel may have distinguished the southern edge of the Widemarsh Brook floodplain; it could conceivably have been the east-west medieval watercourse found by excavation at 118 Widemarsh Street (see area 8 archaeological summary, above).

The site of the football ground was still just a field in 1888 (first edition Ordnance Survey plan), but by 1904 (2nd edition Ordnance Survey) it appeared as a football ground, with the boundary of a pitch laid out within it and a single pavilion centrally placed on its west side and two small buildings either side of its entrance off Blackfriars Street. At this stage it was owned by the Hereford Athletics Ground Company and staged athletics and cycling events as well as football matches. Hereford United F.C. was formed by the amalgamation of two local sides in June 1924 and rented the ground from its owners and then, following its acquisition in 1931, from the City Council (HUFC website). By 1937 a second stand had been built in the centre of the east side. Between 1965 and 1969 Edgar Street was widened as part of the inner ring road (A49) improvement work. The west-side stand was demolished at that time and replaced by a narrower structure (Roberts 2001, 73).

Archaeological summary

No archaeological investigations are known to have taken place within or adjacent to the football ground and no borehole records have been seen. There is no historical evidence that this area has been occupied or subject to anything other than agricultural use within the last millennium. However; other activity in this floodplain-edge gravel-terrace location in a remoter (prehistoric) period cannot be excluded and should be evaluated, particularly given the

proximity of the late Neolithic/early Bronze Age material from the Cattle Market site. The suspected watercourse underlying the northern boundary may have been deliberately engineered.

11. Historic Precincts zone

This character area is dominated by the stone-built quadrangle of Coningsby's Hospital on the Widemarsh Street frontage and by the formal gardens behind containing the standing ruins of the Dominican Friary, the Blackfriars. It is a well-defined area on three sides, clearly bounded by the street, St Thomas Cantilupe School to the south, and the Tan Brook and a plot containing the St John's Ambulance Brigade to the north. The east side has no such natural boundaries, the low-rise buildings to the east, principally the John Venn Unit, standing in uncomfortable proximity to the friary ruins and, separated only by fencing, appearing to be a recent encroachment on an ancient site – which of course it is.

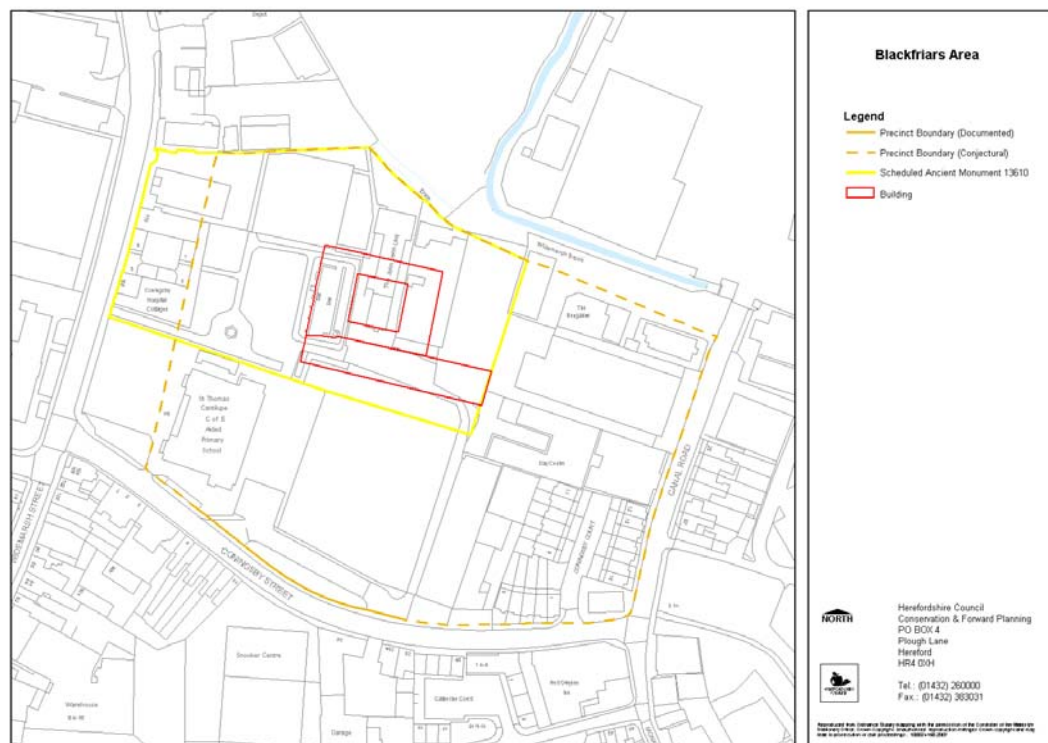


Fig.14 Reconstruction of the Blackfriars claustral plan and the possible extent of the precinct, with the Scheduled Ancient Monument. Not to scale as printed



Fig.15 The main Widemarsh Street entrance to the courtyard of Coningsby's Hospital

The evolution of the historic precincts zone

The earliest identifiable presence within this zone is the shadowy medieval Hospital of St Sepulchre (SMR 20236), about which very little is known, other than that it was a leper hospital founded between 1154 and 1189 and dissolved some time after c.1221. It was however probably re-founded in the 13th century as the Hospital of St John (SMR 43791), recorded in 1340 as the Hospital of the Holy Ghost & St John. The hall and chapel range on the north side of Coningsby's Hospital are of 13th-century date and appear to represent buildings surviving from this institution. Little more is known of it: its domestic ranges may have occupied the same footprint as those of its successor, but this is unproven. The complex as a whole, with attendant ancillary buildings, may well have been more extensive than the present compact layout. Burials found in the 19th century (SMR 43793) in the gardens behind the hospital may equally have come from the hospital's cemetery, or from the friary.



Fig.16 The distinctive 13th-century east end of Coningsby's Hospital chapel, surviving from its predecessor, the Hospital of St John

Coningsby's Hospital was founded in 1614. The earlier hall and chapel were modified and the present twelve-dwelling quadrangle and south gatehouse were built. It was apparently accompanied by service ranges (SMR 43792) on the opposite side of Widemarsh Street, comprising a brewhouse, bakehouse and lodgings for staff. These buildings had however disappeared by the time of Taylor's 1757 map.

The Dominican Friary (SMR 418) was probably founded on this site c.1319, the order having been insecurely established on another site in the area for about a century (see introduction). The friars expanded their precinct in the middle years of the 14th century and, in 1350-1, succeeded in closing and encroaching over a lane called Frog Lane leading from Widemarsh Street to the Tan Brook. This lane was either the lane indicated by Speed's map of 1610 leading east off Widemarsh Street immediately north of the precinct, or possibly what is now Canal Road. At this time the community consisted of a prior and eleven brethren, reduced to seven by the time it was dissolved in 1538. The surviving friary building (SMR 43799) is the former west range of the cloister, adapted to domestic use in the early 17th century by Sir Thomas Coningsby. Like many friaries the cloister walks were incorporated within the ground floors of the surrounding ranges, and the three trefoil-headed windows in the east wall (now looking out onto the John Venn Unit) are all that remains visible of the cloister. The largest building would have been the friary church; this adjoined the south side of the cloister and would have extended eastwards from the south end of the standing building for a distance of around 68 metres, the probable position of its east end having been established by an

archaeological field evaluation (SMR 43795). The friars' preaching cross (SMR 3983) still stands to the south-west of the surviving building; in its original context this would have been in line with and west of the church, probably within a preaching yard that would have accommodated the urban masses to whom the friars' mission was principally dedicated. The friars' domestic ranges would have been on the north side of the cloister where a water supply could most easily have been taken off the Tan Brook. How space was divided between the friary and the hospital is unknown, though geophysical survey of the gardens between them (SMR 43796) suggests that there were further buildings, as well as burials, in that area. Contemporary documentary evidence shows that the friary was approached via a gateway on Widemarsh Street lying one tenement south of the hospital. Around the claustral core of the precinct was extensive garden ground. The overall extent of the precinct is not certain. It probably lay behind a series of domestic plots, and the hospital, along Widemarsh Street and bounded by the Tan Brook to the north. To the south it probably extended as far as Coningsby Street. Its eastern extent is the most obscure, though, as discussed above, it may have been extended over what is now Canal Road.



Fig.17 Blackfriars' preaching cross from the west. This would have been overshadowed by the west end of the friary church, located where the bushes are to the right of the ruined friary range



Fig.18 Windows in the east wall of the standing friary building that would formerly have looked into the cloister garth

Archaeological summary

This character area is largely coincident with the Blackfriars Scheduled Ancient Monument (SAM 13610), departing from it only on the north side of the hospital where the SAM incorporates the present ambulance HQ building and the gardens behind it.

This character area is the single most significant archaeological target within the ESG study area, containing the standing and buried remains of two important medieval ecclesiastical institutions, and deposits associated with medieval occupation of the Widemarsh suburb. Evaluation trenches have been excavated on numerous occasions, mostly concentrated in the south-eastern quarter of the precinct and its SAM, associated with the construction of new buildings off the west side of Canal Road. These evaluations, and a long north-south trench excavated in 1958 alongside the standing west range ruin, are our principal source of data for ground conditions in this area.

The 1958 trench (SMR 3984), in modern terms located just within the fence of the John Venn Unit, was particularly informative. Its south end, within the cloister, located the walls of the surrounding claustral ranges, built off an earlier deposit containing large quantities (c.300 sherds) of 13th-14th-century pottery, pre-dating the establishment of the friary. This was probably derived from the occupation of nearby suburban tenements, and is reliable evidence for the growth of the Widemarsh Street suburb this far north by c.1300. At the

south end of the trench the natural gravel subsoil lay at a depth of about 1 metre, a result corroborated by subsequent evaluations to the east (e.g. SMR 43794, 43795) which indicate that about a metre of archaeological deposit underlies the south side of the friary, distinguished by a concentration of objects such as painted glass and decorated floor tiles associated with the core friary buildings. However, the 1958 trench found that, half-way across the cloister, the natural surface drops to around 2 metres below ground level, descending sharply to 3.15 metres at the north end of the trench, about 35 metres from the Tan Brook. At this point the natural gravel was overlain by sterile dirty grey silt.

This has serious implications for the long-term management of the archaeological resource. Evidently, archaeological deposits increase very substantially in depth under the north side of the friary precinct, approaching the Tan Brook. It is in this area, away from the church and with access to running water, that domestic structures are likely to have been concentrated. These will doubtless be associated with reclamation deposits (probably dumped materials full of contemporary rubbish), and with waterlogging in the lowest strata leading to the preservation of organic structures and objects, as at the rear of 118 Widemarsh Street where a deposit depth of 2.8 metres was recorded (see area 8 archaeological summary). Given the prevalence of tanning in the vicinity, the post-Reformation industrial re-use of monastic structures is also a distinct possibility. In summary, the archaeology underlying the northern edge of the precincts is likely to be particularly significant, deep, well preserved and complex.

12. Canal Road commercial

This character area covers the west side and north end of Canal Road and is distinguished and dominated by mainly mid-20th-century commercial/industrial buildings that contrast with the overwhelmingly late 19th-century character of the built-up area on the east side and further south (character area 17) and the recent residential development on the Coningsby Street-Canal Road corner (area 16). A more recently built structure, the Day Centre, is of similar scale and mass to its older lightweight single-storey commercial neighbours. The earliest structure within this area is the 'tin chapel', the former Apostolic Church at the north end of the street that appeared between 1904 and 1929.



Fig.19 The west side of Canal Road looking south from the Tan Brook, the Apostolic Church in the foreground

The commercial character of the street, notwithstanding the Victorian terrace houses on the east side, is also a product of the inter-war years. In 1757 (Isaac Taylor's map of Hereford) Canal Road was an anonymous lane leading north from Bye Street (Commercial Road) towards Monkmoor Mill; it was not built up, except for a farm or cluster of houses where the 19th-century St Peter's Burial Ground was later created. A pair of houses still stood here in 1855 (Curley's map). The present terrace houses on the east side of the street had been built by 1888 (first edition Ordnance Survey) but the west side remained open. A sale plan of 1913 shows the land here divided for sale as building plots and garden allotments (Hereford Library PC 2344 no.5). The present industrial/commercial landscape evolved piecemeal commencing in the 1920s and 30s, including the two Coningsby Street commercial plots included in this area.

Archaeological summary

Because of the proximity of the Blackfriars site and its Scheduled Ancient Monument to this area, structures built from the 1980s onwards have been subject to prior archaeological field evaluation, so the below-ground archaeological character of this area is fairly well established.

Evaluation trenches (SMR 43794, 43795 trenches 1 and 2) at the rear of the Day Centre and the adjoining premises to the north contacted the east end of the friary church in the form of wall-lines that had been robbed out in the early 17th century (presumably by Thomas Coningsby) together with typical post-monastic deposits containing painted window glass and decorated floor tiles. Further east, although no precinct boundary was detected, an evaluation

trench (SMR 43795, trench 3) on the Day Centre site found what appeared to be significant medieval industrial activity, principally a north-south timber-lined ditch or channel with 14th- and 15th-century pottery in its fill along with tanning waste products (horn cores and cattle foot bones); the channel is assumed to have been a leat taken off the Tan Brook, about 50 metres to the north. On the Canal Street frontage a further trench (SMR 43795, trench 4) found what appeared to be medieval property boundaries associated with early metalled surfaces close to the line of the present road, which seems therefore to be of medieval origin. Deposit depths were in the order of one metre though the presence of the timber-lined channel highlights the possibility of waterlogging and organic preservation, particularly in deeper cut features in proximity to the brook.

13. Morrison's – Monkmoor Mill

This character area is almost entirely formed by the present Morrison's supermarket, its car park and the adjacent filling station on the Commercial Road frontage. As such, this is a landscape newly created in 1988-89 apparently without reference to the preceding structures on the site, which lay on a different alignment. However, most of the outer boundaries of the property/character area are inherited, ultimately from the pre-Industrial landscape.

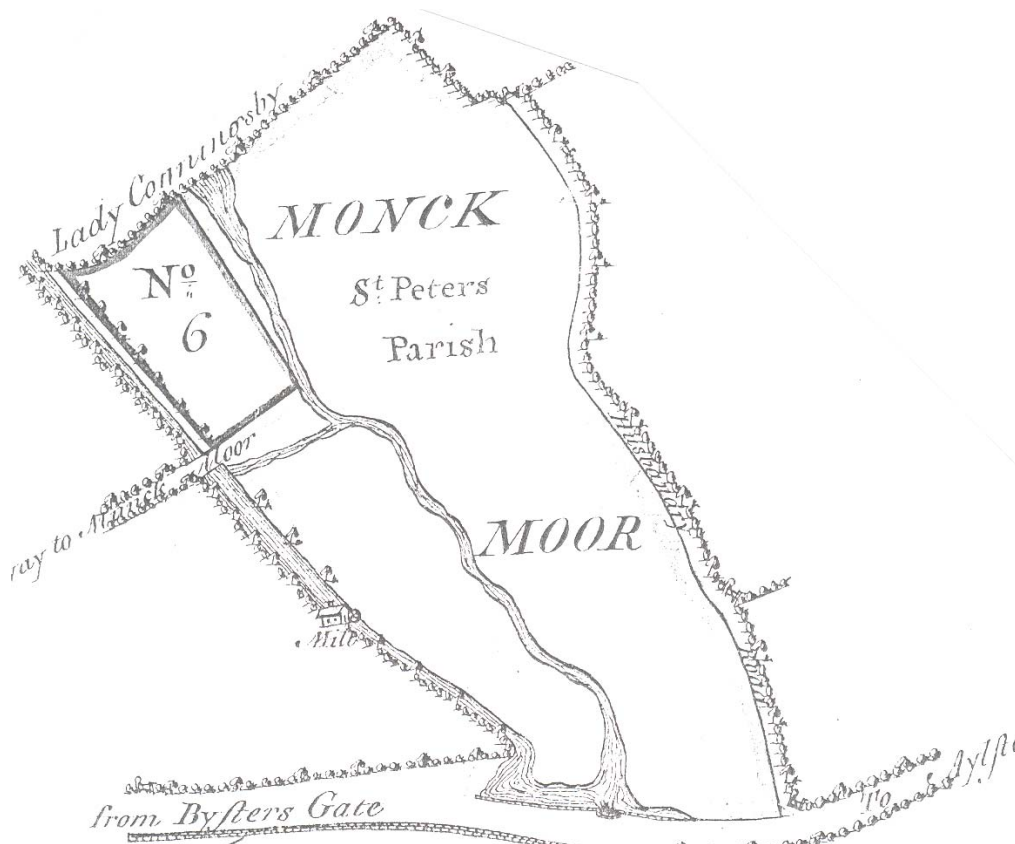


Fig.20 Extract from the Widemarsh Common enclosures map of 1774 showing Monkmoor Mill (left centre) and its associated watercourses. North to right.

Monkmoor Mill (SMR 8230) is the earliest known feature of the site, and was one of the possessions of the medieval St Guthlac's Priory, whose precinct stood on the south side of Bye Street (Commercial Road). The origins of the mill are unknown. As a mill site on a good milling watercourse within a short distance of a major population centre, it could have been of pre-Conquest origin, though it is not documented until it was rented out by the monks of St Guthlac's in the 15th century. After St Guthlac's was dissolved in 1538 the mill was rented, along with the whole priory estate, to Sir John Price. By 1693 the mill buildings were said to be dilapidated but by 1732 they had been rebuilt and were functioning as a leather mill, in which role they continued into the 20th century (Shoesmith 1988). The water channels associated with the mill can be reconstructed from the historic maps. The mill, whose site lies under the northern corner of the supermarket, was driven by a pond to its west. In its late 19th-century form (SMR 43803) this pond lay where the delivery/service area of the supermarket now stands, at the north end of the east side of Canal Road. The Tithe Map of 1841-4 shows an earlier form of the pond – an elongated triangular, its broad end against the mill dam, tapering for some distance up the line of the Tan Brook. Parallel to the pond to its north ran the Widemarsh Brook that was linked to the millpond/Tan Brook by cross-channels and functioned as an overflow or by-pass channel. The Widemarsh Brook continued south-east, looping to the north of the mill, before the channels were reunited at the Stonebow Bridge on Commercial Road. The bypass loop of the Widemarsh Brook now lies under the supermarket car-park but its line is broadly reflected by the curve of Station Approach.

Monkmoor Mill appears on 18th-century maps and the Tithe Map of 1843 as just two buildings standing on the dam at the head of its millpond. By the 1850s a gasworks had been built adjacent to it on the island between its tail race channel and the by-pass channel to the north. By the time of the first edition Ordnance Survey plan of 1888 the mill had expanded to form a substantial tannery complex with a range of buildings extending eastwards, towards Commercial Road, along the line of the tail race. North of the tail race, occupying what is now the northern half of the supermarket car park, the gasworks had been joined by the Phoenix Works, another industrial complex. By 1904 (second edition Ordnance Survey) the mill buildings had expanded further, comprehensively filling the ground behind the (still extant) terrace houses on Commercial Road. The Phoenix Works had been replaced by the City & County Carriage Works, later a motor works. This thoroughly industrialised landscape persisted until redevelopment at the end of the 1980s.

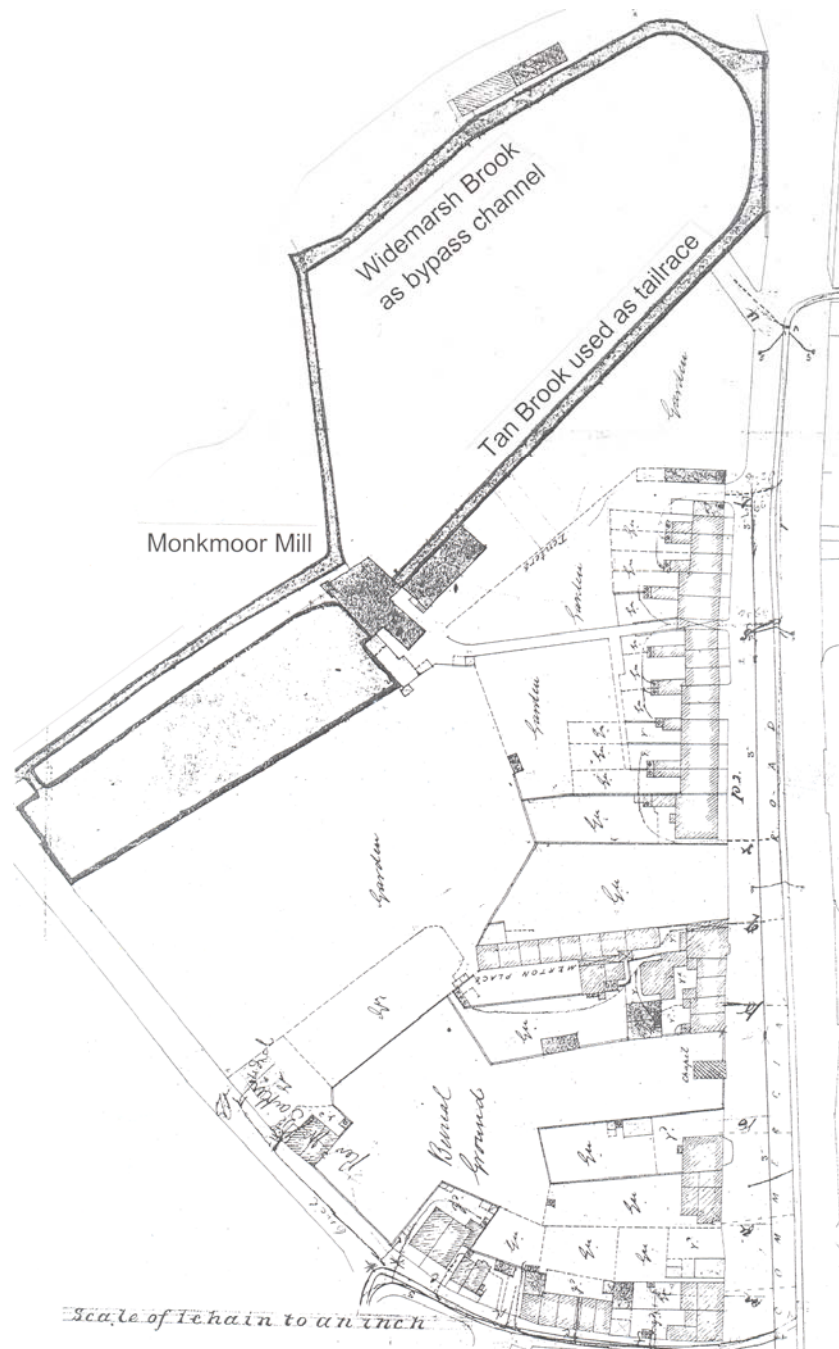


Fig.21 Curley's 1858 plan of Monkmoor Mill and Commercial Road

Archaeological summary

The site of Monkmoor Mill and its surroundings was evaluated in 1988 (SMR 43801) prior to construction of the supermarket. An early, probably medieval, mill building and dam were found. The building consisted of clay-bonded stone walls built on a clay-lined earth dam, laid on a bed of clay on the natural gravel subsoil at a depth of 2.4 metres below the 1988 ground surface. The mill had stood on the north side of the mill race but the buildings were extended south, over the channel, in the 18th century. A second phase of evaluation and site preservation in 1988 (SMR 43802) saw a series of three-metre deep trenches dug around the perimeter of the early mill buildings and

backfilled with concrete, to preserve the core of the site within a protective encircling 'coffin' beneath the new build. Outside of this early core, the nature of the deposits was firmly industrial in character, with substantial depths of 19th-20th-century rubble and industrial (tannery) features cut through earlier structures. In the course of the work a new bypass culvert 5 metres wide by 3.2 metres deep was excavated around the mill site just outside the footprint of the north side of the supermarket, linking back in to the old (Widemarsh Brook) bypass channel under the centre of the north side of the car park. In the course of this work an unidentified metalled surface (SMR 30326) was found at an unspecified depth, with a camber towards the south east. This was interpreted as a medieval or earlier road, possibly Roman, but has not yet been seen elsewhere.

14. Station Approach

This character area is the small parcel of land at the eastern apex of the ESG study area, bounded to the north by the railway, to the south by Station Approach and largely occupied by a large lightweight structure of recent origin accommodating a retail outlet.

This area was not built up in the 18th century but by c.1850 was partly occupied by Rowan's Saw Mill. When Barr's Court Station was built in the first half of the 1850s it was provided with a new access road, Stonebow Road, leading off Commercial Road. This left Commercial Road at the present Station Approach junction but adopted a broad, sweeping curve to the station forecourt. The triangle of land thus formed by Commercial Road, Stonebow Road and the railway was partly occupied by a railway carriage shed and later by sidings, while allotments occupied the land across Stonebow Road immediately north of the Phoenix Works and Monkmoor Mill. Stonebow Road was re-aligned in the 1980s and re-named Station Approach, the present retail outlet lying across the line of the 19th-century road. The station car-park to the north-east occupies the site of the former carriage shed and sidings.

Archaeological summary

No archaeological investigations are known to have taken place in this area, which lies outside the pre-modern built-up area. Although the ground is likely to have been extensively disturbed for construction of the railway sidings, the 19th-century road and the present retail outlet, prehistoric peat deposits of the kind seen elsewhere in the Widemarsh Brook floodplain may well be present here also (see character area 9, archaeological summary). Such was the case immediately across Commercial Road where excavations, boreholes and test-pits in the shallow valley south of the brook (called the Eign Brook from here downstream) were used to define a band of peat, partly overlaid by alluvium, up to 100 metres wide (Boucher 1998).

15. Widemarsh Street schools zone

The distinctive character of this part of Widemarsh Street is imparted by the two dominant buildings either side of the street. On the west side is the former Boys' School (now the Education Centre) built by Gavin Jack in 1911, and on the east side is the former Girls' School (now St Thomas Cantilupe School) built by the same architect two years later. Both are high-quality institutional buildings characteristic of the early years of the last century.

Historical evolution

John Speed's map of Hereford of 1610 treats the Widemarsh suburb more than usually schematically, but nevertheless indicates continuous occupation of at least the west side of the street in this area; the treatment of the east side is more ambiguous but appears to suggest buildings arranged around the corner of a road (Coningsby Street?) leading eastwards. In 1757, when Isaac Taylor's Map of Hereford was produced, neither side of this part of Widemarsh Street was built up. The west side was part of a large field, the east side was divided between a small close called The Cross adjoining the hospital and a much larger meadow, incorrectly called White Fryers Meadow. Neither side was built up by 1888 (the first edition Ordnance Survey plan), the west side being divided into garden plots while the ground on the east side had been thrown in with extensive gardens attached to the hospital. The schools of 1911-13 were the first post-medieval buildings in the area. A sale plan of 1913 shows the ground surrounding the schools partitioned into plots for building and for gardens (Hereford Library PC 2344 no.5).

It is however extremely likely that this area was built up in the medieval period, probably by the 13th or 14th century, as part of the Widemarsh suburb. This is apparent from the historical evidence for built-up plots on the eastern frontage on both sides of the hospital site (see above) and from a deposit, underlying the friary, found by excavation in 1958 (SMR 43804). This comprised a soil layer containing large quantities of 13th-14th-century pottery, suggestive of domestic occupation in the immediate vicinity.

Archaeological summary

There have been no archaeological investigations in this area. For the reasons given above it is however highly probable that this was part of the medieval built-up area. Not having been built up since (probably) the medieval or early post-medieval period it is likely that the playground between the St Thomas Cantilupe School and the street frontage will contain the well-preserved remains of medieval domestic suburban tenements. From the results of evaluations on the Blackfriars site to the north and from observation of the present (raised) ground level, at least one metre of archaeological deposit may be expected to overlie the natural subsoil.

16. Coningsby Street residential

This small character area is confined to the recently built (1990) Coningsby Court residential development on the Coningsby Street – Canal Road corner; it has been distinguished from its very dissimilar immediate surroundings simply because it has more in common with the partly reconditioned, partly new-build housing development across Coningsby Street to the west.

Archaeological summary

This block was thoroughly evaluated prior to construction (SMR 20112, 32840). Deposit preservation was found to be poor, with one metre to 1.4 metres of disturbed ground overlying the natural gravel and pink clay subsoil. An early post-medieval cultivation soil was found but no evidence of features related to the friary. An unidentified deep ditch was found about five metres west of Canal Road.

17. Canal Road –Monkmoor Street Victorian sector

This small but complex area, consisting of part of four streets (Canal Road, Monkmoor Road and the east ends of Catherine Street and Coningsby Street) is distinguished from surrounding areas on the basis of its largely mid/late 19th-century townscape. This is largely primary building cover, in the sense that this area was mostly not built up before the present buildings were erected. At the north end of this area are the terrace houses on the east side of Canal Road, all built before 1888. To their south is the Old St Peter's Burial Ground (SMR 26994). This was created after 1791 when the Cathedral burial ground was closed, forcing the city parishes to make provision for burials elsewhere. The present archway, wall and railings dedicated to the memory of John Venn on the Commercial Road frontage are Listed (grade II 8/139), and replace a chapel that stood on the frontage until some time between 1855 and 1888. The outline of the burial ground suggests that it was created by amalgamating an existing plot on Commercial Road with a parcel of land aligned on Monkmoor Street at the rear.

The oldest component of this character area is likely to be Monkmoor Street – Canal Road, for which both excavated evidence and historical evidence tentatively suggest a medieval origin (see above, area 12 archaeological summary; and area 11 discussion). Coningsby Street and Catherine Street both appear to be of post-medieval origin, neither appearing on Speed's map of 1610. Both are present on Isaac Taylor's map of 1757, both referred to as Cat Lane.

Diagonally opposite the Monkmoor Street end of the burial ground stands the Nell Gwynne Inn of 1862 with a fine group of contemporary outbuildings ranged along the west side of its yard. The character area is closed to the south by 3-6 Monkmoor Street and 40-42 Catherine Street, terrace houses built in 1907.



Fig.22 The outbuildings of the Nell Gwynne pub

Archaeological summary

While no archaeological excavations have taken place within this character area sites just to the north and west have been evaluated. The Coningsby Court evaluations (SMR 20112, 32840) have been discussed above: in summary, they produced 1.0m to 1.4m of largely disturbed ground overlying natural deposits, with a post-medieval cultivation soil but nothing identifiably earlier. Immediately west of the current area, evaluation and excavation trenches on the Catherine Court site (SMR 30347, 43789) found about 1.2 metres of deposit, mainly dark soils of 19th-century date, cut by 19th-century footings.

Similar conditions are likely to be encountered throughout the rest of this character area, with the exception of the ground immediately behind the Commercial Road frontage buildings. Isaac Taylor's map of 1757 shows that, in this area, the Bye Street (Commercial Road) plots extended back as far as what is now Catherine Street. The results of the Magistrates' Court excavations (SMR 37147) at the back of the plots on the opposite side of Commercial Road suggest that back-plot activities – possibly tanning and rubbish disposal – dating back to the late 12th century may reasonably be expected.

18. The Cattle Market

The building of a new cattle market was, along with improvements to the city's water supply and sewerage, one of the main priorities of the public health

reforms contained in the *Hereford Improvement Act* of 1854, cattle having until then been sold in the city centre streets. Work began that year on the site bounded to the south by the newly-created New Market Street following the old city ditch, to the west by Portfields Street (later re-named Edgar Street), to the north by Blackfriars Street (recently extended west to connect with Portfields Street) and on the east by the plots on the west side of Widemarsh Street.

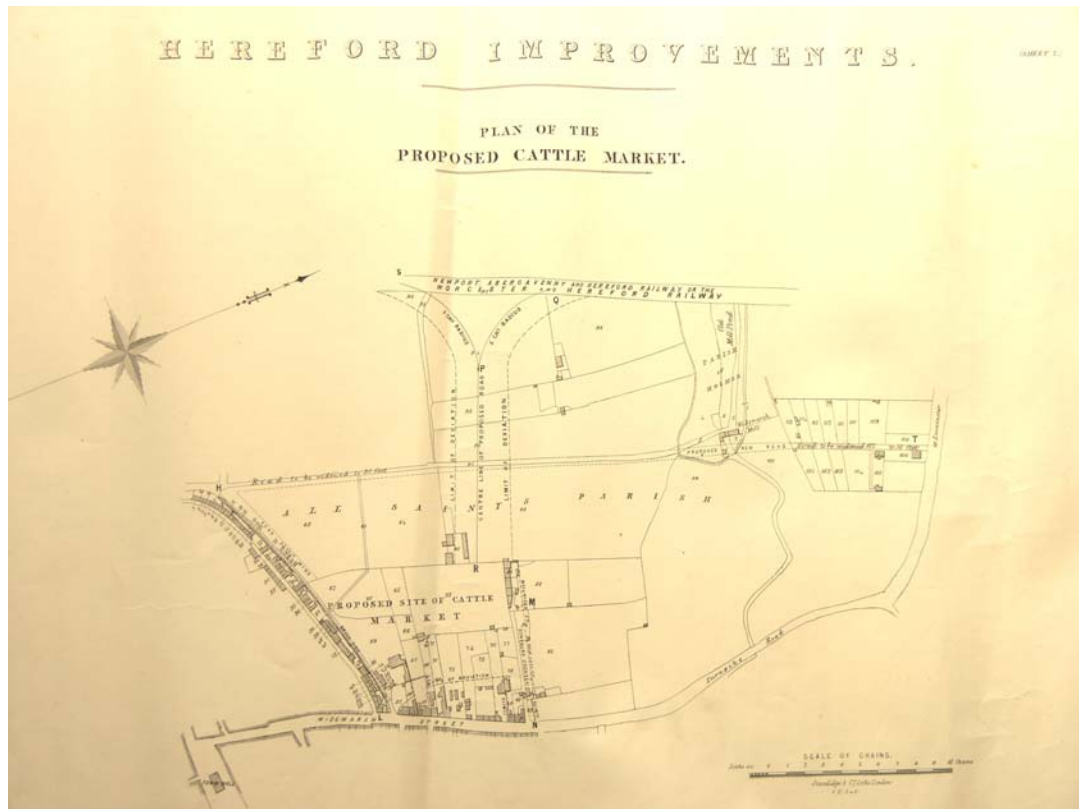


Fig.23 Curley's original (1853) proposal plan for the Cattle Market, the northward extension of Portfields Street (Edgar Street) and the railway connection to the west, finally built in 1914. North is to the right (HRO BG 11/14/17/O/V 122)

The new market was initially established on the large rectangular field immediately west of the Widemarsh plots and was later (in 1888) extended westwards up to Edgar Street. In a neat parallel with the present ESG offices, the Hereford Improvement Office in 1855 occupied a small building next door to the Cattle Market on the site of the Market Tavern Inn. The new market opened in October 1856 and livestock trading in the streets ceased immediately. Livestock sales grew steadily and in 1914 a railway siding was constructed to connect the site to the Great Western Railway line west of Edgar Street, as Timothy Curley had proposed in 1853. In 1956 the site was reconstructed and provided with new buildings, and further reconstruction took place in 1968-9 to adapt the facilities to the newly widened Edgar Street (Roberts 2001, 15-16).

Archaeological summary

In September 2006 the Cattle Market was the subject of an archaeological evaluation (SMR 44131) consisting of twelve trenches distributed across the site. A single find of great significance was made in a trench (T8) located close to the Blackfriars Street frontage roughly mid-way between Edgar Street and Widemarsh Street. This found a small pit containing heat-cracked pebbles (used for heating water/cooking), carbonised wood, and sherds of prehistoric pottery, a Bell Beaker, of late Neolithic or early Bronze Age date (roughly 2000 -2500 BC). The pit clearly relates to unlocated domestic occupation somewhere nearby. Commenting on the significance of the find, the author of the report noted that, if it indeed is associated with domestic activity '...it is of great interest and importance nationally. Beaker period evidence is only usually found in burial contexts, and very rarely in a domestic or occupational context, there are presently, only a handful of identified Beaker settlements in this country' (Boucher 2006, 9).



Fig.24 The Cattle Market and Football Ground, looking north-west

No further prehistoric material was recovered from the other eleven evaluation trenches scattered across the Cattle Market site, which revealed a general picture of modern (post-1854) strata, surfaces, structures and services, overlying subsoils of varying character down to the natural gravel at depths of 0.8 metres to 1.6 metres. Two trenches (T5, T6) on the western side of the site encountered 20th-century rubbish in a landfill site tested to 2.7 metres depth; similar deposits were also found (in T11) close to the New Market Tavern. A number of trenches were located along the southern boundary of the site to test for medieval features extending out from the city, but none were found.

In summary, the evaluation confirmed the historical model of a site that was occupied only by fields up to the mid-19th-century, while providing sound evidence of the possibility of unlocated and unpredictable prehistoric settlement activity on the gravels adjacent to the watercourses and their floodplain.

19. Blackfriars Street residential

The distinct identity of this very small townscape character area arises from the incongruous appearance of three pairs of semi-detached houses on Blackfriars Street, otherwise dominated by the Cattle Market, the Football Ground and the Education Centre. The houses were built in 1880 to a design by G C Haddon.

Archaeological summary

No archaeological investigations have taken place within this small area, though the 2006 Cattle Market evaluation (SMR 44131) provides a useful predictor of ground conditions. Of greatest significance is the nearby find of prehistoric pottery and other occupation debris in a small pit cut into the natural gravel, underlining the possibility of further prehistoric activity in the vicinity. Additionally, this group of houses stands within the tail of a truncated and subdivided Widemarsh Street plot, suggesting the possibility of medieval deposits relating to rubbish disposal or industrial activity from the 12th century onwards.

20. Widemarsh Street, council zone

This area comprises the multi-storey car-park, the Garrick House council offices to the south and the large open area at the rear containing the electricity sub-station. This large and distinctive intrusion into the generally traditional fabric of Widemarsh Street (and the name allocated to this character area) arises from the gradual colonisation of the site by local government. Garrick House and the car-park were built c.1986 on the site of the former Garrick Theatre which, after its closure, had housed the County Library. The City Council's housing department was also on site in a former drill hall. To the north lay All Saints' Primary School.

The area is shown on Isaac Taylor's map of 1757 with dense but not continuous housing along the street frontage with long, undeveloped plots to the rear. The main feature that emerges when comparing the 1757 map with the first edition Ordnance Survey plan is that of the intensification of development behind the frontage buildings.

Archaeological summary

As discussed already, it is likely that this part of Widemarsh Street was built up before the end of the 12th century (see above, introduction and area 8

archaeological summary). There do not appear to have been any archaeological investigations within this area but two have taken place over the road. One, immediately opposite the car-park (SMR 43806) found medieval pottery and pits, the other (SMR 43807), 50 metres to the north, found a quarry pit backfilled in the 14th-15th century, evidence of 14th to 17th-century stratigraphy and a possible medieval wall. Both were small-scale investigations and in neither case were the archaeological deposits they encountered particularly well preserved, but they highlight the inevitability of medieval remains in the area under discussion. It is difficult to identify the degree of preservation that may be encountered on the west side of the street in the absence of information regarding the foundation design of the major buildings there. The sub-station at the rear of the site is likely to have caused further localised damage to archaeological deposits, Roberts (2001, 83) mentioning in passing 'its large underground cables'. The entire site is contained within the area formerly covered by Widemarsh Street plots, and medieval pitting (rubbish disposal and quarrying) and possibly industrial activity is to be expected wherever subsequent building has not destroyed deposits. The nearest of the Cattle Market evaluation trenches to the west (SMR 44131 T12) found 1.15 metres of modern material and soil overlying natural gravel but this depth of deposit may increase and the character and significance of the deposit change with proximity to the historic Widemarsh Street frontage.

21. Widemarsh Street suburb (south)

This area represents the traditionally built up part of the southern end of Widemarsh Street, displaying a variety of 19th-century buildings, some mid-20th and later on the east side of the street, and one possible 18th-century double-pile building on the corner of Blackfriars Street. Two of the Victorian buildings are of high quality in the Gothic style – The Herdsman (1862) on the east side and no. 83 of similar date on the west side.



Fig.25 The southern end of Widemarsh Street

As discussed before, this area forms part of the Widemarsh suburb that was probably built up by the middle of the 12th century. Speed's map of 1610, though drawn conventionally, depicts continuously built-up frontages here. Isaac Taylor's map of 1757 shows frontages that were densely but not continuously built up. The first edition Ordnance Survey of 1888 shows a slight difference in character between the east and the west side properties, those on the east retaining a more 18th-century pattern with restricted development of the backlands behind the frontage. The more intensive development of these areas on the west side may be related to the proximity of the Cattle Market and the Market Tavern.

Archaeological summary

Two archaeological investigations have taken place in this area. Behind 64-66 Widemarsh Street a trench (SMR 43806) found medieval pitting and a single post-hole, with medieval pottery. The pits had been sealed by a layer of gravel laid down in the late medieval period. Overall, deposits were 1.4 metres deep above the natural gravel. The frontage building was mostly demolished as part of the redevelopment scheme but at its core had been a timber-framed building of probable 17th-century date. At 88-90 Widemarsh Street a re-fronted mid/late 17th-century building was demolished and its site redeveloped. Excavation behind found a large medieval pit backfilled in the late 14th or 15th century with materials including tanning waste bones and discarded roofing materials from a well-appointed 13th- or 14th-century building. Traces of street frontage occupation were found together with a medieval wall re-used c.1700 when the frontage building was reconstructed (see also Stone 1997, 90-92).

In summary, as in the previous area discussed, evidence of medieval occupation is to be anticipated throughout this character area in all but obviously disturbed areas.



Fig.26 Looking east down Catherine Street from Widemarsh Street

22. Coningsby Street – Catherine Street

These streets are now distinguished by buildings that are overwhelmingly of mid-late 20th-century commercial character, generally single-storey structures covering large areas. This, however, is a relatively recent development, encouraged by the construction of the inner ring road in 1968-9 which made the area more accessible to heavy goods traffic. Earlier, the area had been dominated by terrace housing, though with an industrial component since at least the 1880s.

Coningsby Street and Catherine Street both appear on Taylor's map of 1757 as Cats Lane, a name that was in use into the early 19th century and first appears as early as 1503 in a lease for a messuage, house and garden lying without Widemarsh Gate between *Froglone* (see area 11, above) and *Katlone* (Pikes, Sherlock and Williams 2002, 9). The existence of either Coningsby or Catherine Street is hinted at in a detail of Speed's map of 1610, which shows housing spreading around a corner south of the Blackfriars precinct. There were a few houses on and between Catherine Street and Coningsby Street by 1757 but the area appears to have been largely garden ground at that date. Curley's detailed MS plan of 1858 shows the ground south of Coningsby Street roughly half built up with terrace housing on the frontages, though by 1888 all but the north side of Coningsby Street was densely built up. Blue School Street was, in 1757, still a narrow and mostly rural lane known as Town Ditch, named after the feature that it ran alongside. The school itself was built in 1827 and, like the lanes to the north, residential development steadily intensified through the 19th century accommodating a population of

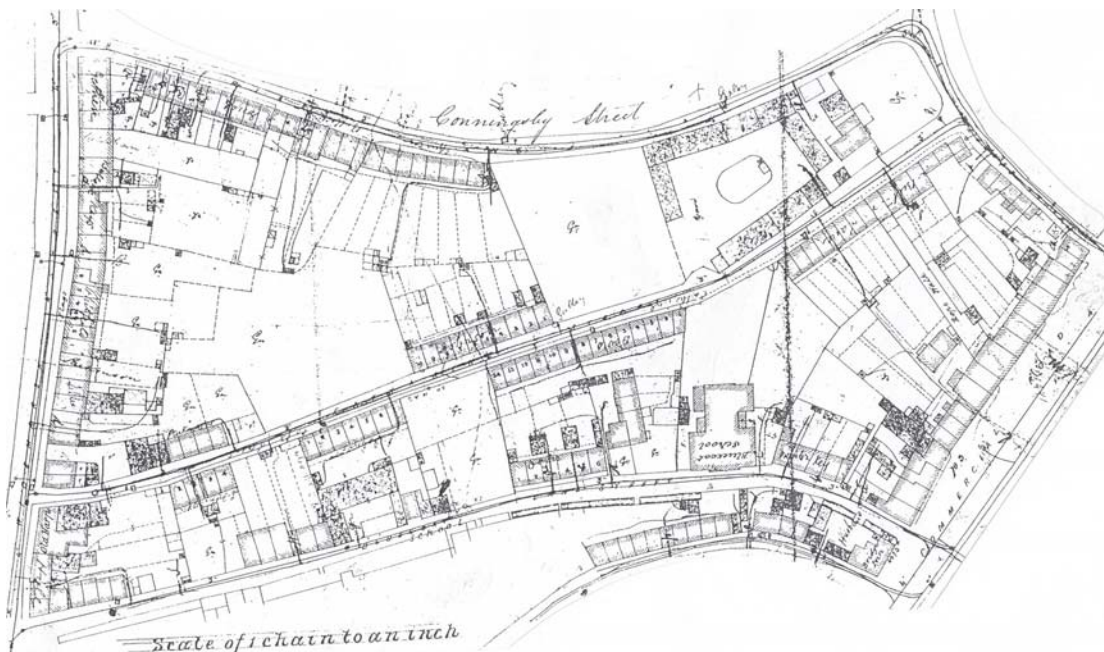


Fig.27 Timothy Curley's 1858 plan of Coningsby Street and Catherine Street

craftsmen and labourers (Pikes, Sherlock and Williams, *ibid*, 6). Industrial premises were present too by 1888, amongst which was the Davies Brooke soft drinks factory lying at the east end of Catherine Street and Coningsby

Street. This site was investigated in 2001, when it was found that pre-existing domestic and ancillary buildings were incorporated into the small factory. Coningsby House, a residential building of 1888 attached to the factory, has been conserved and converted and now forms part of the Catherine Court residential complex developed on the former factory site (Pikes, Sherlock and Williams 2001, 26-28).

Archaeological summary

Three archaeological investigations are known to have taken place within this area. One (SMR 34318), on the Blue School Street frontage between Blue School House and the Old Harp, found silty clay containing modern demolition rubble to the full depth (1.3m) of the trench; this may have been general demolition debris or an infilled cellar. A second trench to the rear/north found unstratified blocks of sandstone masonry, possibly debris appropriated at some time from the remains of the city wall to the south. The other two investigations (SMR 30347 and 43789) both preceded the Catherine Court development on the former Davies Brooke site.) These encountered about 1.2 metres of deposit, mainly dark soils of 19th-century date, cut by 19th-century footings. These findings may well be characteristic of the archaeological ground conditions across most of this character area where 19th-century housing has been demolished and replaced. Two sub-areas present probable exceptions: the extreme west and east ends of Catherine Street where the character area as defined in this study is superimposed over what had once been medieval plot backlands belonging to Widemarsh Street and Commercial Road respectively. The former applies to the land occupied by 8-10 Catherine Street, the latter to land at the rear of the former Bluecoat School and around 46 Catherine Street. In both areas deposits may be present that contain evidence of pitting, disposal activities and possibly industrial activity from the 12th century on.

23. The Commercial Road (Bye Street) suburb

This townscape character area covers the shops, houses and their plots lining the north side of Commercial Road. The present building cover at the west (city) end appears to date from the early 19th-century onwards, though at the Listed 8-9 Commercial Road (grade II, 8/137), the 19th-century front conceals a 17th-century core. The Franklin Barnes Building on the Commercial Road – Blue School Street corner, a Cecil Corey design of the late 1960s, is a very notable exception. The majority of the buildings are typical early 19th-century three-storey smaller townhouses, brick-built, but with some late, debased, timber-framing on less visible elevations and substantial stone quoins on a rear corner of no.18, possibly to reinforce it against the passage of traffic along Monkmoor Street.



Fig.28 The west end of Commercial Road from the Franklin Barnes building to no.18 (Mr Chips)



Fig.29 The rear of 18 Commercial Road on Monkmoor Street showing stone quoins to the rear outshut and late timber-framing in the elevation above

Further east, the mainly 19th-century character of the building cover is maintained, though building types become more diverse and modern buildings are interposed with greater frequency. Nos. 21-23 adjoining the old St Peter's burial ground may be either of the late 18th or the early 19th century; the offices at nos.29-30 and Monkmoor Court next door are recent developments, but the terrace beyond is a good example of mid-Victorian housing.

Commercial Road, the medieval Bye Street without-the-gate, was one of Hereford's medieval suburbs, though possibly the least extensive. The sequence of historic maps allows its extent to be plotted, very approximately, from the early 17th century on. Speed's map of 1610 shows conventionally-depicted housing extending on both sides of the street for a distance that the scale suggests should be in the order of 50-100 paces, perhaps somewhat less than 100 metres, but the map's telescoping of detail on Widemarsh Street does not inspire confidence in Speed's linear measurements in the suburbs. By 1757 (Isaac Taylor's map) occupied plots were continuous on both sides of the street as far as what was later to become St Peter's burial ground. This may well represent a contraction in the occupied area since the end of the Middle Ages and it has been suggested that the limit of settlement was marked by the Eign Brook, the name given to the Widemarsh Brook below Monkmoor Mill (Pikes, Sherlock and Williams 2001, 17). Close to this on the south side of the street stood St Guthlac's Priory, on the site of the bus station and the hospital behind but, despite numerous archaeological interventions, still not well understood archaeologically.

No archaeological investigations are known to have taken place on the north side of Commercial Road. Excavations opposite do, however, provide a guide as to the ground conditions to be expected. Of fundamental importance are the Magistrates Court excavations of 2001 (SMR 37147) behind the south-side plots adjoining Bath Street. These found industrial activities (tanning and horn-working) taking place on the backlands from the late 12th century, with activity generally peaking in the 13th century but contracting from the 14th century on. Comparable results came from excavations at the rear of 58 Commercial Road (SMR 30350) where, similarly, 12th-13th-century occupation of the frontage was demonstrable from pits in back-plot areas containing horn-manufacturing or tanning waste.

References

Boucher, A, 1988 'County Hospital, Hereford: research assessment and archaeological watching brief'. *Hereford Archaeology Series 389*, Archaeological Investigations Ltd

Boucher, A, 2006 'The Cattle Market (Edgar Street Grid) Hereford'. *Hereford Archaeology Series 736*, Archaeological Investigations Ltd

Cotton, J, 2003 'Edgar Street Grid, Hereford: an archaeological issues paper'. *Herefordshire Archaeology Report* **90**. Herefordshire Council

Duncumb, J, 1804 *Collections towards the history and antiquities of the County of Hereford*, I part 2. Reprint; Merton Priory Press

Lobel, M D (ed.), 1969 *Historic Towns Atlas I*, Oxford

Pikes, P J, Sherlock, H and Williams, R, 2002 *Catherine Court, Hereford: archaeological monitoring and building recording, an interim report*. Archenfield Archaeology

Price, J, 1796 *An historical account of the City of Hereford*. Hereford: D Walker. Facsimilie edition, Tabard Press

Roberts, G, 2001 *The shaping of modern Hereford*. Logaston Press

Shoesmith, R, 1988 *Monkmoor Mill, a report on the proposed Safeway development*. City of Hereford Archaeology Committee

Stone, R, 1997 'The development of Widemarsh Street, Hereford: an archaeological perspective'. *Transactions of the Woolhope Naturalists' Field Club* 49, part 1, 85-100

Thomas, A and Boucher, A, 2002 'Further sites and evolving interpretations'. *Hereford City Excavations* **4**. Logaston Press

Tonkin, J W, 1966 'Early street names of Hereford'. *Transactions of the Woolhope Naturalists' Field Club* **38**, 236-50

Acknowledgements

Thanks are due to the Herefordshire Record Office (HRO) and Hereford Library (HL) for permission to use images from their collections; also to the staff of each for their expert assistance. Thanks are also due to Herefordshire Council colleagues for their assistance in the preparation of this report, in particular: Rachel Elliott (GIS), (Conservation), Neil Robertson (Conservation) and Julian Cotton (Archaeological Advisor, Herefordshire Archaeology).

Historic map sequence and general maps

Fig.30 John Speed's map of Hereford 1610

Fig.31 Isaac Taylor's map of Hereford (extract) 1757

Fig.32 Tithe maps (extract) 1841-1844, (redrawn G. Gwatkin)

Fig.33 O. S. 1st edition 1:2500, 1888 (reduced) (southern half of study area only)

Fig.34 O.S. 2nd edition 1:2500, 1904 (reduced)

Fig.35 O.S. 3rd edition 1:2500, 1929 (reduced)

Fig.36 O.S. 4th edition 1:2500, 1937 (reduced)

General maps

Fig.37 ESG Townscape Character Areas map

Fig.38 ESG Date of buildings map

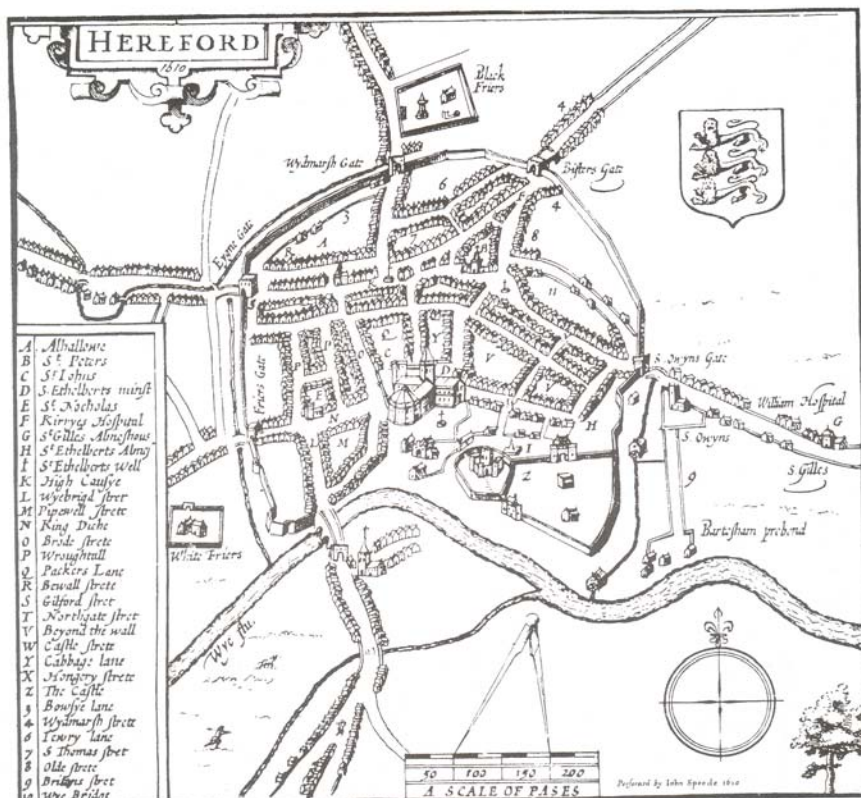


Fig. 30 John Speed's map of 1610



Fig.31 Extract from Isaac Taylor's map of 1757

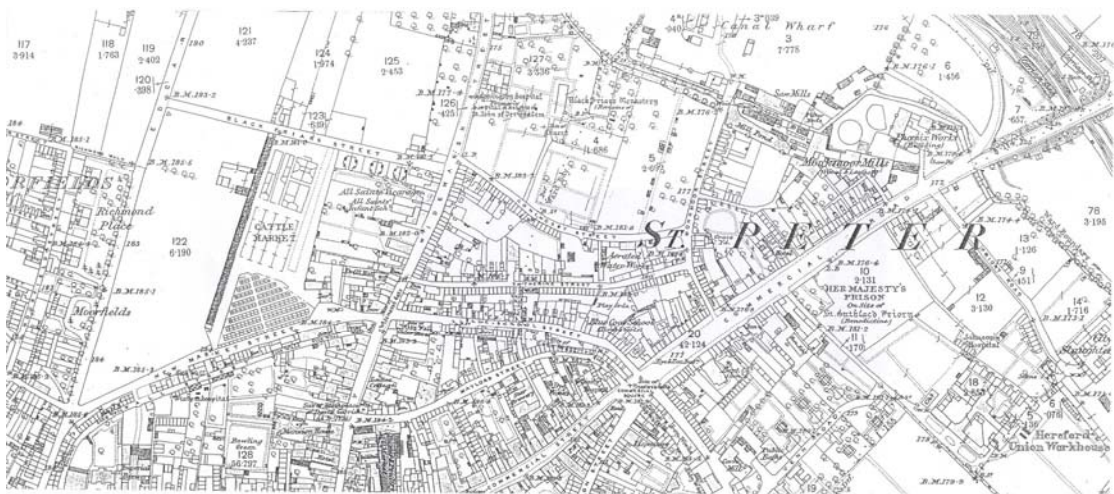
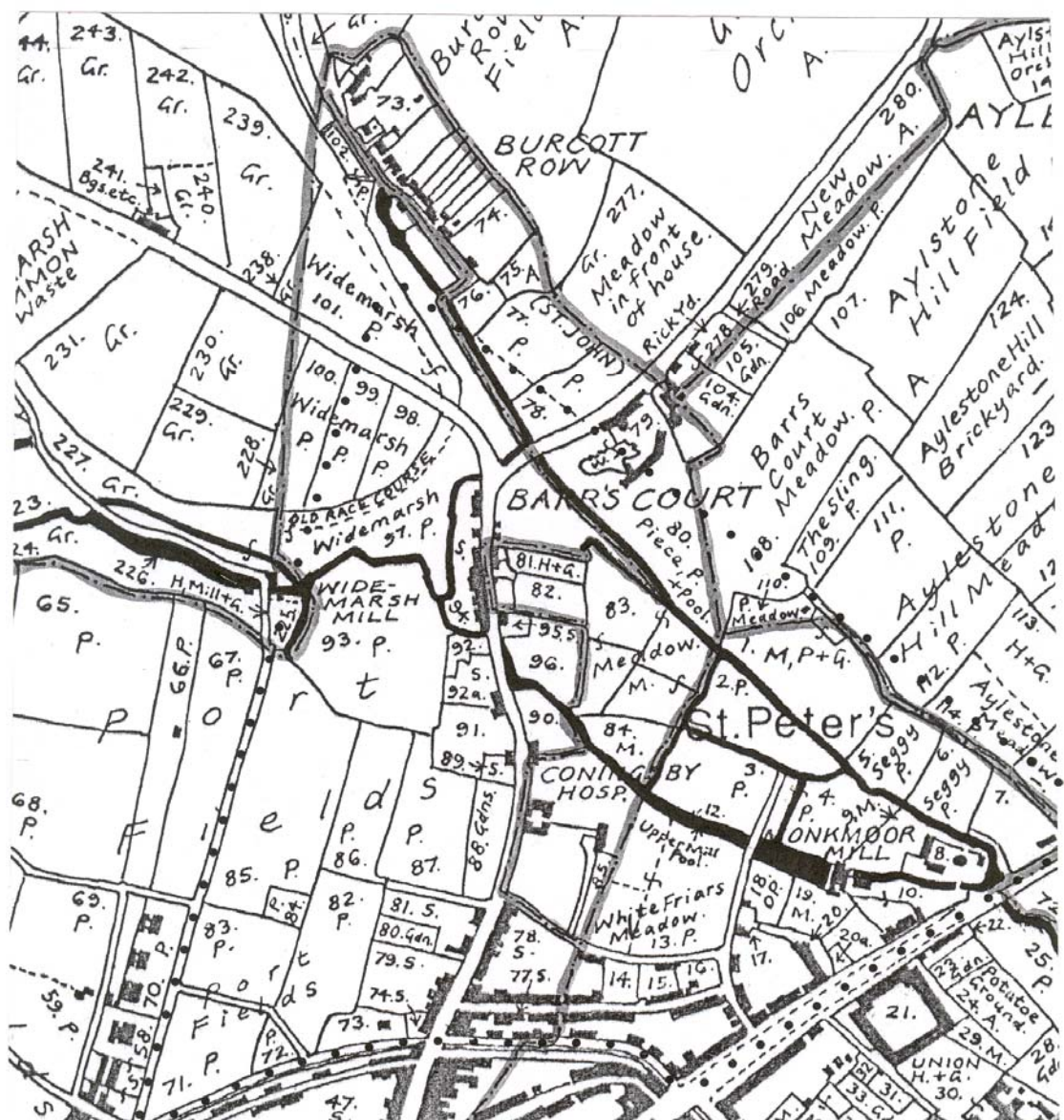




Fig. 34 1904 Second edition O.S. 1:2500 (reduced/not to scale)

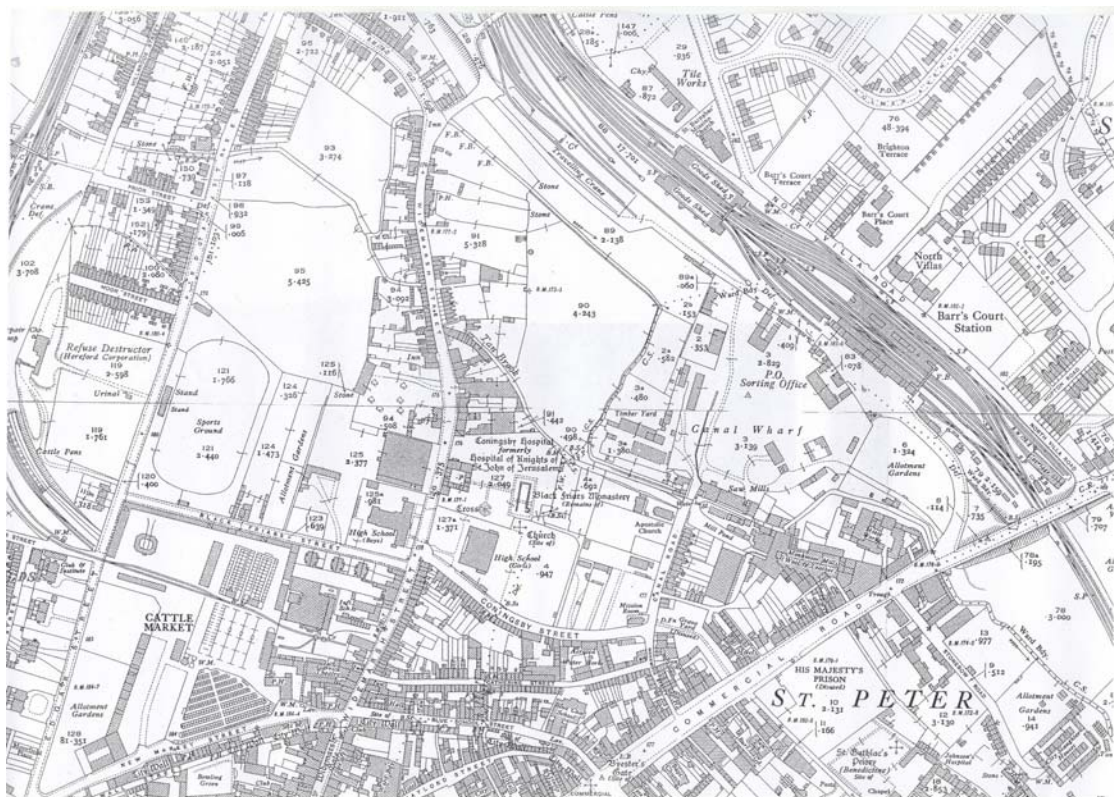


Fig.35 1929 3rd edition O.S. 1:2500 (reduced/not to scale)

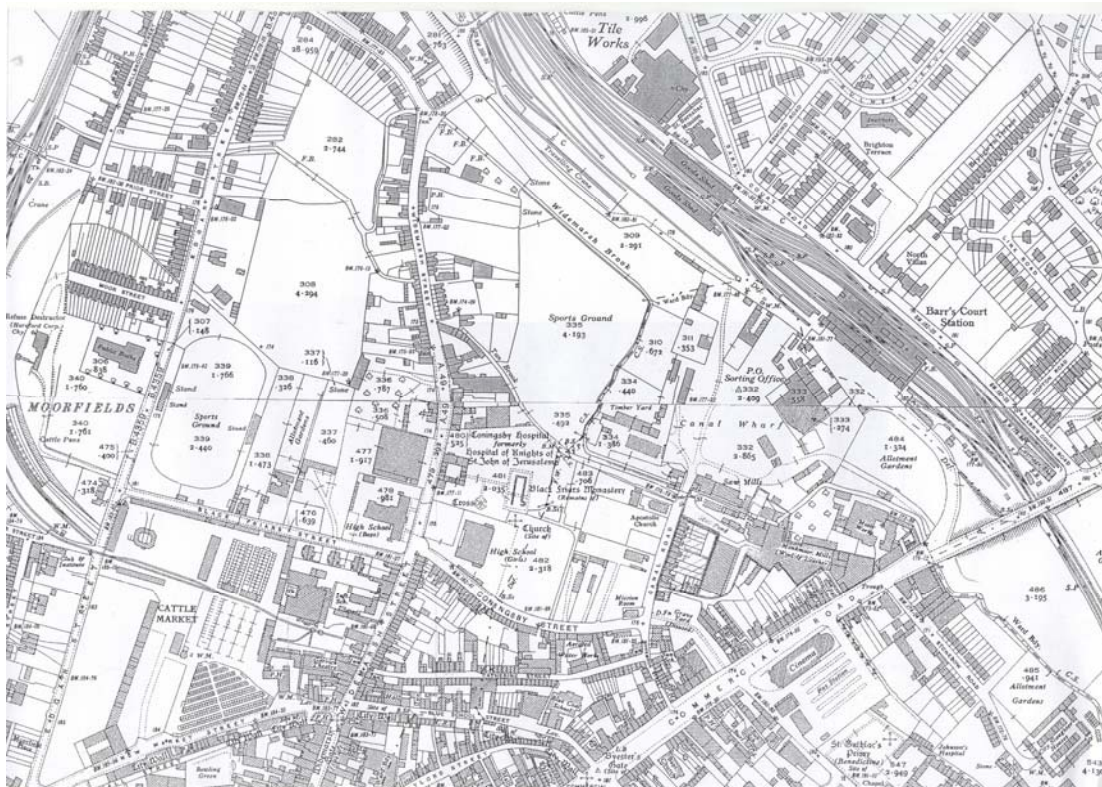


Fig. 36 1937 4th edition O.S. 1:2500 (reduced/not to scale)

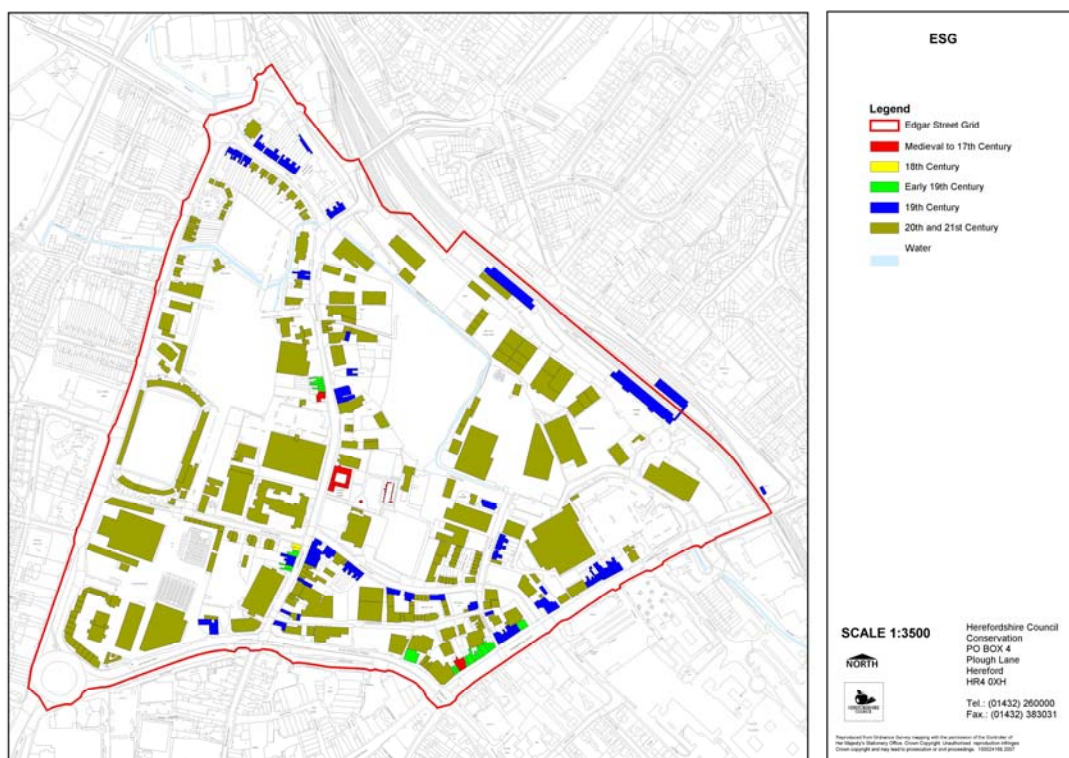


Fig.37 ESG Date of buildings survey map

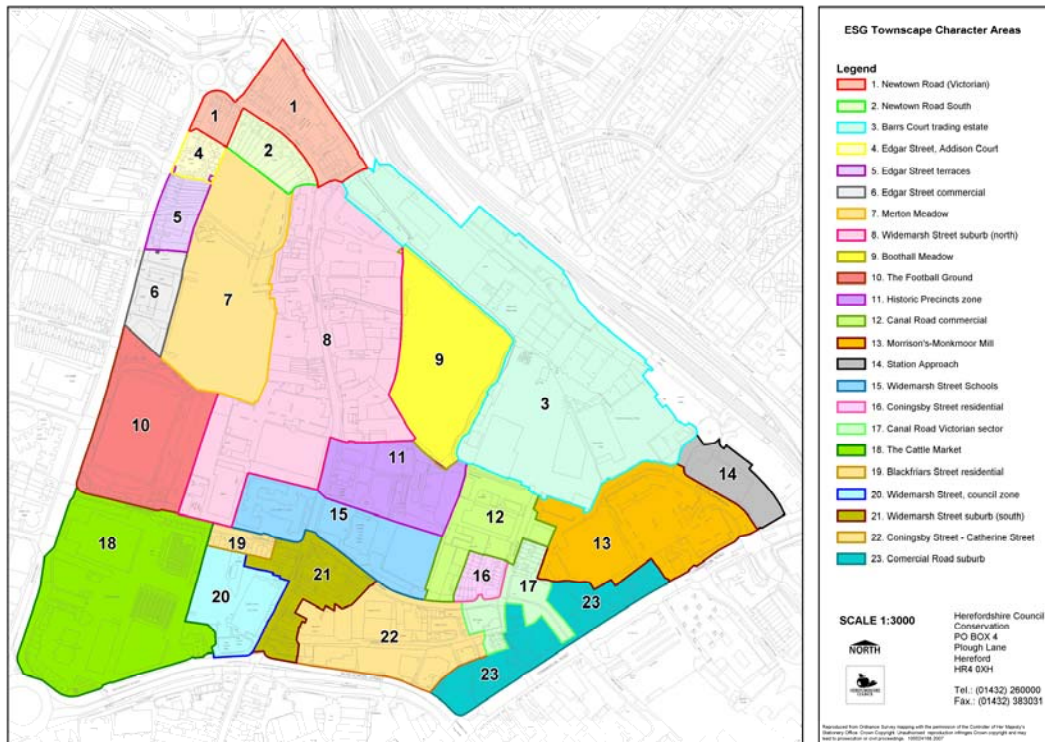


Fig.38 ESG Townscape character areas