
ARCHAEOLOGICAL SOLUTIONS LTD

**WATERS GARAGE, 3-9 NORTH ROAD, HERTFORD,
HERTFORDSHIRE**

ARCHAEOLOGICAL MONITORING AND RECORDING

HER Enquiry No. 272/15

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NGR: TL 32188 12567		Report No: 5289
District: East Herts		Site Code: AS 1841
Approved: Claire Halpin MCI fA		Project No: 4757
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CONTENTS

OASIS SUMMARY SHEET

SUMMARY

- 1 INTRODUCTION**
- 2 DESCRIPTION OF THE SITE**
- 3 TOPOGRAPHY, GEOLOGY AND SOILS**
- 4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**
- 5 METHODOLOGY**
- 6 DESCRIPTION OF RESULTS**
- 7 CONFIDENCE RATING**
- 8 DEPOSIT MODEL**
- 9 DISCUSSION**
- 10 DEPOSITION OF THE ARCHIVE**

ACKNOWLEDGEMENTS

BIBLIOGRAPHY

APPENDICES:

- 1 CONTENTS OF THE ARCHIVE**
- 2 HER SUMMARY SHEET**

OASIS SUMMARY SHEET

Project details			
Project name		<i>Waters Garage, 3-9 North Road, Hertford, Hertfordshire</i>	
<i>Between 29 April and 26 August 2016, Archaeological Solutions Ltd conducted a programme of archaeological monitoring and recording at Waters Garage, 3-9 North Road, Hertford, Hertfordshire. The monitoring was commissioned by Go Holdings Ltd in compliance with a planning condition attached to planning permission for the conversion and demolition of buildings and the construction of residential dwellings.</i>			
<i>The site is located within the historic core of the town of Hertford and within Area of Archaeological Significance No. 172 as identified on the Local Plan. The Area encompasses the late Saxon defended settlements, the Saxon and medieval town of Hertford and its royal castle. Therefore the site had a potential for Saxon, medieval and post-medieval archaeological remains.</i>			
<i>In the event the monitoring revealed no archaeological features or finds. The site had suffered substantial modern truncation related to large underground fuel tanks (x3) and associated services which served the former petrol station and garage. The construction of foundations for new buildings was limited to piling and shallow ground reduction which did not reveal archaeological remains.</i>			
Project dates (fieldwork)		<i>29/04, 04-06/04, 05/08, 19/08 and 26/08 (2016)</i>	
Previous work (Y/N/?)		<i>N</i>	Future work (Y/N/?)
P. number		<i>4757</i>	Site code
			<i>AS 1841</i>
Type of project		<i>Archaeological Monitoring and Recording</i>	
Site status		<i>Within Area of Archaeological Significance 172</i>	
Current land use		<i>Former petrol station and garage</i>	
Planned development		<i>Conversion and demolition of buildings and construction of new residential dwellings</i>	
Main features (+dates)		<i>-</i>	
Significant finds (+dates)		<i>-</i>	
Project location			
County/ District/ Parish		<i>Hertfordshire</i>	<i>East Herts</i>
			<i>Hertford</i>
HER/ SMR for area		<i>Hertfordshire HER</i>	
Post code (if known)		<i>SG14 1LN</i>	
Area of site		<i>c. 1200m²</i>	
NGR		<i>TL 32188 12567</i>	
Height AOD (min/max)		<i>41/42m AOD</i>	
Project creators			
Brief issued by		<i>Hertfordshire County Council Historic Environment Advisory Team</i>	
Project supervisor/s (PO)		<i>Zbigniew Pozorski</i>	
Funded by		<i>Go Holdings Ltd</i>	
Full title		<i>Waters Garage, 3-9 North Road, Hertford, Hertfordshire. Archaeological Monitoring and Recording</i>	
Authors		<i>Pozorski, Z. and Thompson, P.</i>	
Report no.		<i>5289</i>	
Date (of report)		<i>19 January 2017 (Revised 13/03/2017)</i>	

WATERS GARAGE, 3-9 NORTH ROAD, HERTFORD, HERTFORDSHIRE

ARCHAEOLOGICAL MONITORING AND RECORDING

SUMMARY

Between 29 April and 26 August 2016, Archaeological Solutions Ltd conducted a programme of archaeological monitoring and recording at Waters Garage, 3-9 North Road, Hertford, Hertfordshire. The monitoring was commissioned by Go Holdings Ltd in compliance with a planning condition attached to planning permission for the conversion and demolition of buildings and the construction of residential dwellings.

The site is located within the historic core of the town of Hertford and within Area of Archaeological Significance No. 172 as identified on the Local Plan. The Area encompasses the late Saxon defended settlements, the Saxon and medieval town of Hertford and its royal castle. Therefore the site had a potential for Saxon, medieval and post-medieval archaeological remains.

In the event the monitoring revealed no archaeological features or finds. The site had suffered substantial modern truncation related to large underground fuel tanks (x3) and associated services which served the former petrol station and garage. The construction of foundations for new buildings was limited to piling and shallow ground reduction which did not reveal archaeological remains.

1 INTRODUCTION

1.1 Between 29 April and 26 August 2016, Archaeological Solutions Ltd (AS) conducted a programme of archaeological monitoring and recording at Waters Garage, 3-9 North Road, Hertford, Hertfordshire (NGR TL 35603 08416; Figs. 1 and 2). The monitoring was commissioned by Go Holdings Ltd in compliance with a planning condition attached to planning permission for the conversion and demolition of buildings and the construction of residential dwellings (East Herts District Council Planning Ref. 3/14/1369/FP).

1.2 The monitoring was undertaken in accordance with the requirements of Hertfordshire County Council Historic Environment Advisory Team (HCC HEAT), and a written scheme of investigation (specification) prepared by AS (dated 24/12/2015), and approved by HCC HEAT. The project conformed to the Chartered Institute for Archaeologists (CIfA) *Code of Conduct and Standard and Guidance for An Archaeological Watching Brief* (2014), and Gurney's (2003) *Standards for Field Archaeology in the East of England*.

Project Objectives

1.3 The objectives of the project of archaeological monitoring and recording were:

- to ensure the archaeological monitoring of all aspects of the development programme likely to affect buried archaeological remains;

- to secure the adequate recording of any archaeological remains revealed by the development programme; and
- to secure the analysis, interpretation, publication (if required), long-term conservation and storage of the project archive.

Planning Policy Context

1.4 The National Planning Policy Framework (NPPF 2012) states that those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are heritage assets. The NPPF aims to deliver sustainable development by ensuring that policies and decisions that concern the historic environment recognise that heritage assets are a non-renewable resource, take account of the wider social, cultural, economic and environmental benefits of heritage conservation, and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. The NPPF requires applications to describe the significance of any heritage asset, including its setting that may be affected in proportion to the asset's importance and the potential impact of the proposal.

1.5 The NPPF aims to conserve England's heritage assets in a manner appropriate to their significance, with substantial harm to designated heritage assets (i.e. listed buildings, scheduled monuments) only permitted in exceptional circumstances when the public benefit of a proposal outweighs the conservation of the asset. The effect of proposals on non-designated heritage assets must be balanced against the scale of loss and significance of the asset, but non-designated heritage assets of demonstrably equivalent significance may be considered subject to the same policies as those that are designated. The NPPF states that opportunities to capture evidence from the historic environment, to record and advance the understanding of heritage assets and to make this publicly available is a requirement of development management. This opportunity should be taken in a manner proportionate to the significance of a heritage asset and to impact of the proposal, particularly where a heritage asset is to be lost.

2 DESCRIPTION OF THE SITE

2.1 Hertford is the county town of Hertfordshire, located c. 30km north of central London and 15km west of Harlow. The town is bisected by the River Lea with the larger southern portion concentrated in the area between Fore Street and the River Lea. The northern sector lies to the north of the Lea and mainly comprises the St Andrew Street area.

2.2 The site comprises the Waters Garage buildings and its forecourt to the east. The former garage is situated between North Road to the north, and Gascoyne Way to the south. A second element of the project consists of the garage's car park to the east which is bounded by St Andrew Street to the south and Neal Court to the west. This area was subject to an archaeological evaluation (Blagg–Newsome 2016).

2.3 It is intended to convert the part of the garage which was a former coachworks (Block B) into two houses, and demolish the other workshop/ showroom buildings and replace them with ground floor retail units with residential accommodation above. The former petrol station forecourt will provide parking.

3 TOPOGRAPHY, GEOLOGY AND SOILS

3.1 The site lies at approximately 41-42m AOD on the floor of the River Lea Valley with the river located approximately 150m to the south. The location is in an area where three tributaries converge on the Lea comprising the Mimram to the south-west, the Beane to the north and the Rib 1.6km to the north-east. The base sediments of the river valley have formed a rich alluvium, which is particularly deep to the west of Hertford, under Hartham Common and under the water meadows and meads towards Ware. The alluvium overlies the heavier gravel and the valley sides are composed of gravel terraces, capped in some places by boulder clay or brick earth (British Geological Survey 1978). There is no soil profile available due to the urbanisation of the area.

3.2 Archaeological monitoring carried out by AS at the former Hertford County Hospital, approximately 300m to the west, identified the following stratigraphy (Hallybone 2007):

<i>Footing trench North-west facing section</i>		
0.00 – 0.20m	L1001	Concrete floor. Pale greyish white solid concrete with crushed flints and brick.
0.20 – 0.41m	L1002	Levelling layer. Dark greyish brown friable clayey sand with moderate pebbles and concrete rubble.
0.41 – 0.81m+	L1000	Natural gravel. Mid to dark brownish orange loose sandy gravel with moderate flint.

3.3 An evaluation at 66-68 St Andrew Street revealed deposits of made ground above the natural, a compact, mid reddish orange sandy gravel, 1.10 - 1.24m below the present day ground surface (Blagg-Newsome 2016).

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 The site has previously been the subject of an archaeological desk-based assessment (Thompson 2012), from which the background has been extracted and summarised below, supplemented by an updated search of the HER (ref.272/15).

Prehistoric

4.2 The Lea Valley was a favourable location for early human settlement, for example, occupation spanning the Mesolithic to the Iron Age has been identified at Foxholes Farm 1km to the east of Hertford (Bryant and Seddon 1999). The location of Hertford at the confluence of several rivers was an ideal settlement location, and prehistoric implements have been recovered from the river terrace gravels, including Palaeolithic flint hand axes and flakes c. 200m to the west (HER 4124) and from Bengo to the north (HER 4126); while a polished axe head (HER 2088) and

prehistoric scraper (HER 1160) from Fordwich Rise c. 750m to the west are of Neolithic date. Evidence for the clearing of the landscape in the Mesolithic period has also been traced in the area of the town centre. Pollen analysis from periodic peat accumulation across the River Beane, approximately 250m to the north of the site, shows that pine was dominant between 10-9,000 years ago, followed after a gap by mixed woodland 4-3,000 years ago. It is thought that it was during the mid to late Bronze Age that this woodland was cleared and arable and some pastoral farming took place (HER 9928).

Romano-British

4.3 In 1990 evidence for late Iron Age to Roman settlement was identified during an excavation to the rear of 54 St Andrew Street (HER 9841). Although heavily truncated by later activity it revealed two periods of activity during the 1st-2nd centuries AD. Period 1 comprised a series of post and stake holes and a possible cobbled floor or yard surface. Period 2 included further post holes and pits along with the foundations of a wall and demolition debris. Between 1988 and 1990 excavations at Millbridge, 200m east of the above site, revealed further Roman remains. These included a circular enclosure and a mid 1st century AD urned cremation accompanied by two pots. Flint cobbling and alignments of pits and post holes, and a ditch running E-W containing 3rd-4th century pottery (HER 9881) were also found. The archaeology was sealed by a layer of alluvium from repeated flooding of the adjacent river. The relative proximity of the two sites suggests they are connected and as few other Roman finds have come from the area excepting a small amount of pottery, it is suggested that they represent a small agricultural settlement located between the Lea and Beane rivers.

Anglo-Saxon

4.4 Anglo-Saxon settlement at Hertford emerges to prominence with the Synod of Hertford in 673, hosted by Theodore of Canterbury to bring about increased uniformity to the church, and it is regarded as the beginning of the Church of England as a structural entity. Following Alfred the Great's victory at *Ethandun* over the Danes in 878, the River Lea became the agreed boundary between Saxon Wessex and the Danelaw to the north. In 912-3 King Edward 'the Elder' constructed a burh on the north bank of the Lea (HER 9830) designed to protect the frontier against Danish incursions, and to form a gathering point to mount his campaigns of re-conquest. The site of this burh is thought to be in the Market Place area having been described as "between the Mimram, Beane and Lea". The western boundary of this northern burh is thought to be where Brewhouse Lane meets St Andrew Street c. 120-150m north-east of the car park on St Andrew Street. A waterlogged cess pit and drainage ditch of 10th-11th century date was found at Millbridge, 300m north-east of the site, but no definite evidence for the northern burh has been identified (HER 9885).

4.5 A second burh was built as a fortified town at almost the same time as the first, on the south bank of the Lea (HER 9828). This southern burh enclosed some 4.5 ha and can still be traced in the street layout centred on Fore Street, Bull Plain and Railway Street. Late Saxon pits or post holes have been identified in the outer bailey of the castle, that pre-date its medieval foundation (HER 13170). A 10th

century Viking sword dredged from the Lea near McMullen's Brewery is testament to these turbulent times (HER 2121). In addition, possible Saxon pit was recently found at 66-68 St Andrew Street to the north-east of the site (Blagg-Newsome 2016).

4.6 It is likely that the county of Hertfordshire was created shortly after the two burhs were founded, and Hertford soon began to prosper having its own mint. Most of the coins produced there have been found on the continent indicating an extensive trade network (HER 9831). Excavations have shown that by the early 11th century part of the southern burh defensive ditch had been filled in and overlain by buildings fronting Railway Street, indicating that the Viking threat was over and the town was expanding (HER 9886). At the time of the 1086 Domesday Survey Hertford was known as '*Hertforde Burg*' and contained 36 houses one being leased to the High Reeve. Hertford had 146 burgesses (merchants), more than anywhere else in the country which illustrates its importance and prosperity brought about by trade. There were two churches probably located on the sites of the demolished St Mary's the Less and St Nicholas' churches. The Domesday Survey also records three mills within the borough, while Sele Mill on North Road, c. 250m to the north-west of the site, probably stands on the site of another late Saxon corn mill (HER 5789). The first Sele Mill was replaced by another in the 1490s, which in turn was followed by a third in 1700, and a fourth some after 1890.

Medieval

4.7 Hertford Castle began as a motte and bailey structure probably built by Peter de Valognes, Sheriff of Hertfordshire soon after the Conquest. The only visible evidence remaining is the motte, although a possible ditch has been identified through geophysical survey, and layers of dumped 11th century demolition material at Millbridge may derive from this first castle (HER 9885). During the 12th century the castle was rebuilt in stone and subsequently became an important royal residence which was often granted to the queen's of England. The medieval town had a market which is first recorded in the early 13th century and was centred on Fore Street, and soon after a fair was granted followed by two more. Hertford had several churches including the Church of St Andrew which is a Victorian parish church standing on the site of another church that was first documented in 1208 (HER 1696). From the 14th century however, both documentary and archaeological evidence attest a marked decline in the town's fortunes, with the abandonment of street tenements and economic retrenchment. This may have been due, in part to the corresponding rise in the fortunes of the neighbouring town of Ware who broke Hertford's monopoly on controlling traffic travelling north.

4.8 The closest medieval remains to the site lie along St Andrew Street; at nos. 4-6, c. 250m to the north-east, an evaluation identified four pits and two post holes datable between the 12th-14th centuries and indicative of back-garden rubbish disposal. They included residual fragments of 10th-12th century pottery. Three further pits, also containing pottery and animal bone, and two bronze pins were dated between the 15th and 17th centuries (HER 9835). Another evaluation on St Andrew Street/Brewhouse Lane, c. 200m to the north-east, found several residual sherds of medieval pottery, and while the trenches were not cut deep enough to reach medieval levels it was thought likely that there would be medieval remains in the vicinity (HER 9898). At no.15 St Andrew Street, c. 200m east, an excavation

revealed a medieval layer containing 12th-14th century pottery below the modern surface (HER 9838). At no. 54, c. 100m to the north of the St Andrew Street carpark, an evaluation adjacent to the northern burh found several pits and post holes filled with medieval garden soil and containing residual 10th-12th century pottery (HER 6958). At the multi-period site at Millbridge (HER 9885), c. 300m to the east, beam slots for timber structures were identified which probably represent outbuildings for the tenements fronting St Andrew Street in the 12th century. Further features containing 13th-14th century pottery were found during more excavations in 1996, while several pits and gullies containing 15th-16th century pottery, brick, tile, animal bone, and two knives, were cut into the medieval features. The animal bone assemblage, including a concentration of fox remains indicated commercial exploitation of fur-bearing mammals in the Saxo-Norman period.

4.9 St Andrew Street and West Street also contain a number of listed buildings dating from the late medieval period. These include Grade II listed Nos. 1 and 2 St Andrew Street which originated as 15th century Wealden hall houses (HER 9836 and 9840), and a Grade II* listed hall house at No. 43 later which was later rebuilt as St Nicholas Hall (HER 9843).

Post-Medieval

4.10 By the 16th and 17th centuries, Hertford had recovered a degree of economic prosperity, as a major trading centre for corn and malt, though the actual town centre remained modest, and extended little from its original medieval core. Hertford Corporation papers of 1621 define the limits of Hertford borough and show that the site lies just outside the western edge. At this time there was a major increase in road traffic as Hertford was located on an important route from London to Cambridge, and 25 inns and alehouses were recorded in the town in 1621. One of the closest inns to the site is the Grade II listed Three Tuns at 34, St Andrew Street (HER 919), which was constructed originally as a workhouse in 1724 (HER 10017); depicted on the 1834 Tithe Map along with almshouses and a primary school (HER 10025 and 30484) close to the west but entirely demolished for the widening of the modern ring road. Investigations at nos. 14A and 15C St Andrew Street, c. 200m east of the St Andrews Street car park, identified pits, ditches and made ground spanning the post-medieval period up to the 19th century, which included two residual sherds of late 15th-16th century pottery, late 17th-early 18th century pottery, oyster shell and CBM (HER 16255 and 13163). Charcoal and charred cereal grain and weeds deriving from cultivation in the soil samples suggest the cleaning of a hearth or oven into a refuse pit.

4.11 In the 19th century brewing and malting developed into an important industry in Hertford, centred on the McMullen Brewery in Railway Street, and subsequently at Hartham Lane. Two maltings are also shown on an 1881 OS map in St Andrew Street as L-shaped buildings (HER 7249). Public buildings that appeared in the Victorian period included Ebenezer's Strict Baptist Chapel on the site (HER 15408).

4.12 In 1822 the area between North Crescent, Hertingfordbury Road and Cross Lane was known as "the triangle" and incorporated the site. The Meeting House, on the apex of the triangle built in 1786, and a cottage facing Hertingfordbury Road, presumably for the pastor are the only buildings recorded on the site at this time,

having replaced Bulls Barn which was part of the Covershaw Estate (Hertford Oral History 1999, 20). There may also have been a small gardener's cottage at the opposite end, which was incorporated into No. 37. The next plot to the west of the Ebenezer Meeting House was a large one which was leased to William Thompson on 24th June 1823. William built a brick coach manufactory; the remnants of which appear to comprise the western buildings on the site; with a former large showroom, workshops and lofts above a counting house, smiths and wheelwrights shops with a large yard to the rear (Hertford Oral History 1999, 20). This building faced North Road and had two dwelling houses forming a wing on each side. By 1842 there were an additional five small cottages erected between the coachworks and the meeting house. These may have been built by William at the same time as the main buildings. William Thompson's premises, which were probably fairly modest to start with were taken over by Henry McMullen, who slowly developed the business producing state of the art vehicles crafted by artisans, and installed a glass fronted showroom upstairs for his finished goods. This engulfed the right-hand wing of the works including the house between the works and No. 11 (Hertford Oral History 1999, 31). By 1881, Henry had extended his premises by establishing a second coachwork's in Warehouse Lane, off Hertingfordbury Road. The development of the buildings is depicted on cartographic sources including a damaged map of Hertford dated 1800, the 1838 Tithe Map and early edition Ordnance Survey maps (Thompson 2012, 4.3.1-2).

4.13 Recent works at 66-68 St Andrew Street close to the north-east of the site revealed remains of the 19th century buildings (Blagg-Newsome 2016). Those were probably a Baptist Chapel fronting the street and maltings in the northern part of the site.

5 METHODOLOGY

5.1 The archaeological monitoring comprised the observation of all groundworks, the inspection of the subsoil and natural deposits for archaeological features and the examination of spoil heaps and the recording of soil profiles. Archaeological features and deposits were recorded using *pro-forma* recording sheets, drawn to scale and photographed as appropriate. Excavated spoil was checked for finds and the excavated area was scanned by metal detector.

5.2 Works monitored during each visit are detailed below (locations are shown on Fig. 3):

29/04/2016	Removal of existing fuel tank (x1) and ground reduction in the central site area. Removal of existing fuel tank (x1) and excavation of a temporary drainage pit in the western site area.
04-06/04/2016	Removal of existing fuel tank (x1) and ground reduction in the central and eastern site area.
05/08/2016	Ground reduction in the western site area and the excavation of a drainage trench (North Road) and drainage pit (eastern site area).

19/08/2016 Additional ground reduction in the central and eastern site area.

26/08/2016 Excavation of drainage trenches in the western site area.

5.3 The excavation of ring beam locations, associated with planned piled foundations, was not individually monitored. These locations are understood to fall within the areas of general ground reduction (detailed above).

6 DESCRIPTION OF RESULTS

6.1 Deposits located within area of monitoring were recorded in sample sections presented below.

<i>Sample section 1</i> <i>Eastern part of the site</i> <i>0.00 = 41.90m AOD</i>		
0.00 – 0.08m	M1000	Modern curb stones of a pavement.
0.08 – 0.20m	M1001	Modern layer of concrete.
0.20 – 1.00m	L1002	Modern made ground. Light brown, loose, sand with frequent CBM fragments and debris.
1.00 – 1.14m	L1003	Layer of compact concrete rubble with occasional CBM fragments.
1.14m+	L1004	Made ground. Mid brown, friable, silty sand with occasional CBM fragments.

<i>Sample section 2</i> <i>Service trench, North Road</i> <i>0.00 = 41.80m AOD</i>		
0.00 – 0.08m	M1005	Modern tarmac surface of a road.
0.08 – 0.43m	L1006	Made ground. Black and dark grey, compact, sandy silt with frequent small stones and occasional CBM fragments.
0.43 – 0.54m	L1007	Light brown, friable, silty sand with frequent small stones.
0.54m+	L1008	Natural mid to dark yellow, loose, sandy gravel.

<i>Sample section 3</i> <i>Drainage trench in western part of the site</i> <i>0.00 = 42.00m AOD</i>		
0.00 – 0.16m	L1009	Modern made ground. Light grey, loose, fine gravel.
0.16 – 0.46m+	L1002	Modern made ground. As above, Sample Section 1.

Description: The ground reduction within the majority of the site extended to only c. 0.50m below the existing ground level and exposed only modern made ground (L1002). The foundations were piled. The drainage runs within the site were also shallow and contained within L1002. The hole excavated in the eastern end of the site to accommodate drainage and an inspection chamber could not be safely investigated although it appeared to consist of only c. 1.50m of made ground above the natural gravel. Monitoring of the removal of the fuel tanks (x3) did not reveal any additional evidence. A temporary drainage pit located in the western end of the site was located where one of the fuel tanks had been installed (Fig. 3). Its purpose was to help with removal of contaminated water from the site; it was subsequently back-filled and built over.

No archaeological features or finds were identified.

7 CONFIDENCE RATING

7.1 It is not felt that any factors inhibited the recognition of archaeological features or finds during the programme of archaeological monitoring and recording.

8 DEPOSIT MODEL

8.1 The site was commonly overlain by modern concrete slabs, tarmac and paving stones mostly with a concrete base (0.15 – 0.25m thick in total). The principal deposit below was modern made ground, L1002, a light brown, loose, sand with frequent CBM fragments and modern debris (0.80m thick). Other deposits of made ground were located in the eastern part of the site to a depth of at least 1.30m below existing ground level. The service trench within St Andrew St revealed 0.35 – 0.45m of made ground below the tarmac and above natural gravel. The latter consisted of a mid to dark yellow, loose, sandy gravel.

9 DISCUSSION

9.1 The site had a potential for archaeological remains, in particular for Saxon, medieval and post-medieval archaeology. It is located within the historic core of Hertford and within Area of Archaeological Significance No. 172 as identified on the EHDC Local Plan. The Area encompasses the late Saxon defended settlements, the Saxon and medieval town of Hertford and its royal castle.

9.2 In the event no archaeological features or finds were revealed. The site was substantially truncated by large underground fuel tanks (x3) which served the former petrol station and garage. The foundations for new buildings were piled and a shallow ground reduction did not reveal archaeology. Elsewhere the monitoring revealed only deposits of modern made ground above the natural geology.

10 DEPOSITION OF THE ARCHIVE

10.1 Archive records, with an inventory, will be deposited with any donated finds from the site at Hertford Museum. The archive will be quantified, ordered, indexed, cross-referenced and checked for internal consistency.

ACKNOWLEDGEMENTS

Archaeological Solutions Ltd (AS) would like to thank Go Holdings Ltd for funding the project and for assistance (in particular Messrs Nigel Tedder and Craig Kelly).

AS would also like to acknowledge the input and advice of Ms Alison Tinniswood of Hertfordshire County Council Historic Environment Advisory Team, and the staff of the Hertfordshire HER.

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APPENDIX 1 CONTENTS OF THE ARCHIVE

Records	Number
Brief	N
Specification	Y
Registers	3 (Context, Drawing, Digital Photo)
Context Sheets	10
Site drawings A1	0
Site drawings A3	1
Site drawings A4	0
Site photographs b/w	0
Site photographs colour slides	0
Digital Photographs	24

APPENDIX 2 HER SUMMARY SHEET

Site name and address:	Waters Garage, 3-9 North Road, Hertford, Hertfordshire
County: Herts	District: East Herts
Village/Town:	Parish: Hertford
Planning application reference:	East Herts District Council Planning Ref. 3/14/1369/FP
Client name/address/tel:	Go Holdings Ltd
Nature of application:	Conversion and demolition of buildings on the site and construction of new residential dwellings
Present land use:	Former garage and petrol station
Size of application area: c. 1200m ²	Size of area investigated c. 800m ²
NGR (8 figures):	TL 2478 1211
Site Code:	AS 1280
Site director/Organization:	Archaeological Solutions Ltd
Type of work:	Archaeological Monitoring and Recording
Date of work:	29/04, 04-06/04, 05/08, 19/08 and 26/08 (2016)
Location of finds/Curating museum:	Hertford
Related SMR Nos:	Periods represented: None
Relevant previous summaries/reports: -	Thompson, P., 2012, <i>Waters Garage, North Street, Hertford, Hertfordshire. An Archaeological Desk-Based Assessment.</i> Archaeological Solutions Ltd Report No. 4032 (Bury St Edmunds)
Summary of fieldwork results:	<p>Between 29 April and 26 August 2016, Archaeological Solutions Ltd carried out archaeological monitoring and recording at Waters Garage, 3-9 North Road, Hertford, Hertfordshire (NGR TL 35603 08416).</p> <p>In the event the monitoring revealed no archaeological features or finds. The site had suffered substantial modern truncation related to large underground fuel tanks (x3) and associated services. The construction of foundations for new buildings was limited to piling and shallow ground reduction which did not reveal archaeological remains.</p>
Author of summary: Z Pozorski	Date of Summary: 19 January 2017 (Revised 13/03/2017)

PHOTOGRAPHIC INDEX



1: The site, looking west-south-west



2: Western site area, looking north-west



3: Drainage pit in western site area, looking north-west



4: Ground reduction in eastern site area, looking east



5: Removal of fuel tank in central site area, looking east-south-east



6: Removal of fuel tank in central site area, looking south-south-west



7: Piling in central/ western site area, looking south-west



8: Piling and drainage trench in western site area, looking north-east



9: Ground reduction in eastern site area, looking east



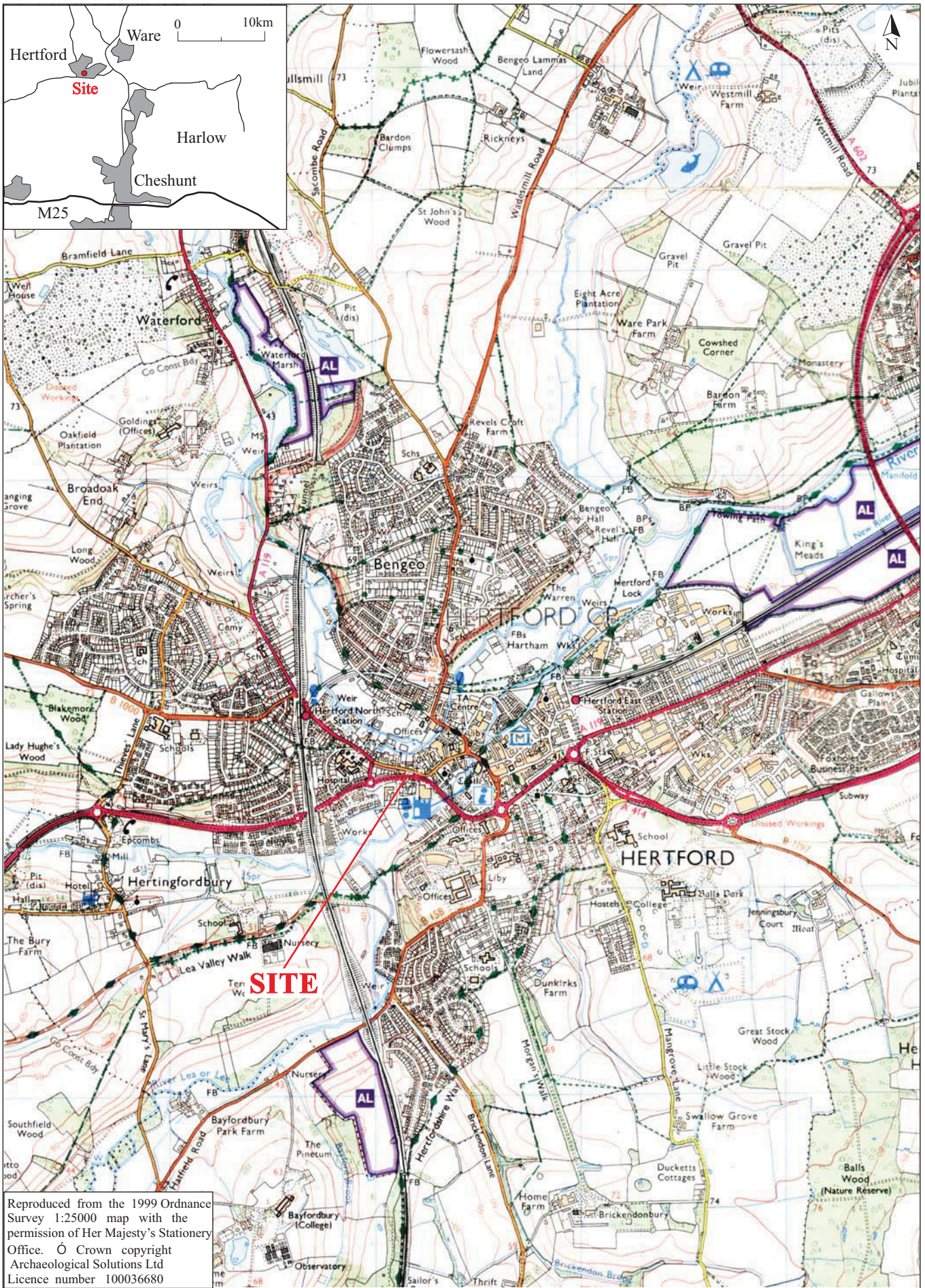
10: Additional ground reduction in eastern site area, looking south-east



11: Excavation of the eastern site area, looking south-east

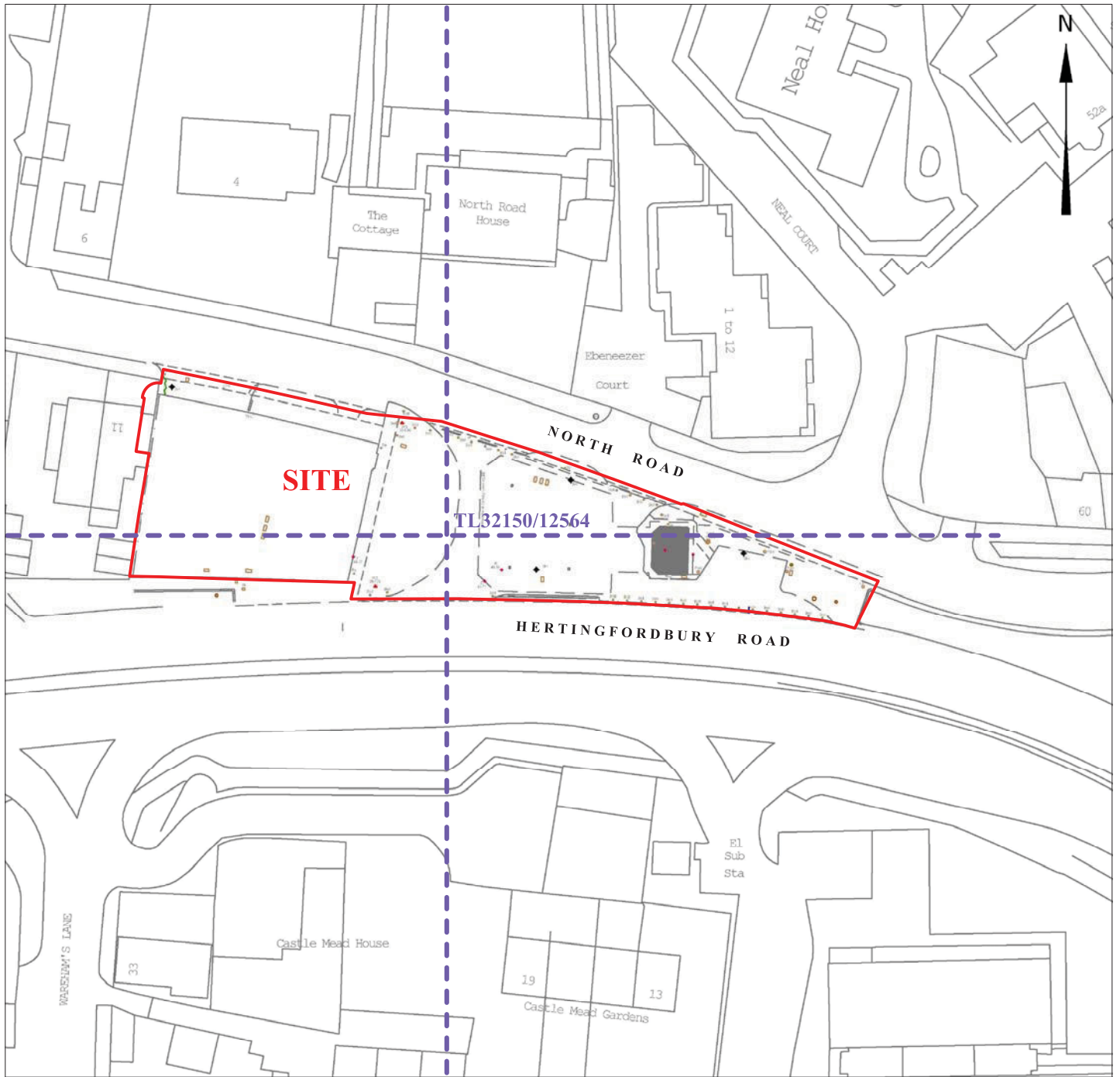


12: Service trench along North Road, looking north-west



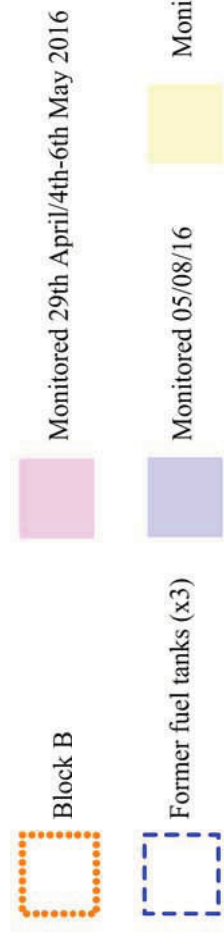
Reproduced from the 1999 Ordnance Survey 1:25000 map with the permission of Her Majesty's Stationery Office. © Crown copyright Archaeological Solutions Ltd Licence number 100036680

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Fig. 1 Site location plan
 Scale 1:25,000 at A4
 Waters Garage, Hertford, Hertfordshire (P4757)



0 50m

<i>Archaeological Solutions Ltd</i>
Fig. 2 Detailed site location plan
Scale 1:750 at A4
Waters Garage, Hertford, Hertfordshire (P4757)

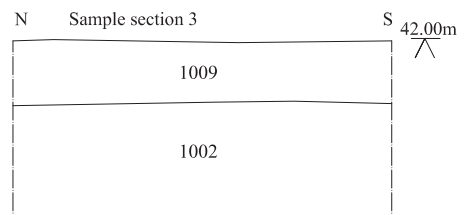
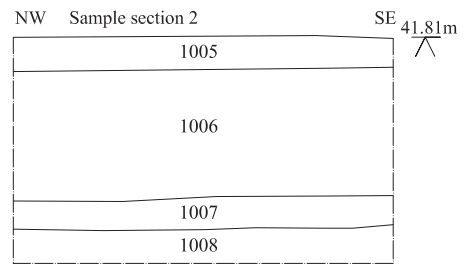
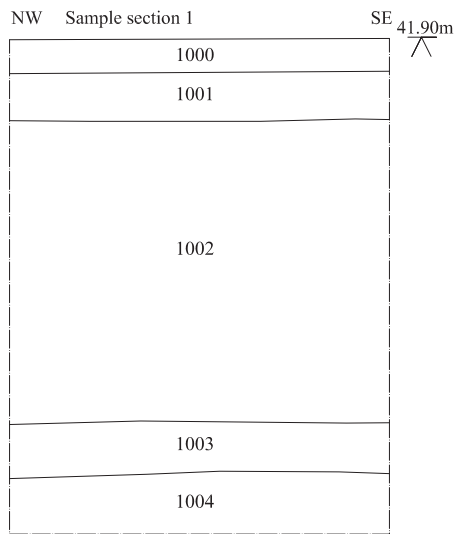


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Fig. 3 Areas of monitoring

Scale 1:400 at A4

Waters Garage, Hertford, Hertfordshire (P4757)



<i>Archaeological Solutions Ltd</i>
Fig. 4 Sample sections
Scale 1:750 at A4
Waters Garage, Hertford, Hertfordshire (P4757)