

JOHN MOORE HERITAGE SERVICES

**SALVAGE BUILDING RECORDING**  
**ON**  
**THE COACH AND HORSES,**  
**62 ST CLEMENT'S STREET, OXFORD**  
**NGR SP 5258 0606**

*On behalf of*  
*Linfield Ltd.*

**DECEMBER 2012**

**REPORT FOR** Linfield Ltd  
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## CONTENTS

<i>SUMMARY</i>	1
1 INTRODUCTION	1
1.1 Location	1
1.2 Commission	1
1.3 Aims of Investigation	1
2 BACKGROUND	1
2.1 Designation	1
2.2 History of Development	3
3 DESCRIPTION OF COACH AND HORSES	5
3.1 Introduction and General Description	5
3.2 Southeast façade	5
3.3 Southwest façade	6
3.4 Northeast façade	9
3.5 Northwest façade	9
3.6 Roofs	10
3.7 The ground floor	10
3.8 The first floor	11
3.9 The second floor and attic	13
3.10 Cellar	14
3.11 Photo observations	16
4 ASSESSMENT	17
4.1 Phases	17
4.2 Listed Status	17
4.3 Historic and Architectural Assessment	17
5 THE CURRENT PROPOSAL	18
6 CONCLUSIONS	18
7 BIBLIOGRAPHY	19

## FIGURES AND PLATES

Figure 1	Site location	2
Figure 2	Floor plans of Coach and Horses	7
Figure 3	External elevations and section of Coach and Horses	8
Figure 4	Basement internal elevation, Coach and Horses	15
Map 1	1850 Hogger	4
Map 2	OS 1900 (2 <sup>nd</sup> edition) 1939 map shows no difference	4
Plate 1	Southeast façade	6
Plate 2	Front door details	6
Plate 3	Southwest elevation from front	9
Plate 4	Southwest elevation from rear	9
Plate 5	Modern rear wall, northwest elevation	10
Plate 6	Bar area	10
Plate 7	Door and window rear of the bar	11
Plate 8	Door and window from inside the passage	11
Plate 9	Views of the first floor	12
Plate 10	Views of the first floor	12
Plate 11	Landing	12
Plate 12	Northeast end of second floor	13
Plate 13	Truss arrangements	13
Plate 14	Southwest room, second floor	14
Plate 15	Cellar vault	14
Plate 16	Central front part of cellar	16
Plate 17	Base of northeast chimneybreast in cellar	16
Plate 18	Foundation trench on boundary with no. 63	17

# Coach and Horses (62 St Clement's Street)

## *Building Recording*

### **SUMMARY**

*This report represents an attempt to retrospectively record the building and archaeology at the Coach and Horses on St Clement's Street (NGR SP 5258 0606) after development. Even though such procedures were requested as part of the planning application approval they were not carried out, thus leaving the developer in breach of planning regulations. The building was a structure claimed in a previous conservation assessment to date to 1820-40 (Rodwell 2006), but had been considerably altered in the 1960s and 1970s. The foundation trenches were not witnessed and only one section is shown sufficiently on a photograph supplied by the Linfield Ltd to gain any idea of what was in the ground.*

## **1 INTRODUCTION**

### **1.1 Location**

The building (no. 62) is located on the northwest side of St Clement's Street; one of the main historical streets in east Oxford, which converges with Cowley Road and Iffley Road on the Cherwell bridging point of Magdalen Bridge and the east gate of Oxford.

Topographically the site is located on a slightly raised area above the Cherwell previously known as the Plain. This lies about 60-61m Ordnance Datum.

The underlying geology is the Oxford Clay (BGS 1982, sht. 236).

### **1.2 Commission**

The salvage report was commissioned by Mike Saxby of Linfield Ltd retrospectively as a result of the recognition by Hannah Revell (Oxford Planning) and David Radford (City Archaeologist) that development was in breach of its planning permission (ref: 10/01631/FUL), as laid out under conditions 15 and 17. This report has been requested by the Oxford City Archaeologist as part of mitigation for this breach.

### **1.3 Aim of Investigation**

The aim of the investigation set out by the Oxford City Archaeologist is to produce a salvage report which should include:

- historic context provided by the previous building study and relevant photographs, annotated to plans (see archive).
- annotated and scaled plans and elevations.
- any relevant photographs taken at the time of development.
- photo record of current interior and exterior including cellar and roof details.
- level 2 building record.

## **2 BACKGROUND**

### **2.1 Designations**

Number 62 St Clement's Street, Oxford, formerly the Coach and Horses public house is an unlisted building within the St Clement's and Iffley Road Conservation area. The pub was closed in 2001 and the current owners have redeveloped the site as two retail units with flats above.

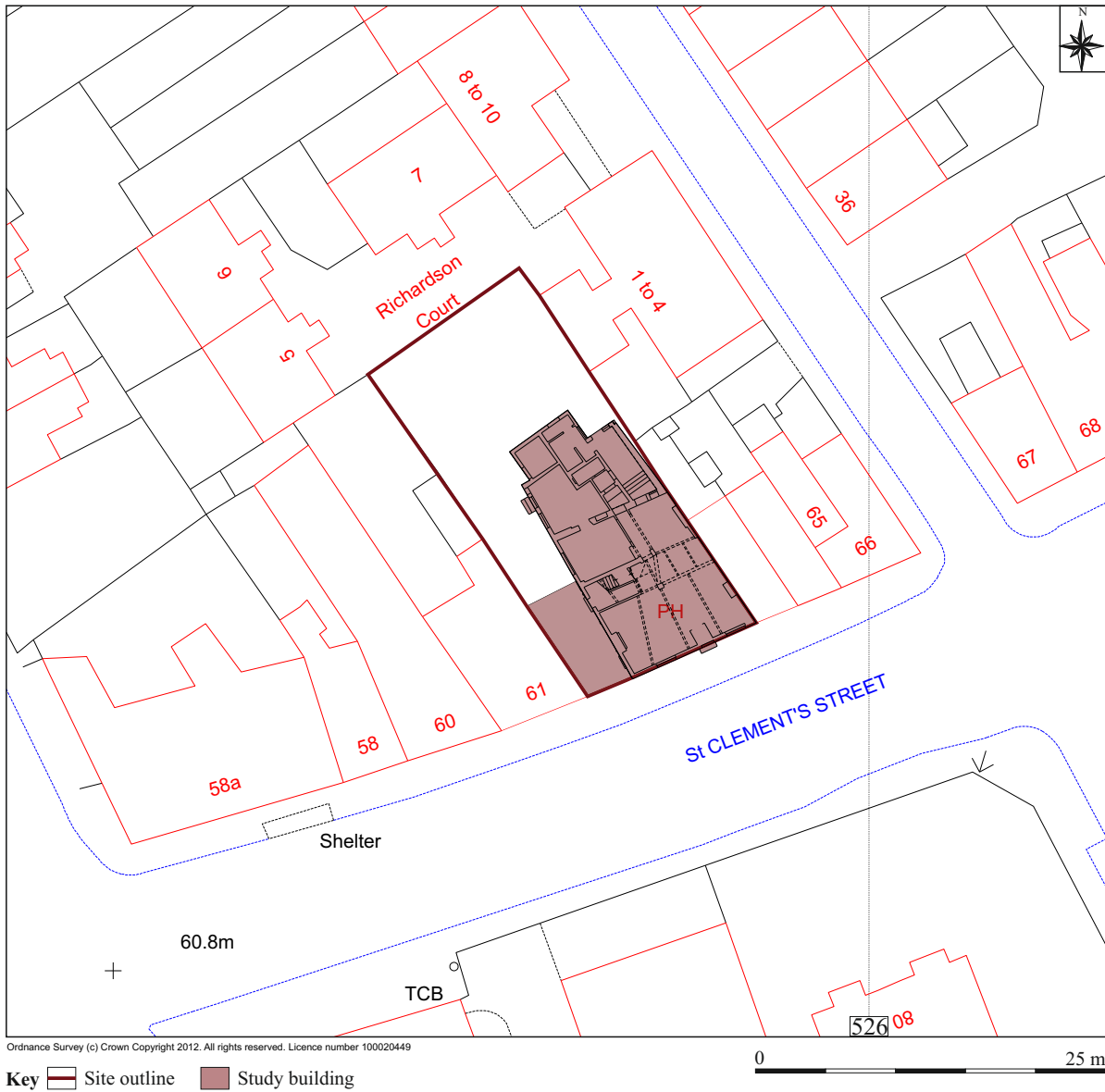
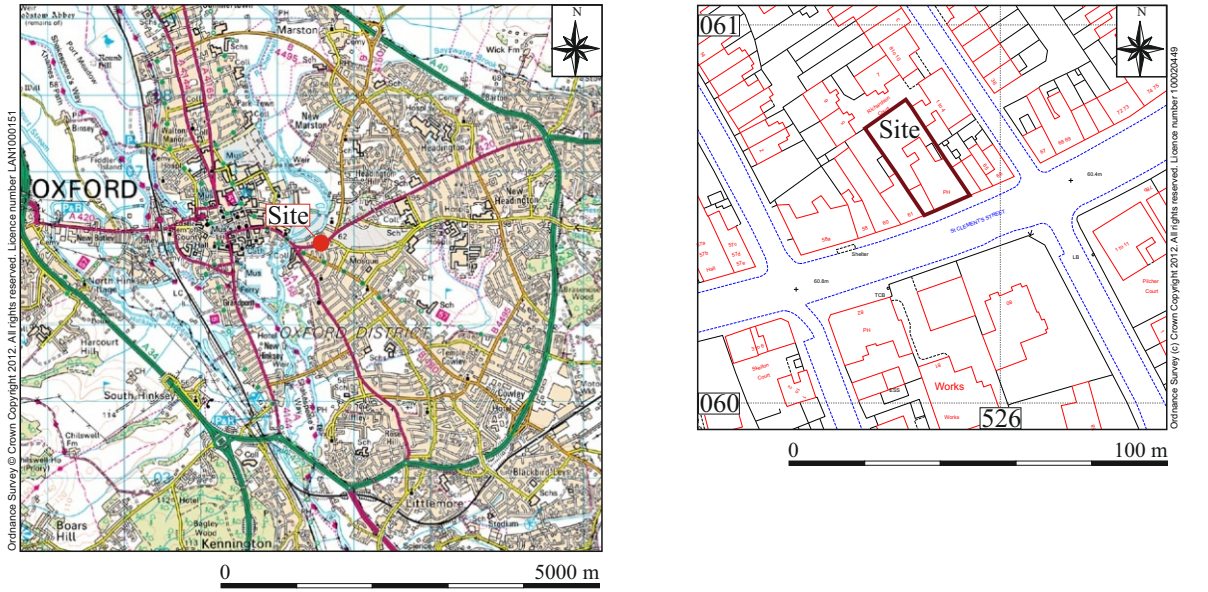


Figure 1. Site location

The building lies in the conservation area as defined by the Conservation Area Designation Statement of 25<sup>th</sup> July 1977 (Bridges 2003 SC&IR 24) and the more detailed Conservation Area Appraisal carried out in 2003 by Ettwein Bridges, Architects (Bridges 2003). This investigates the history and development of the St Clement's area and includes a comprehensive series of historic maps.

## **2.2 History of Development**

St Clement's is a medieval parish outside the east gate of Oxford which was annexed to the city in 1836 (VCH 1957, 258-266). It developed on the spur of higher ground east of the Cherwell crossing, where three roads converge at the bridgehead in the area known as The Plain.

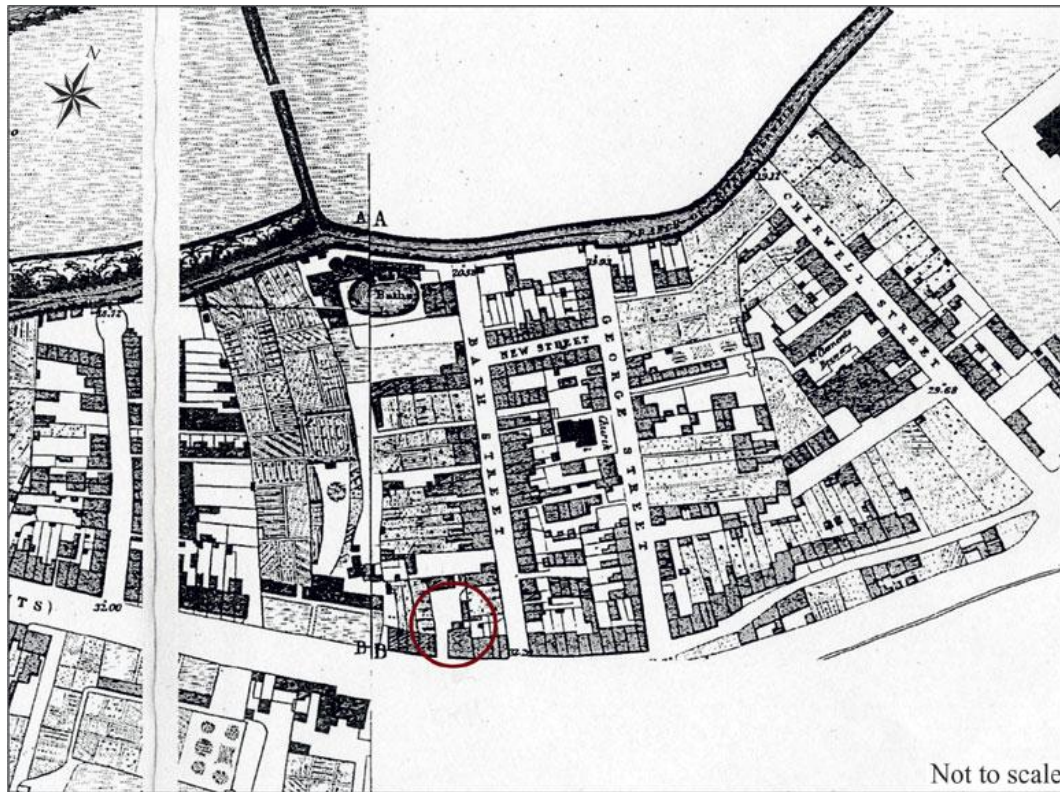
Historically the manor of St Clement's can be dated to 1004 when Ethelred granted 3 hides of land to Saint Frideswide's (VCH 1957, 258-266). The manor was later known as Bruggeset or Bolshipton. In 1122 Henry I confirmed 2 hides of land to Saint Frideswide's. The place-names on this early charter are difficult to locate and it is only Hacklingcroft Meadow that can be located (where the new church now stands). The boundary of the parish on the north and east followed Gypsy Lane, and also has other outlying pieces in Cowley Fields. In 1279 the estate contained 3 carucates of land and had 28 cottages. At the dissolution of the monasteries the farm passed to Cardinal College and was eventually in 1547 sold to John Brome (Browne) the Lord of Headington. Manorial rights at this time passed to Headington Manor. The estate at this time is known to have covered the entire parish of Saint Clement's and the southwest part of the parish of Headington.

The original royal chapel was given to Saint Frideswide's in 1122 by Henry I (VCH 1957, 258-266). The church was originally located on the Plain between the Headington (Saint Clement's) and Cowley Roads. In 1129 Osney Abbey claimed rights in the chapel due to their holdings which were acquired from Robert d'Oilly and included the church of Saint George at the Castle. In 1142, after a dispute with Eynsham Abbey, the church of Saint Frideswide was confirmed as rector and of the associated churches of Headington and Marston. In 1535 Saint Frideswide's received a pension from the chapel.

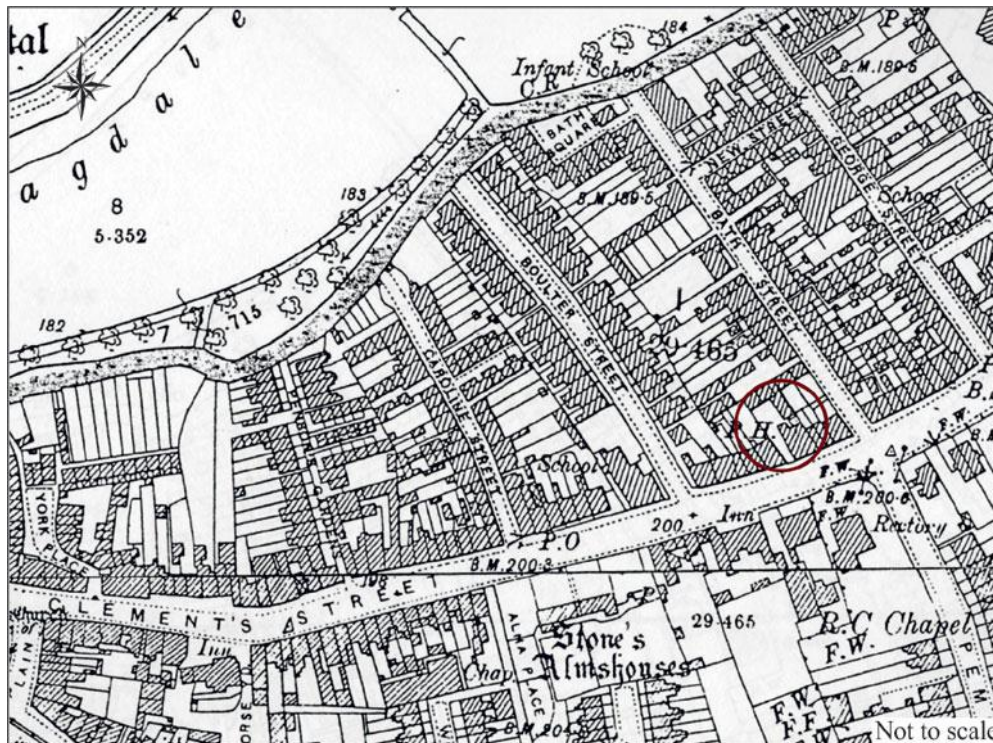
The church of Cowley was acquired by Osney Abbey from Henry d'Oilly (VCH 1957, 76-96). In the 12<sup>th</sup> century the church at Iffley was claimed as a chapel of Cowley (VCH 1957, 189-206). The parish of Saint Clement's appears to be at the centre of a series of disputes that are indicative of the later parishes of Headington, Old Marston, Elsfield, St Clement's, Cowley and Iffley originating as a single royal estate, most of which was awarded to Saint Frideswide's, except Cowley and Iffley which became attached to saint George's church at the Oxford Castle, and which gave rise to the disputes in St Clement's parish and church.

Much of the medieval settlement was demolished during the Civil War to construct defences guarding the river crossing (VCH 1957, 260) but rebuilding appears to have been rapid to judge from Loggan's map of 1675 (Bridges 2003, SC&IR7; VCH 1979, 92-3) and the oldest surviving buildings in the area (eg Old Black Horse Inn) date to this time. Further major changes took place after the Mileways Act of 1771 (VCH 1957, 259) when the approaches to Magdalen Bridge were reconstructed, the Iffley Road created and the road up Headington Hill turnpiked. The steep gradients here had previously caused constant maintenance problems and after this improvement it became the main road to London via High Wycombe.

Pre-19<sup>th</sup> century development was concentrated in St Clement's Street, the road to London, and can be seen peripherally on a number of early maps of Oxford, such as Hollar 1643 (Bridges 2003, SC&IR 6), but the first large scale map of the whole area is Robert Hoggar's of 1850 (Map 1). Thereafter the series of large scale Ordnance Survey maps from 1876 documents the late 19<sup>th</sup> and early 20<sup>th</sup> century development of the area (Map 2), principally between the Cowley and Iffley Roads (Bridges 2003, SC&IR 14-20).



Map 1: 1850 Hoggar



Map 2: OS 1900 (2<sup>nd</sup> ed) 1939 map shows no difference

In the 1770s there were some 60-80 households living in the parish. This had risen to 130 by 1820 and the population doubled in the next three years, partly due to slum clearance in the centre of Oxford (VCH 1957, 263). They were housed in a series of new streets running in parallel from the north side of St Clement's Street to a cut of the Cherwell; these proved insanitary and cholera broke out in 1832. Development of the fields behind the frontage on the south side of St Clement's Street only took place after 1853 with the enclosure of Cowley parish (Bridges 2003 SC & IR11).



By the 18<sup>th</sup> century St Clement's had a number of inns and ale-houses which were a popular resort of members of the university and the first reference to the Coach and Horses is in 1774 (VCH 1957, 260); directory references make it clear that it has been known by this name ever since. It occupies a plot at the east end of St Clement's (High) Street, outside the medieval nucleus of the settlement and was probably developed to serve the increased Oxford-London coaching trade after the 1771 road improvements (Honey 1998, 41). There is a carriageway to one side of the building and formerly a stable yard at the rear. These buildings can be seen on the 1850 map and successive editions of the Ordnance Survey from 1886 to 1939 but by 1958 they had been demolished. The property was acquired by Morrells brewery in the 19<sup>th</sup> century and proprietors can be traced through street directories from 1840; it was then John Wiblin. For much of the 20<sup>th</sup> century it was kept by just two licensees; E Blackford from 1936-59 and K Coggins until 1984. The premises were modernised in 1976 (Marriott 1978, 11), Morrells brewery closed in 1998 and the building was sold in 2001.

The building (No 62) lies on the north side of St Clement's Street towards the east end of the built-up frontage where it gives way to open land at the bottom of Headington Hill. It is in the middle of a block of properties between Boulter Street and Bath Street, all set directly on the street frontage, and is divided from the property to the west (No 61) by a carriageway with modern gates.

The adjoining properties in the block form a piecemeal group of late 18<sup>th</sup> or early 19<sup>th</sup> century date, one or two bays wide and three-stories high with a common roofline (Bridges 2003, 4.2.13). They have plain brick façades, with the exception of No 64, which is rendered; most have inserted shop-fronts of various dates and are marred by a selection of replacement doors and windows, including double-glazed diamond lattice. The best of the group is No 61, constructed of Flemish bond brickwork with vitrified headers; it has a parapet, ashlar quoins and a shop front appropriate to the style of the building. At the west end of the block on the corner of Boulter Street, a late 19<sup>th</sup> century creation, is a contemporary four-bay building (No 58) with a rather higher roofline; it has an ashlar façade above a modern shop-front. East of Bath Street is a terrace of six more early 19<sup>th</sup> century houses, all with detrimental modern alterations (Bridges 2003, 4.2.14) and beyond them a redevelopment of the 1960s. Bath Street itself is a modern development of small terraced houses.

The opposite side of St Clement's Street has quite a different character with a series of detached buildings set back from the street frontage (Bridges 2003, 4.2.11-12). From the west on the corner of Jeune Street there is the 18<sup>th</sup> century Port Mahon Inn, a Catholic chapel, later a school dated 1909, and a former rectory, built in 1861. A house of similar date on the opposite side of Rectory Road (formerly Pembroke Street) was replaced by a three storey block of flats in the 1970s.

### **3 DESCRIPTION OF THE COACH AND HORSES PUBLIC HOUSE**

#### **3.1 Introduction and General Description**

The building lies on the northwest side of the St Clement's Road, with its main façade facing towards the southeast. The main structure is of a sub-rectangular shape and located at the southeast end of the building (Fig. 2). There are four levels located in this part of the building plus the attic space. On the northwest side there is a single story extension, part of which is a lean-to structure.

#### **3.2 Southeast facade**

The southeast façade is asymmetric with three bays, plain except for a string at first floor level and is constructed of stuccoed brick, lined-out to simulate ashlar below a low-pitched Welsh slate roof (Fig. 3, plate 1). The central door has a surround of simple earlier 19<sup>th</sup> century type with a narrow sloped hood on console brackets (plate 2) and the ground and top floors have sash windows of the same date. Sixteen light on the ground and twelve light on the second, all with sills. The first floor windows have replacement aluminium casements and the central windows on both upper floors are blind. There is a modern wrought iron bracket for a public house sign and six lights.



Plate 1: Southeast facade



Plate 2: Front Door details

### 3.3 Southwest façade

The southwest façade is of brick below and rendered above with a gable end, showing a low pitched roof (Fig. 3, plates 3 and 4; direction of photographs for plates shown on Fig. 2). This faces onto the side drive or carriageway where there is a car port. On the ground floor of the gable there is a door on the ground floor (left hand side), above which are two windows, one on the first floor and the other on the second, with slightly segmental arches. To the rear of this is the remains of a single story extension, the part nearest the older part of the public house contains a lean-to, while that furthest away has a flat roof. In the lean-to part are the remains of a patio door, in the next part of the extension a window and a door, and in the end part a further door. The extensions to the rear all appear to be of a later date.



Figure 2. Floor plans of Coach and Horses

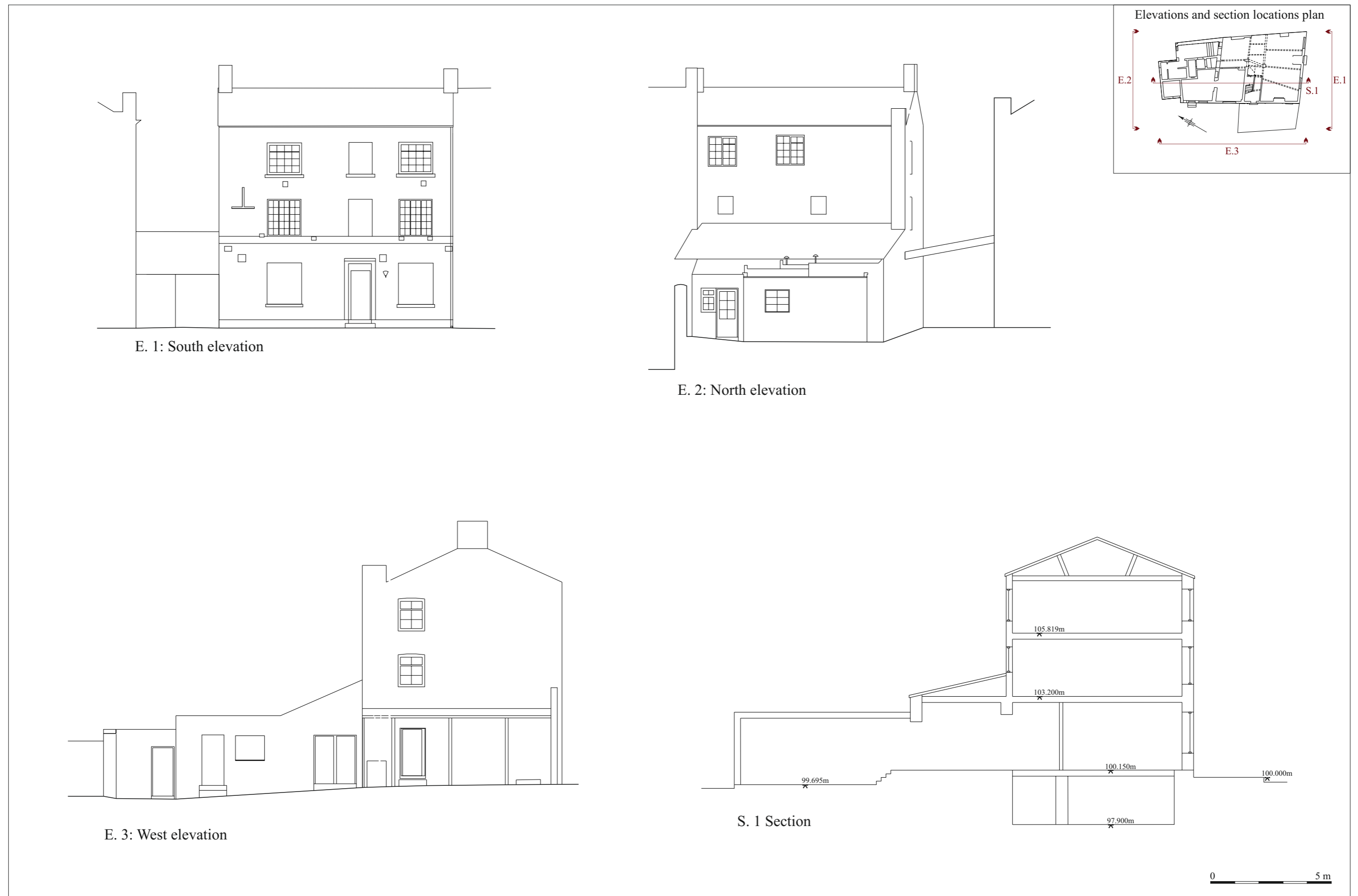


Figure 3. External elevations and section of Coach and Horses



Plate 3: Southwest elevation from front



Plate 4: Southwest elevation from rear

### 3.4 Northwest façade

The yard at the rear is enclosed by a brick wall; 19<sup>th</sup> century on the west side, modern elsewhere. There is no trace of the former stable buildings and the yard is in-filled with a series of single-storey 20<sup>th</sup> century extensions of no architectural merit. On the ground floor a door with adjacent window lies on the left and to the right a six light window (Fig. 3). Above this level the back wall of the main building has been rebuilt in later 20<sup>th</sup> century brickwork with contemporary windows (plate 5).

### 3.5 Northeast façade

The northeast has no proper elevation with this being joined to the neighbouring property no. 63 (not illustrated). The walls of the successive extensions are blank incorporating the yard wall.

### 3.6 Roofs

The main roof on the older front part of the building is a shallow pitched roof with two gable ends (one adjoining no. 63), with chimneys located at each end. The lean-to and flat roofs are of modern materials.



Plate 5: Modern rear wall, northwest elevation



Plate 6: Bar area

### 3.7 The ground floor

Internally the ground floor has been opened up to form one large interconnecting C-shaped space with modern finishes; access is from the street and there would have been a central corridor originally. A modern entrance hall has been inserted (plate 6). The only surviving element from the earlier floor plan is the lateral passage to the side door which houses the staircase to the landlord's living quarters. This is of early 19<sup>th</sup> century type with stick balusters and a turned end post to the landing handrail (balusters replaced). A lower stair leads down to cellars.

The wall between the lean-to structure and flat roofed extension is wider than would have been expected on the plans and pictures (plates 7 and 8), as is the wall along the partition on the northeast side. There is the possibility that these may once have contained earlier walling. A door and window at the north side of the lean-to leads into a passageway with steps. There are a series of smaller rooms to the southwest of this passage forming a toilet area.



Plate 7: Door and window rear of the bar



Plate 8: Door and window from inside the passage

### 3.8 The first floor

On the first floor there were formerly two main rooms at the front of the house (plates 9-10). These have no surviving historic features and the partition wall has been removed, leaving the ceiling beams unsupported. Chimneybreasts survive but with blocked fireplaces. On the northeast wall there is some panelling (presuming not original). The windows are replacements and there is an outline of the blocked window. There are two small back rooms at either end of the landing (plate 11). The southwest room has a sash window; the north eastern has a blocked modern window.



Plate 9: Views of the first floor



Plate 10: Views of the first floor



Plate 11: Landing



### 3.9 The second floor and attic

The stairs to the top floor have lost their handrail; there is a modern window above the stairwell.

At either end of the landing there are rooms, the one at the southwest end contains an original sash window with nine lights and a moulded surround. The room at the northeast end of the building has a modern window located in the rear wall.

The front rooms have been amalgamated with the central partition removed and the roof structure exposed; the partition wall to the landing is modern. The fireplace at the northeast end has been blocked, but has the outline of a mantelpiece. The two windows contain sash windows.

The exposed roof beams have queen struts and princess struts, but no interrupted tie beam.



Plate 12: Northeast end of second floor



Plate 13: Truss arrangements



Plate 14: Southwest room, second floor

### 3.10 Cellar

The basement covers the whole area of the old building. There is a long passage at the rear of the cellar divided into two. The stairs descend in the in the southwest part. The front of the cellar is divided into three unequal components, all of which are whitewashed. The southwest unit is entered from the northwest and contains a brick barrel vault (Fig 4, plate 15), and presumably has the base of the chimneybreast in the southwest wall. The central and northeast unit are separated by a narrower partition, and are entered on the northwest side of the central unit. In the southeast wall of the central unit are the remains of a blocked opening with a segmental arch (plate 16). The opening once extended to the floor of the cellar, but was at one time partially blocked up and then later completely blocked. The lower part of the infill is set in a slightly narrower opening. The arch is probably slightly out of line with the door and may provide the original reason for the asymmetrical appearance of the external front façade. It is likely that this opening represents a barrel run. In the northeast wall of the northeast unit is the base of the chimneybreast in which an arch is evident (plate 17).



Plate 15: Cellar vault

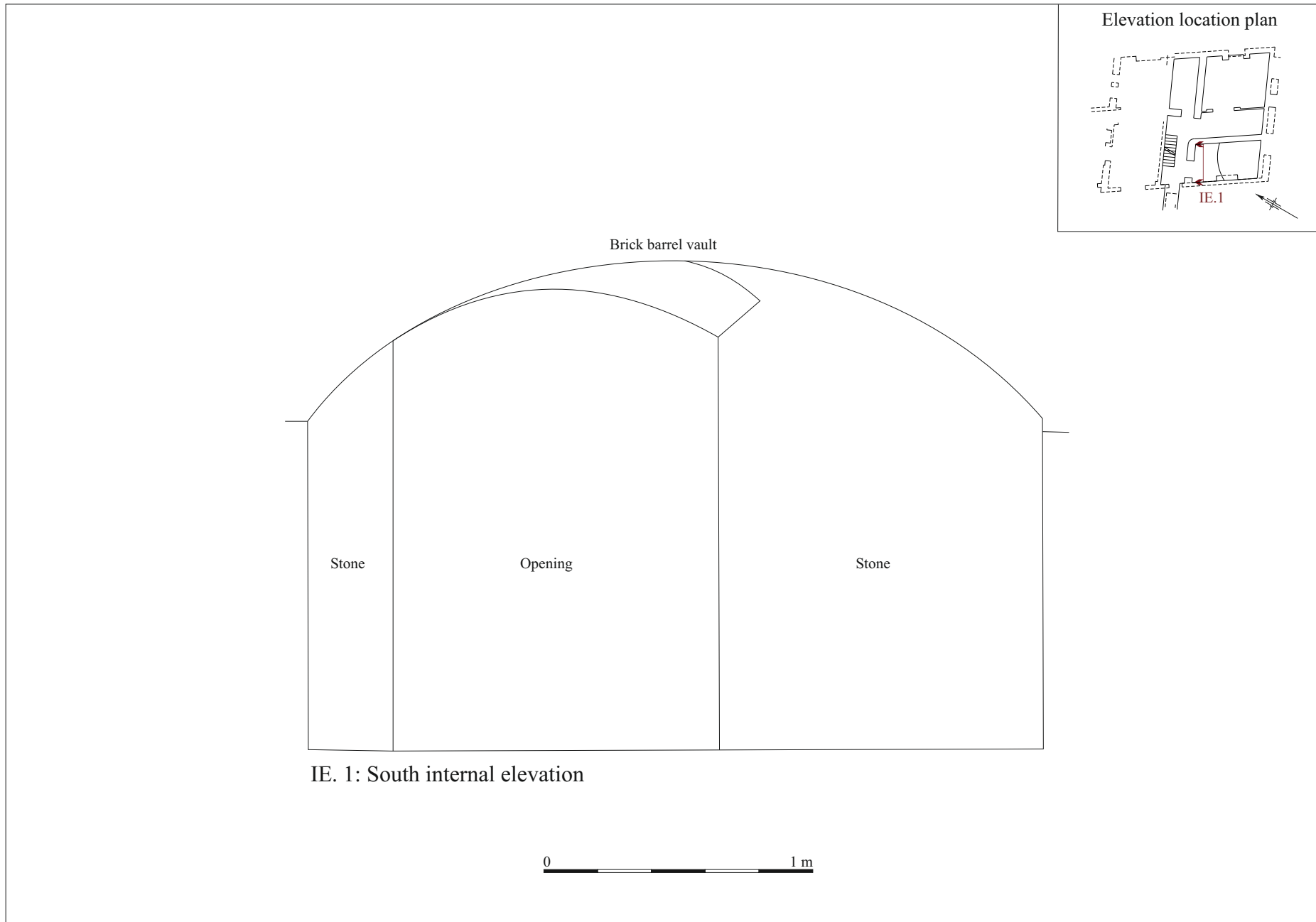


Figure 4. Basement internal elevation, Coach and Horses



Plate 16: Central front part of cellar



Plate 17: Base of northeast chimneybreast in cellar

### 3.11 Photograph observations

The 1960s and 1970s extensions and back walls were demolished, and a series of trenches cut to take the foundations. These were not witnessed and only three photographs have been provided of the cuts, two of which the foundations had already been constructed in. Only one foundation cut picture taken showed evidence of a section (plate 18), and this due to the lighting is not totally clear. It is possible to suggest that there were five contexts visible here. The first context (1) represents the dark natural clay. Above this is a garden soil (2), which has a rubble disturbance layer across the top. Cut into this were the foundation cuts of the 1960s or 1970s extensions (3) and the walls (4) and backfill that filled them (5). No proper descriptions of these contexts can be provided as they were not witnessed.

Presumably the hope was that evidence of the earlier wall lines of the 18<sup>th</sup> century stables (or perhaps middle 17<sup>th</sup> century at most) would be detected, but no appropriate pictures survive to

provide this evidence, and the two thick walls on the architect's drawings located in the single storey structure were not inspected without their modern plaster.



Plate 18: Foundation trench on boundary with no. 63 (possible stone boundary wall)

## 4 ASSESSMENT

### 4.1 Phases

The structure can probably be divided into two main phases, although there are some features that remain ambiguous and may be part of an earlier phase. Phase 1 concerns the development of the building in the period 1820-40, and Phase 2 in the 1960s to 1970s.

Phase 1 structure consisted of the front wall, and the two side walls of the old part of the building at the southeast end of the structure; the walls in the cellar, attic features, part of the stair well. The thickness of the wall at the back of the lean-to and the wall against the partition with no.63 are thick and it is possible that they may have survived from an earlier date.

The definite Phase 2 features include much of the extension to the rear of the building, internal refitting on the ground floor, internal partitions on the first and second floor, and the rebuilding of some or all of the first and second floor back wall.

### 4.2 Listed Status

The structure is not listed but lies within a conservation area.

### 4.3 Historic and Architectural Assessment *(by Kirsty Rodwell)*

As a purpose-built public house documented from 1774, which probably originated to service the coaching trade, the building has an interesting history within its local context. However no 18<sup>th</sup> century fabric survives; the oldest parts of the building date to the early 19<sup>th</sup> century and the stables were demolished in the mid 20<sup>th</sup> century.

The present building dates to the early 19<sup>th</sup> century; surviving features suggest a date bracket of *c.*1820-40, a period of population expansion in the streets to the north. Within its context as a working class suburb of Oxford the standard of building and architectural detailing are of average quality for the period.

The principal survival from this period and the only part with any architectural pretensions is the

street elevation. The side elevation to the carriageway has no architectural merit and the rear elevation is a later 20<sup>th</sup> century rebuild, mainly an expanse of blank brickwork. The yard is filled with a jumble of single storey 20<sup>th</sup> century extensions of no merit.

The interior has lost any historic integrity by the opening-up of the ground floor into a series of interconnected open spaces. This has been carried out expediently to maximize floor space, so that it lacks architectural coherence and the rear has little natural light. Rooms on the upper floors have also been knocked through and modernised; consequently with the partial exception of the staircase, there are no surviving historic features.

In the wider context of its setting within the street, the building is one of the larger units in the centre of a low key block between Boulter Street and Bath Street (Bridges 2003, 4.2.13). The buildings range in date from the late 18<sup>th</sup> to the late 19<sup>th</sup> century in a street which contains a wide mix of dates and styles, including a number of modern buildings, with no one type predominating. The Conservation Area Appraisal (2003) considered that this block detracts from the grouping of trees and buildings, generally of higher architectural quality, on the opposite side of the street (ibid, 4.2.11):

*'These are the beginning of an important continuous line of trees on the south side of St. Clement's Street which are quite prominent due to the gradual concave curve here. The buildings on the convex north side (nos. 58a to 76) are also prominent for the same geometrical reasons but by contrast disappoint due to their mediocre quality. Their appearance has been harmed by the unsympathetic modern alterations to their fenestration and shop fronts.'*

In terms of the character and appearance of the conservation area the street frontage of the Coach and Horses is a plain early 19<sup>th</sup> century elevation which is visually neutral, making no specific contribution to, but not detracting from its setting. However the overall historic integrity of the building has been removed by the piecemeal modernisation which has taken place internally and at the rear, leaving little older fabric intact. This later work has no architectural merit.

## **5 THE CURRENT PROPOSAL**

The current proposal was to renovate the building, but retaining the architectural features of the building that contain merit. Those elements to be retained included the façade, the barrel vault in the cellar, the roof trusses. The chimneybreasts have been maintained and the partition wall on the northeast side. Only part of the south outside wall has been maintained.

The proposal was to remove the 20<sup>th</sup> century back wall of the present building and part of the side wall of the early 19<sup>th</sup> century structure. Two of the walls in the rear extensions are extremely wide on the plans and could have been retained from earlier buildings.

## **6 CONCLUSIONS**

The structure was constructed about c. 1820-1840, on an early site that has been in use from the 18<sup>th</sup> century. The site is thus important within the local history of St Clement's as a public house and coaching depot on the Oxford to London road.

The building has been considered to have an average status in respect to the architecture of the area, having said that there are some elements in the structure that are of note including the façade, barrel vault and features in the chimneybreasts.

The development was approved but no archaeological work was carried out at that time, so this is an attempt to create a record of the archaeology with a grade II building record and comments on any sections on photos taken of the excavations.

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5<sup>th</sup> December 2012