

Part B

Study Area Appraisals

Level 1	9.0	Edgar Street
	10.0	Broomy Hill
	11.0	King George V playing fields
	12.0	Portfields
Level 2	13.0	Eign Gate
	14.0	City centre
	15.0	Cathedral
Level 3	16.0	Urban village

8.0 Notes on appraisal method

All appraisals:

Each study area was analysed and sub-divided into smaller character areas according to the nature of the development and spaces. This was done broadly along the lines of (a) the period of the development of buildings within the area, so there might be late Georgian, Victorian, early 20thC etc., and (b) the predominant building use within an area which might be housing, light industrial, retail or 'mixed', in which case the mix is described.

On the page following the map showing sub-divisions, each sub-area is illustrated with a typical photograph, a few lines describing the main character, a few lines showing the strengths or positive aspects of the area and similarly a few lines on weaknesses. The strengths and weaknesses do not necessarily relate to historic aspects, they are just simple observations on what was perceived as positive and negative aspects of the appearance of the area.

Level 2 appraisals

These take the analysis process a step further.

Firstly, within each study area the Legal designations on heritage protection are shown at a larger scale – CAs, Scheduled Monuments, Area of Archaeological Importance and Listed Buildings. Within each study an additional category of buildings considered eligible for a 'Local List' has been identified. These tend to be buildings which have a distinctive character or quality in themselves, often with a named architect or designer, that contribute significantly to the character of the local area and are considered worthy of additional protection from demolition or insensitive alteration.

The map headed Contribution to Character looks at the way individual buildings add to or detract from the identified character of the area or sub-area. Some are considered essential, in that the character of the areas would be seriously weakened without them. These tend to be the landmark buildings or focal points of views etc. The next category are those which make a positive contribution to the area, whose loss would weaken, but not destroy the character of the area. Neutral buildings are those which have little effect on the character whilst the negatives are those which tend to weaken or let down the character. The few detrimental buildings are those whose presence seriously detracts, and their removal and replacement with a better building would be a positive improvement to the area.

The third map Visual Containment looks at the overall character of streets and spaces within the study area and the way they are enclosed or open and the views they provide. Within the study of townscape, the containment of a street is a strong element of its character. Streets which are closed in by buildings or both sides have a much stronger sense of place and individuality and contribute to the experience of moving along the street. Where this is the case courtyards and side streets are separate visual events and the whole becomes an experience of visual exploration. Where streets are open and not contained in this way there is no sense of anticipation and surprise and the street may be characterised as 'boring'. This map looks therefore at the way the streets are enclosed by buildings or walls and where this is the case it is noted as strong. Where there is less containment it is noted as 'neutral' meaning that the position is accepted and it would not be desirable or possible for other reasons not to effect a change. Where it is noted as 'weak' the opportunity to improve containment through redevelopment should be considered.

This map also considers views within and through the area. Focal point buildings are noted with an asterisk of two sizes according to significance. Views are considered as panoramic, where they are wide, static where they are in one direction and dynamic where there is a sequence of views unfolding as you progress along the street.

Level 3 appraisals (Urban Village Only)

This considers the development of the area in greater depth, considering the site section by section. It looks at the main factors which have influenced the layout of the area and the development of the key remaining historic buildings.

It considers particularly some of the ways the parts of the area which have greater historic significance could be developed so as to retain and enhance that significance to the benefit of the area and city as a whole.

9.0 Edgar Street

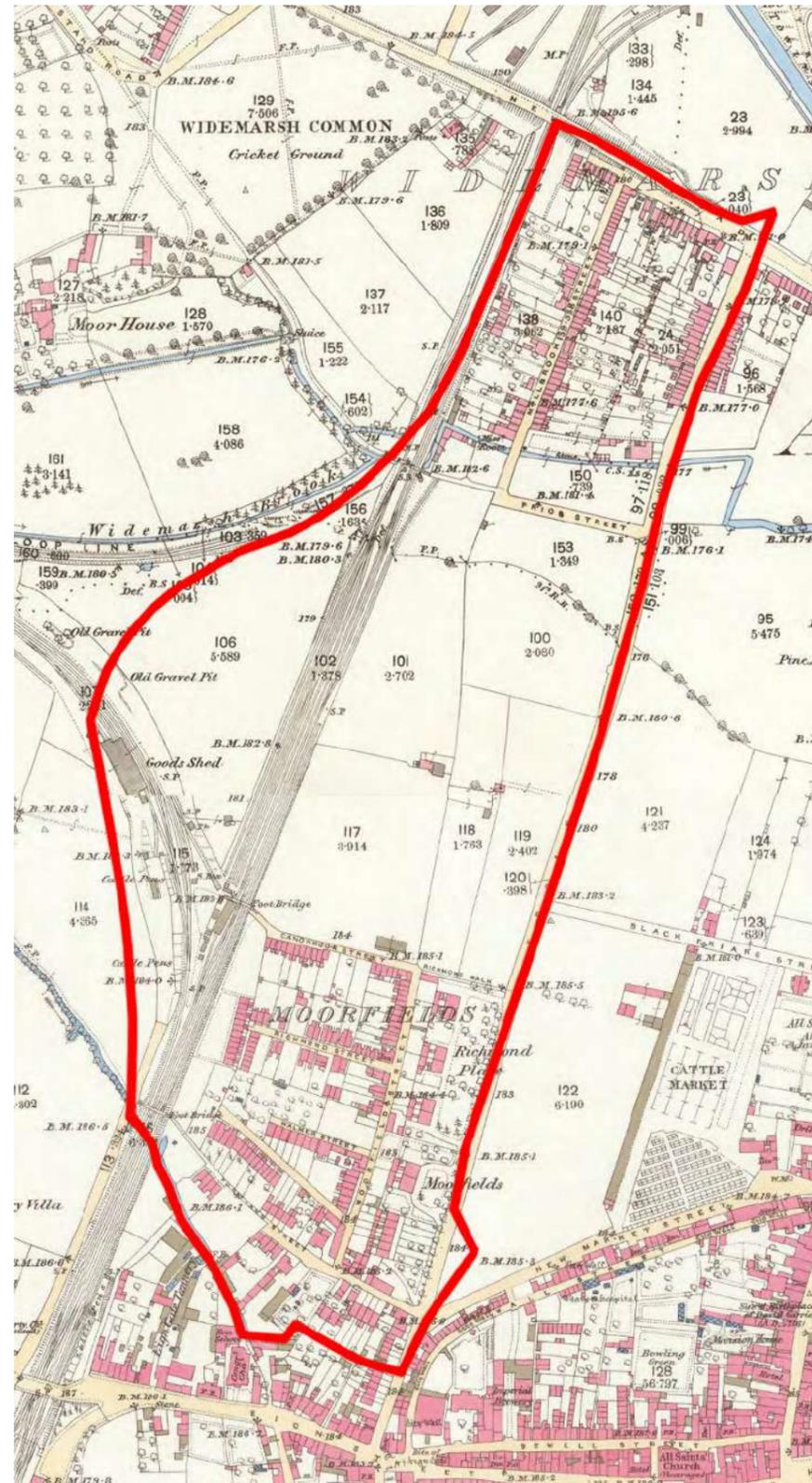
Historical note

The 1888 map clearly shows the reason for the limits of development on the west side as the former railway line which connected the main rail line to the north down to Barton station and lines to the south west. The curve which was installed to avoid shunting of trains and engines had not been installed, but followed in the 1890s.

To the east is the line of Edgar Street which was a newly laid out street in the 1860's to serve the newly constructed cattle market and to provide a more direct route from the north end of Widemarsh Street down to the south avoiding some of the narrower city streets. The construction of this street permitted development at the north and south of this zone.

At the south end there are the large Victorian villas which front to Edgar Street while to the rear of these are the streets of smaller scale housing in Portland Street, Walmer Street and Richmond Street up to Canonmoor Street. At the north end, Millbrook Street is shown partly developed and there are newer properties along what is now Newtown Road, but Prior Street was obviously still in course of construction as the map shows the street but no houses.

Between these two blocks of late Victorian development the map still shows open ground as small fields with hedge boundaries and isolated trees. This land must have become increasingly difficult to farm as it was isolated from other farmland to the west by the railway. It is perhaps surprising that the land was not fully developed until the late 20th century, as the only properties west of Edgar Street from the intervening years is the small number of pre WW2 houses.



Extract from 1888 map, originally 25" : mile

Summary of key issues

Traffic noise and pollution:

Edgar Street is now part of the A49 trunk route and as such experiences heavy traffic volumes throughout the day. The increased number of junctions along this road has meant that the traffic no longer flows freely but is interrupted by traffic light changes. In consequence there is more stationary traffic with stopping and acceleration giving rise to increased noise and pollution. It affects all the properties on the west, but the smaller houses at the north end which have no front gardens are badly compromised.

Separation from rest of the city:

This area of housing is to a degree isolated from the rest of the city by the urban motorway which is Edgar Street. For environmental and safety reasons it is not an easy street for the pedestrian to negotiate. Opportunities to re-create links across the street, to the Old Market and to the Tescos area should be sought.

Parking:

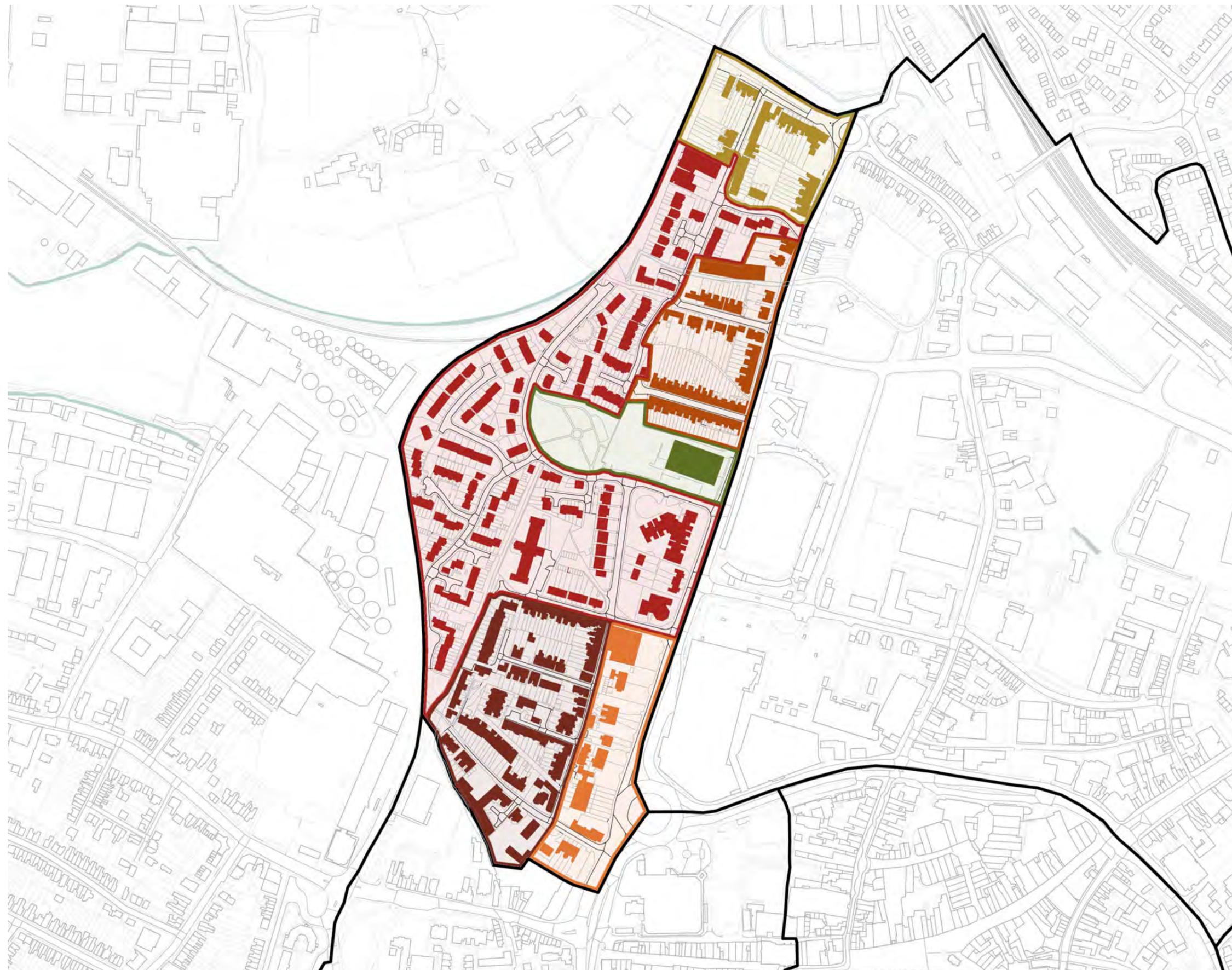
Increased levels of car ownership mean that in the narrow streets car parking is now a dominant part of the scene at street level. Opportunities to reduce this impact should be sought. If the streets are used for parking by shoppers or other visitors to the city this might be controlled by permits.

Preservation and enhancement of green space:

The green area provided by the theatre site and the play area to the rear (and to a lesser extent the housing association property just to the south) is a valuable asset to this part of the city. It provides a welcome relief to the otherwise fairly dense housing and to the hard surfaces of Edgar Street. This green-ness should be preserved and enhanced where possible.

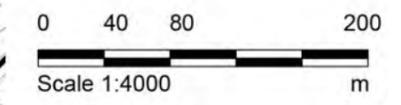
Great Western Way:

This is a valuable cross-city cycle route and walkway. It provides an additional way of experiencing a quieter and more natural landscape and should be maintained and enhanced where possible. The small area where the route deviates towards Widemarsh Common is somewhat uncared for and contains deposited rubbish which detract from the overall experience. The railway lines linking the main network to the Bulmer sidings remain but are seriously overgrown. A judgement on their long term future, and therefore maintenance and preservation is needed.



Character Areas

- Edgar Street Villas
- Portland St to Canonmoor St
- Modern Residential
- Theatre Green
- Moor St to Prior St
- Newton Road Corner



Map 20.0 Edgar Street character areas

Character Sub-area	1	2	3	4	5	6
						
Name	Edgar Street Villas	Portland St to Canonmoor St	Modern Residential	Theatre Green	Moor St to Prior St	Newton Road Corner
Main Character	<ul style="list-style-type: none"> • 3 storey late Georgian villas • Brick built • Large front gardens • Some mature trees 	<ul style="list-style-type: none"> • Late Victorian terraces • Some modern infill • Narrow plots • Houses front onto streets 	<ul style="list-style-type: none"> • 2 storey modern residential • Some sheltered housing • Includes Salvation Army church 	<ul style="list-style-type: none"> • Open space • Includes contemporary theatre • Green space recreation area 	<ul style="list-style-type: none"> • Late Victorian terraces • Some modern infill • Narrow plots • Houses front onto streets • Includes community church 	<ul style="list-style-type: none"> • 3 storey late Georgian villas • Brick built • Large front gardens • Some mature trees
Strengths	<ul style="list-style-type: none"> • Consistency of height and style • Walled front gardens • Good quality trees 	<ul style="list-style-type: none"> • Consistency of scale • Good period details 	<ul style="list-style-type: none"> • Good quality design • Good gardens and green areas • No through traffic • Pedestrian and cycle areas 	<ul style="list-style-type: none"> • Good quality design of theatre • Good maturing trees • Provides open space amidst dense housing 	<ul style="list-style-type: none"> • Consistency of scale • Good period details 	<ul style="list-style-type: none"> • Consistency of height and style • Walled front gardens • Good quality trees
Weaknesses	<ul style="list-style-type: none"> • Use of inappropriate replacement windows / doors • Loss of trees 	<ul style="list-style-type: none"> • Use of inappropriate replacement windows / doors • Impact of residential car parking 	<ul style="list-style-type: none"> • Some rather bland designs • Lack of tree planting 	<ul style="list-style-type: none"> • Wide expanse of car park 	<ul style="list-style-type: none"> • Use of inappropriate replacement windows / doors • Some houses front onto major thoroughfare • Impact of residential car parking 	<ul style="list-style-type: none"> • Use of inappropriate replacement windows / doors • Some houses front onto major thoroughfare • Open frontage of Hearts of Oak car park weakens corner visually

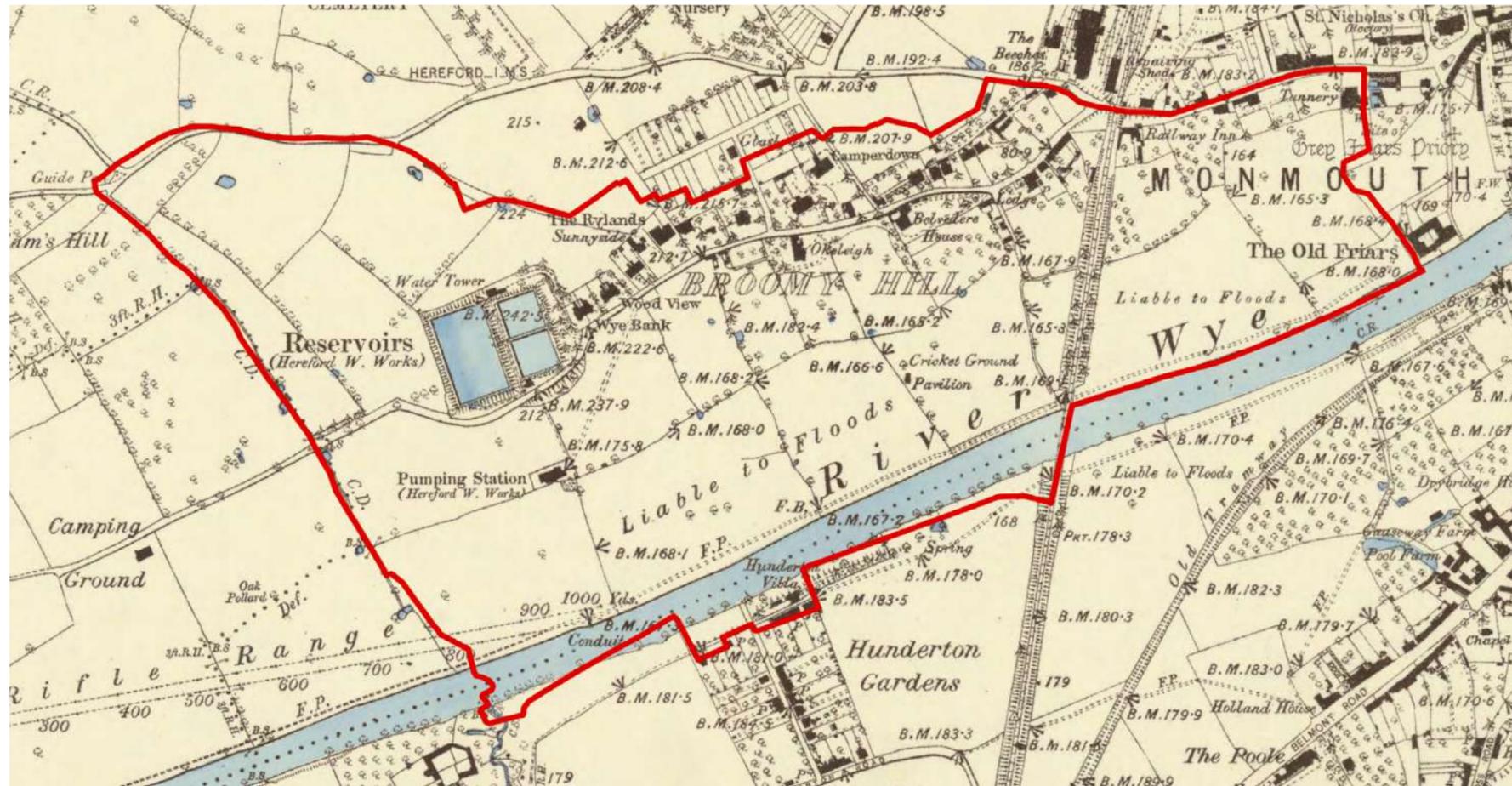
10.0 Broomy Hill (Level 1)

Historical note

This map extract shows that by 1887, the Broomy Hill area had largely reached its present form and character. Through the centre of the area is the line of the Newport, Abergavenny and Hereford railway with its station at Barton just off the top of the map. To the west is the Hereford Water Works pumping station just north of the river, with large open reservoirs having been constructed on the top of the adjoining hill. The Water Tower is shown just to the north of the reservoirs. It is clear from the line of the road that it had been diverted away from the brow of the hill to allow the construction of the reservoirs. Alongside this road, and particularly on the north side there is the line of Victorian villas which appear to be much as they are today. However immediately to the north of this Tower Road appears to have been just laid out as individual plots for houses are shown, but not the houses themselves.

Alongside the river, the meadows are noted as 'Liable to flood', but next to the railway line is an area noted as a Cricket Ground with its pavilion.

Immediately to the east of the Barton Road railway bridge the Railway Inn is shown which was demolished only in the last ten years to permit the construction of the block of apartments. Further to the east of this again there is only a small number of house on the south side of the road, whereas now all these plots have been taken up for houses. A tannery is shown just opposite St. Nicholas's church on the south side of the road.



Extract from 1887 map, originally 6" : mile

Summary of key issues

Victorian villas:

Not many of these properties are listed and yet a number are of sufficient architectural interest to merit inclusion on a Local List. One of the significant problems with unlisted properties is their vulnerability to change through the incorporation of inappropriate replacement windows and doors. It would be desirable to resist such changes, and methods for doing this are discussed more fully in the Recommendations section of this report.

Extent of Conservation Area:

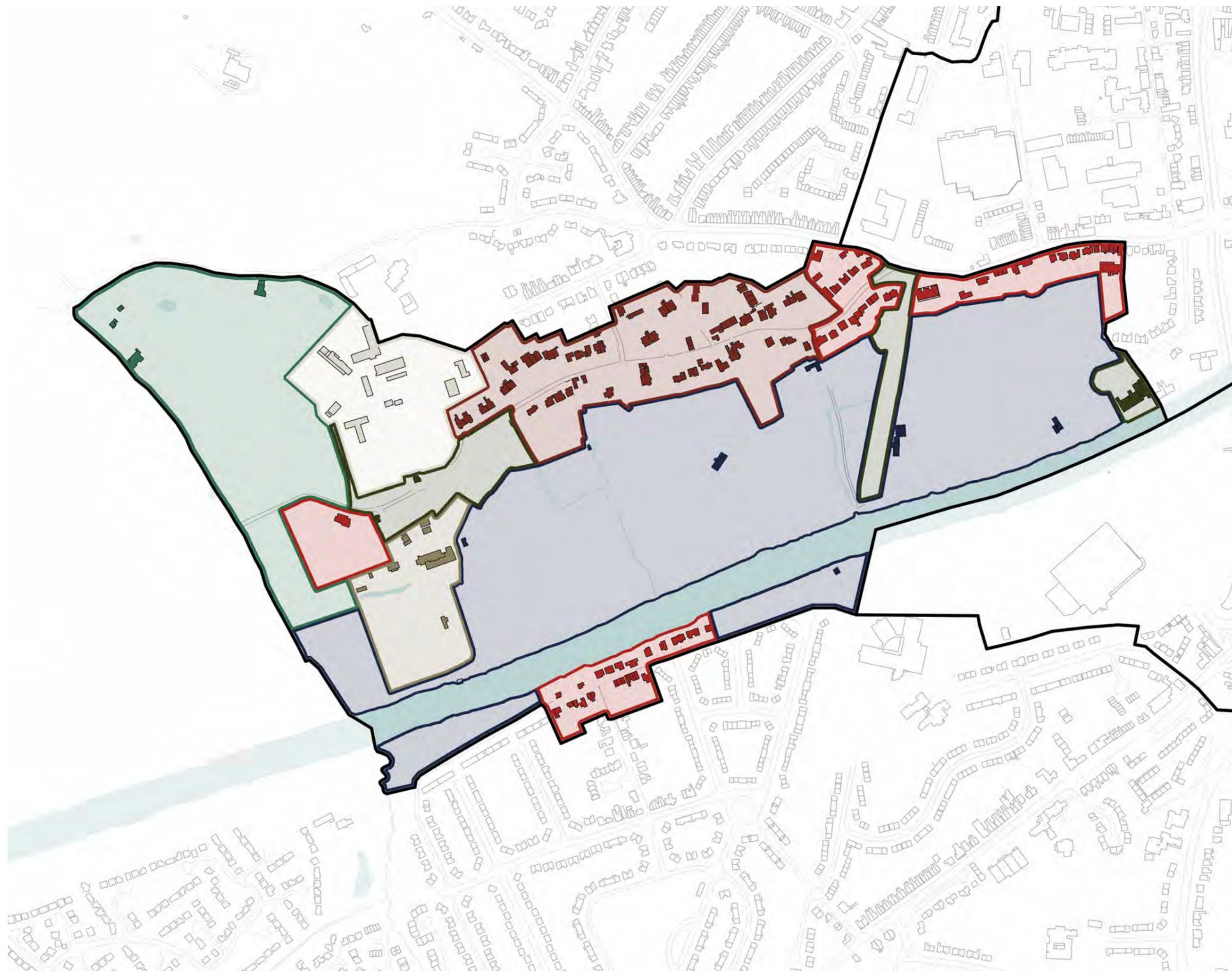
There are opportunities for extension of the Area to include Tower Road to the north.

Trees:

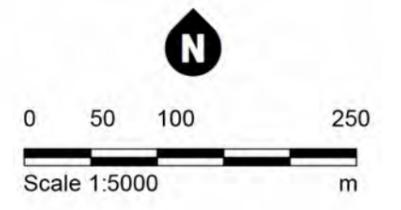
Mature trees are a vital part of the visual character of the area. Some are becoming 'over-mature' and beginning to reach the end of their life or are suffering storm damage. Careful management and succession planting should be undertaken. Trees on the Great Western Way are too dense and thinning is required.

Riverside meadows:

The meadows are an essential part of the character of the area and provide recreational opportunities for the residents of the city generally as well as particular user groups. Improving access to these through upgrading access lanes and a better standard of parking area would be desirable. Some of the present parking areas detract from the overall quality of the area through poor surfacing, inappropriate boundary treatments or through poorly considered signage. Improvements in these areas would be beneficial. The riverside path is partly asphalted, but it is heavily used and it would be beneficial to extend the hard surfacing at least as far as the waterworks lane.



- Character Areas**
- Riverside Grass Land
 - Wooden Land
 - Parkland
 - Water work sites
 - Mainly 20th C Houses
 - Mainly Victorian Houses



Map 21.0 - Broomy Hill Character Areas

Character Sub-area	1	2	3	4	5	6	7
							
Name	Riverside Grass land	Wooded Land on Broomy Hill on GWW	Parkland	Water works site	Mainly 20th Century Houses	Mainly Victorian Houses	Museum
Main Character	<ul style="list-style-type: none"> Open level grassland Borders river Playing fields use Some mature trees 	(a) Mature and semi-mature woodland with conifers (b) Linear woodland – mainly sycamore	<ul style="list-style-type: none"> Sloping land used for grazing Isolate individual trees and fenced coppices Mature oaks and some evergreens 	<ul style="list-style-type: none"> Plateau area with subterranean water tanks High water tower Tree screens 	<ul style="list-style-type: none"> Mainly 20thC houses on south side of road Some Victorian houses Some modern apartments complexes 	<ul style="list-style-type: none"> Tall Victorian villas with good modern infills Mainly brick with some stone and render Brick garden walls to roadside Mature evergreen trees and gardens Houses wholly or partly hidden from view 	<ul style="list-style-type: none"> Historic buildings Contemporary extension Outdoor exhibits
Strengths	<ul style="list-style-type: none"> Wide views within and out of area Row of mature poplar trees Riverside footpath Good for sports pitch use 	(a) Part of visual focus of Broomy Hill Contains good evergreens (b) Provides definition for GWW; provides shade and interest to route	<ul style="list-style-type: none"> Visual link to neighbouring countryside Attractive mature trees 	<ul style="list-style-type: none"> Water tower is visual focus from many viewpoints Screens of mature trees are significant elements of view 	<ul style="list-style-type: none"> Provides fairly continuous enclosure to edge of road Views through to riverside fields glimpsed through gateways Some good contemporary design 	<ul style="list-style-type: none"> Good quality well-proportioned houses Brick walls to road edge with gateways Good trees and garden shrubs Forms part of visual focus of Broomy Hill Quiet residential area 	<ul style="list-style-type: none"> Good quality buildings Attractive outdoor areas Works well with model railway
Weaknesses	<ul style="list-style-type: none"> Liable to flooding Muddy riverside path west of Hunderton bridge Parking and fencing visually confused around Rowing Club Rugby club buildings visually cluttered Land use west of GWW compromised 	(a) Storm and other damage to over mature trees; some cleared land needs re-planting (b) Trees now too thick, obscuring views and amenity; trees shade out grass to path verges	<ul style="list-style-type: none"> Overgrazing Depositing of rubbish Storm damage to mature trees Impact of new house 	<ul style="list-style-type: none"> Over-mature trees now subject to damage / decay 	<ul style="list-style-type: none"> Visual compromises e.g. poor replacement windows Narrow street and no footpath in parts Traffic noise and pollution 	<ul style="list-style-type: none"> Obtrusive security fencing Visually fussy 	

11.0 King George V playing fields (Level 1)

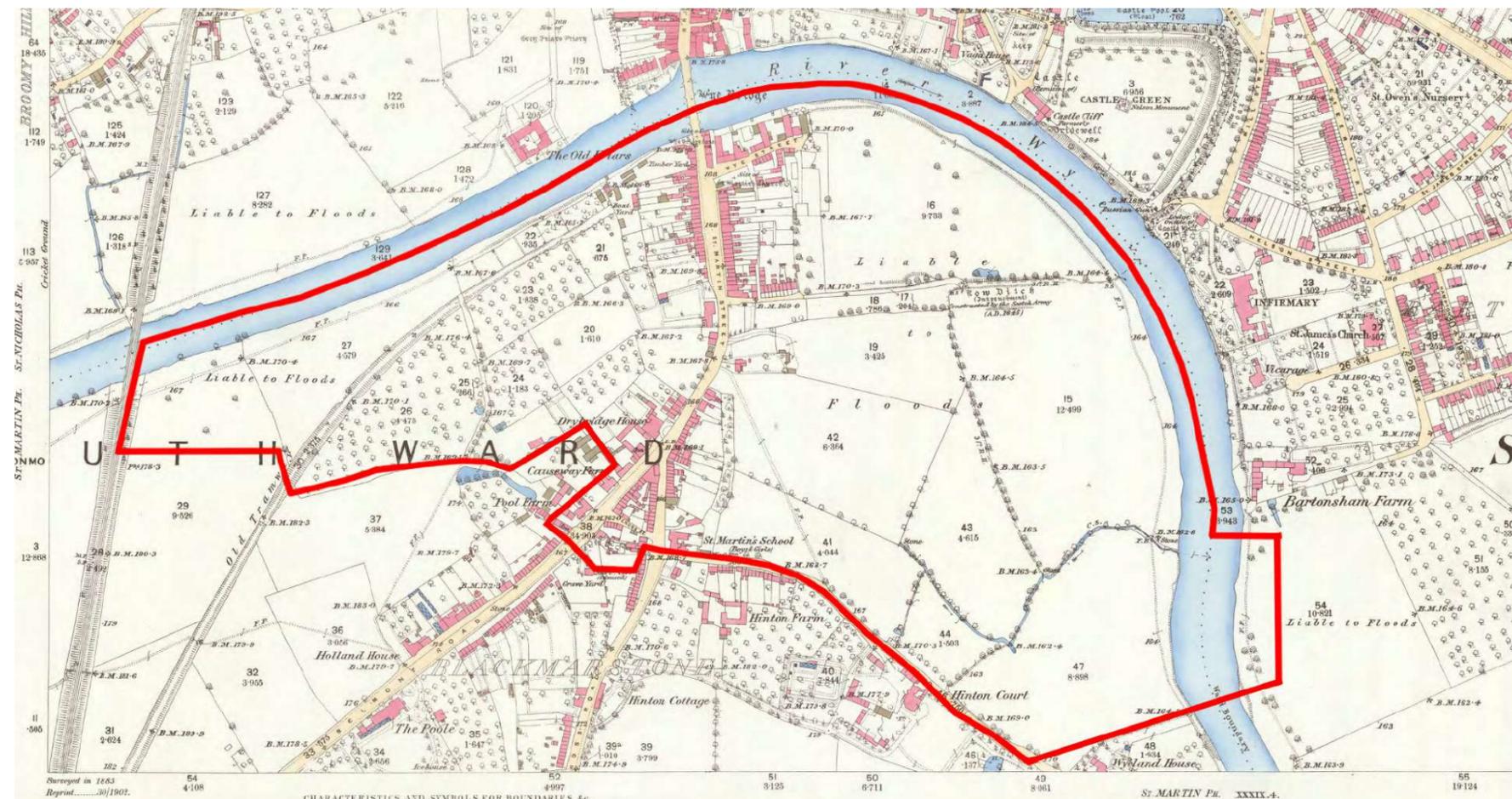
Historical note

The area shows remarkably little change from the 1888 map, largely because of the propensity for flooding which fact is noted on the map itself. St Martin's Street which runs through the centre of the area is at a slightly higher level and so avoids all but the worst of the floods, although the basements of the houses in Norfolk Terrace flood through back - drainage from the river. The gap in the houses along this street indicate areas which become inundated when the river is high.

To the east of St Martin's Street is an earthwork known as Rowe Ditch which was thought to have been part of the siege works of the Scotch army during the Civil War period, but archaeologists now think is linked with the enclosure of land south of the river as part of the Saxon burgh.

To the west of St Martin's street the line of the former tramway which linked Hereford to the Brecknock and Abergavenny canal is still visible. This connected to the coal wharf which was on the south bank of the river near to Wye Bridge.

The map shows a gap on the junction of St. Martin's Street and Wye Bridge Street which is the site of the former St. Martin's church. A new church was built further south during the Victorian period (date?)



Extract from 1888 map, originally 25" : mile

Summary of key issues

Landscape quality of playing fields:

The playing fields provide a very strong landscape feature and are a significant asset to the city, not only for recreation, but as part of the visual ensemble which includes also the river and the key buildings on the north bank. This landscape quality needs to be maintained by maintaining and caring for the trees – mostly in the form of avenues, and the ground surface itself. Some of the trees have been lost and some of the avenues were never completed and there is a strong argument for filling in the gaps due to loss and for completion of the avenues. The ground surface forms a clear open expanse of green, however this has been compromised more recently by the enclosure of areas for particular uses, using low or high fences or hedges. The most recent of these intrusions is the maze. Progressively these compromise the clarity of the green surfaces and the sense of spaciousness which generally prevails.

Visual intrusion onto the playing fields:

The swimming pool and sports complex, with its associated car parks has grown from a relatively innocuous bite out of the corner of the playing fields to a large and incoherent complex of structures which detract visually from the environment of this corner of the area. Inappropriate cladding could be renewed with something visually 'quieter' and increased tree planting around the banks on which the pool building sits would help to ameliorate these undesirable effects.

St. Martins Street environment:

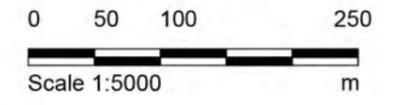
The environment of the street and the setting of the late Georgian houses have benefited greatly from the reduction in traffic volumes caused by recent restrictions. The street is largely a quiet residential one with some business outlets. However the street surface remains unchanged and is still in essence a dual carriageway. There is the opportunity to reconsider the traffic lane positions and the road surfaces themselves to enhance further the setting of the properties. Limited tree planting may also be a possibility.

Ross Road roundabout:

This is a large and busy traffic island with a complex pattern of traffic movements. The design is the result of the Highway Engineer's response to the application of formulae and regulations relating to vehicle movements. However the result is a visual disaster and a very unwelcoming approach to the city. Until traffic volumes are reduced, or traffic route design is reconsidered more generally this will no doubt remain. However there may be the opportunity to improve the visual qualities of the surrounding buildings by reconsidering signage, by infilling some of the gap sites to avoid 'visual leakage' and by improving the standard of the adjoining buildings by repair or redevelopment.



- Character Areas
-  Riverside Grass Land
 -  Supermarket and car park
 -  Allotment Gardens
 -  St Martins St & Wye St
 -  Roundabout & environs
 -  Playing fields



Map 22.0 - King George V playing fields Character Areas

Character Sub-area	1	2	3	4	5	6
						
Name	Riverside Grass land	Supermarket and car park	Allotment Gardens	St Martins St and Wye St	Roundabout and environs	Playing fields sport and leisure
Main Character						
	<ul style="list-style-type: none"> Band of grassland alongside river Includes riverside footpath Backed by flood embankment 	<ul style="list-style-type: none"> Irregular site Large supermarket building Surface car park Service yard Some community facilities 	<ul style="list-style-type: none"> Level ground with allotment plots Many sheds and greenhouses Visually busy 	<ul style="list-style-type: none"> Street of Georgian and Victorian houses Majority brick built Wide street Narrow house plots with deep gardens More varied designs along river frontage 	<ul style="list-style-type: none"> Divided traffic island with branching streets Mixed building abutting streets Multiple signs, traffic lights and lighting standards 	<ul style="list-style-type: none"> Large area of riverside grassland Playing field use dominant. Outdoor play areas in north west corner Overlooked by swimming pool complex Riverside and other foot paths with tree avenues
Strengths	<ul style="list-style-type: none"> Visually separated from development to rear Place for enjoyment of riverside walk Part used as play area 	<ul style="list-style-type: none"> Supermarket set back and reasonably discreet (as much as can be) Well maintained Provides some community uses 	<ul style="list-style-type: none"> Visually interesting Detailed landscape 	<ul style="list-style-type: none"> Consistency of design and height Good detailing Varied structures alongside river Low traffic levels Good quality recent infills 	<ul style="list-style-type: none"> Relatively free flow of traffic 	<ul style="list-style-type: none"> Wide sense of space close to city Good mature trees Well maintained Good views across river and of bridge Contains remains of Rowe Ditch
Weaknesses	<ul style="list-style-type: none"> Liable to flooding 	<ul style="list-style-type: none"> Car park access roads and pathways visually confusing Lack of soft landscaping 	<ul style="list-style-type: none"> Overgrazing Depositing of rubbish Storm damage to mature trees Impact of new house 		<ul style="list-style-type: none"> Uninteresting Street surface Corner building by bridge (w. side) has poor modern features Wye Bridge garage an unfortunate intrusion Wye Street car park visually intrusive Area overlooked by A49 	<ul style="list-style-type: none"> Gaps in tree avenues need replanting Liable to flooding – ground can be muddy Risk of visual intrusion by tennis court and other enclosures Visual appearance of swimming pool building confused and not worthy of setting First swimming pool car park obtrusive Low quality public toilet building Landscape design at foot of Victoria bridge could be enhanced

12.0 Portfields (Level 1)

Historical note

The key elements and features of this area were largely in place by the time of the 1888 map. To the east, the line of the railway, to the south the recently laid out and constructed Park Street which abuts the line of Rowe Ditch. Bartonsham Farm is in place in the south west corner with the Infirmary standing isolated above it. To the north of Park Street is the Militia Barracks on Harold Street and further north the advancing layout of terraces of late Victorian housing with the regularly laid out St Owen's nursery grounds between Green Street and Eign Road. The barracks building remains at the east end but the parade ground is now a grassed area.

Alongside Bath Street we see the Working Boys home and Industrial School, the first buildings of the school which was later to occupy the site. To the east of this, between it and the railway and the workhouse land is an area of vacant ground which shows the beginning of a grid of paths. Whether this was the early phase of a building development programme for the site is not clear. It wasn't until the early 1920s that the Hereford City Council developed this land for tenanted houses in a style reminiscent of the Garden City which was adopted for the development north of Barrs Court in 1908.

Summary of key issues

Garden city houses:

These houses appear to have transferred largely to private ownership. The desire to stamp individuality on houses is recognised, but the variation in windows, doors, external colour, front gardens and boundary treatments means that the visual cohesiveness of the estate has been largely lost. This could be recovered by the preparation of a design guide to assist owners and property managers. The grass verges have also lost many of their trees which has led to the street looking rather bare. This could be recovered by judicious replanting.

Victorian terraces:

These streets have an attractive scale and in many cases the houses exhibit ingenious and quirky detailing which add to their character. Again there has been loss of consistency and some of this character through the use of incongruous replacement doors and windows and in some cases, boundary treatments. One or two instances of overcladding of brickwork with 'stick-on' masonry units or render now mar the appearance of the streets as a whole. The visual character of the streets is now much altered by the presence of large numbers of parked cars. Efforts to reduce car numbers should be encouraged.

Harold Street barracks:

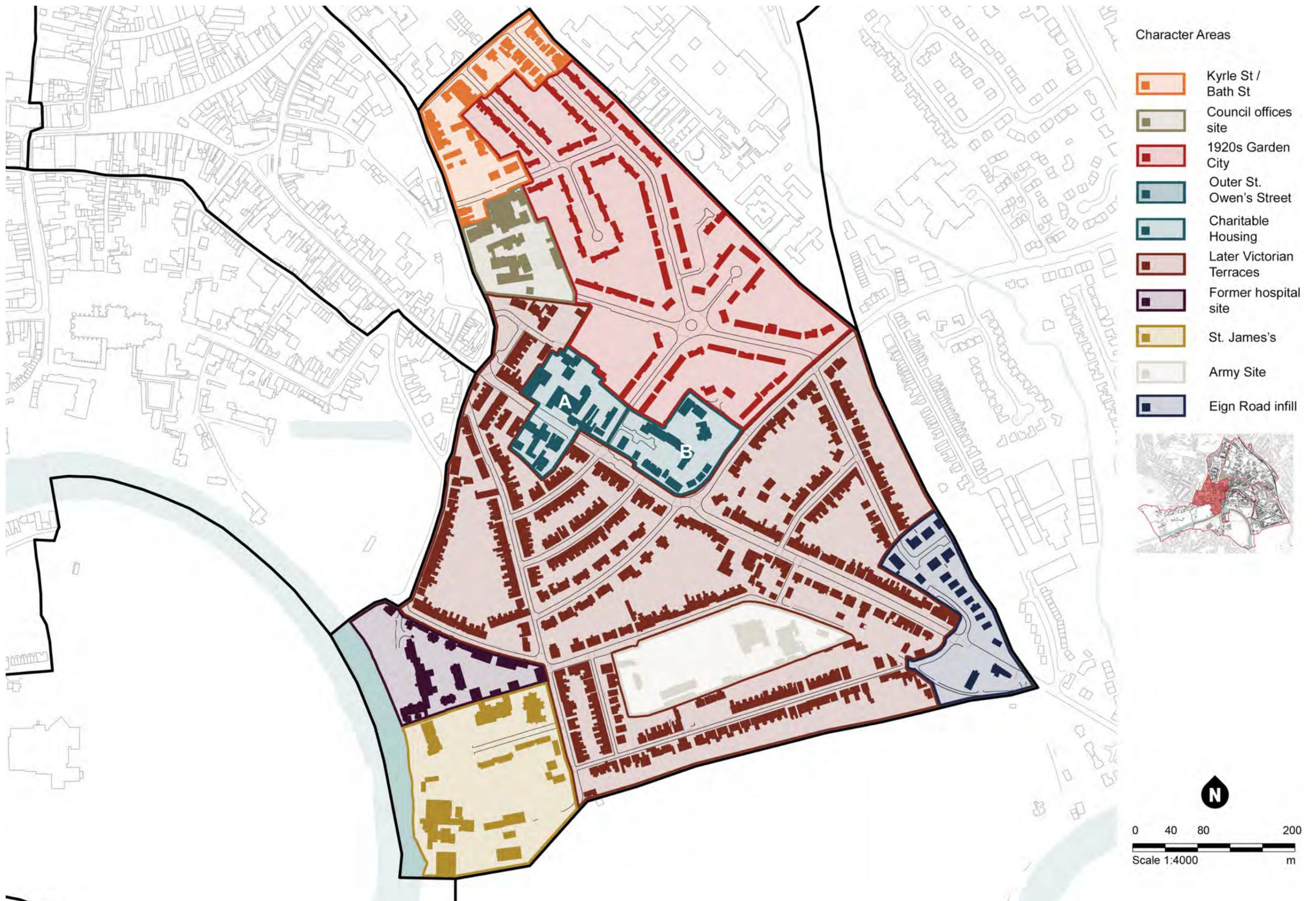
This is a rather bland building alongside an extensive area of open ground all sitting behind a visually intrusive fence. In an area of high density housing, where there is not a great deal of communal space this open ground could provide a valuable contribution as a pocket park with play equipment.

Architectural standards:

Scots Close is a recent bungalow development. It is in a character entirely alien to that of the rest of the architecture of this quarter of the city. It is important that architectural standards are maintained, avoiding the use of 'standard' design responses which have nothing of the sense of the place to which they belong.



Extract from 1888 map, originally 25" : mile



Map 23.0 - Portfields Character Areas

Character Sub-area	1	2	3	4a	4b	5	6
							
Name	Kyrle St / Bath St	Council offices site	1920s Garden City	Outer St. Owen's Street	Charitable housing	Late Victorian terraces	Former hospital site
Main Character	<ul style="list-style-type: none"> Mixed land-uses Mainly non-residential Max. 2 storeys height 	<ul style="list-style-type: none"> Large former school Former warehouse building with shop frontage Social buildings to north side 	<ul style="list-style-type: none"> Extensive area with consistent house design Generally semi-detached with forward facing gables Render over brickwork Standard road width with grass verges Avenue tree planting 	<ul style="list-style-type: none"> Tall (3 storeys +) buildings on St Owen Street Set back from street Includes non-residential uses 	<ul style="list-style-type: none"> Period almshouses of varying styles Includes small chapel Set back from street 	<ul style="list-style-type: none"> Extensive development of late Victorian houses Brick with slate roofs Narrow deep plots 	<ul style="list-style-type: none"> Refurbishment of Georgian and later hospital buildings Construction of modern housing on remains of site Good quality landscaping
Strengths	<ul style="list-style-type: none"> Good Victorian terrace to Bath St. frontage Good almshouse complex on Bath St. 	<ul style="list-style-type: none"> Fairly good Victorian school buildings Some mature pine trees in school site 	<ul style="list-style-type: none"> Quiet residential streets Some good tree avenues Quiet grassed park and play area Original consistency of design 	<ul style="list-style-type: none"> Good design of fire station 	<ul style="list-style-type: none"> Generally low height buildings on back of pavement line Good chapel building Grass frontage between path and street 	<ul style="list-style-type: none"> Consistency of general size but variety of date General consistency within each street Good original windows and doors Good decorative details 	<ul style="list-style-type: none"> Good views across river Good landscaping High quality modern work Good environment on site
Weaknesses	<ul style="list-style-type: none"> Broken street frontage Potentially intrusive light industrial use (tyres) No consistent visual style of building Open car park breaks continuity of frontage 	<ul style="list-style-type: none"> Risk of damage with vacant buildings School appearance compromised by car parking Derelict land at rear of school Site spoilt also by view of open car park opposite Vacancy poses a threat to adjacent housing 	<ul style="list-style-type: none"> Visual compromises to properties – mainly inappropriate replacement windows and doors Some issues of lack of maintenance Car parking on front gardens Loss of tree avenues 	<ul style="list-style-type: none"> Lack of continuity of street frontage Big difference in scale with adjoining sites 	<ul style="list-style-type: none"> Some inappropriate modernisation – e.g. replacement windows or doors Refacing with paint and render or with 'stick on stone' Parking issues 	<ul style="list-style-type: none"> Sense of exclusiveness 	

Character Sub-area

7

8

9



Name

St.James's

Army site

Eign Road infill

Main Character

- Low density development with church, school, Victorian villa and farm
- Island of open space with some buildings
- Surrounded by Victorian terraces
- Some army buildings remain
- Late 20thC bungalows
- Other buildings of varying dates

Strengths

- Good views south and east
- Quiet corner of town
- Good church and school buildings
- Good almshouses
- Sense of green open space

Weaknesses

- Less good LA houses
- Medium quality buildings
- Backs on to railway line
- Difficult access for public uses
- Mediocre building design

13.0 Eign Gate (Level 2)

Historical note

The significant element of this zone is the continuity of the street layout. There has been significant change in use pattern and in surviving buildings but the streets and access have remained a constant. A dominant feature of the area was, from about the 1860s until the 1970s, the complex of rail lines, sidings and the station which occupy the whole of the western section of the zone. The erstwhile Newport, Abergavenny and Hereford railway opened in 1856 having been authorised by Act of Parliament 10 years earlier. This was eventually subsumed into the Great Western Railway network. Barton Station, which was originally the terminus of this line was built in stone to designs of John Clayton, a local architect. (See Figure 13)

Barton station was accessed by a specially constructed road which linked Eign Street to the north with Barton Road to the south. Between this road and the Barton railway bridge stands Barton Manor House, (Figure 14) a listed property which abuts the road and which appears to have significant heritage interest

On the north side of Eign Street, in the north part of the zone much of the complex pattern of building remains, including the quirky Congregational Church (now the United Reformed Church) by G.C. Haddon of 1872-3. To the rear of the Horse and Groom and the properties immediately to the west stood the Eignbrook Tannery. This site is now mostly car parking, some of it associated with Aldi. The line of the Eign Brook remains, but at the time of the survey (January 2018) it was a dry culvert running between parallel high fences. Further to the east, on the north side of Eign Street a whole block of property was demolished to make way for the inner ring road and Steel's garage.

Between the north end of Friar Street and the new station road the open ground on the 1888 map became the site for the Victoria Eye and Ear hospital, built in 1888-9 to designs by E.H. Lingen Barber with an east wing added in 1938 by Nicholson and Scriven. To the west and set back is the Surgeon's house by Nicholson and Clarke of 1912 in a slightly Arts and Crafts style; this building is now in a decaying condition.

Strangely isolated from the road network, the 1888 map shows (what was then) the Lord Scudamore Primary School originally by Thomas Nicholson of 1850-2, but largely rebuilt and extended at the end of the century.

To the south again is a small pocket of industrial land with an engineering works, (Figure 15) now vanished and the Imperial Flour Mills alongside a saw mill, all now sadly gone. The flour mill was in the ownership of the Watkins family, a prominent member of which was Alfred Watkins, the photographic pioneer and author.

To the south again, on Barton Road the attractive row of late Georgian houses is shown alongside what is now Barton Hall, but was formerly known as the Plymouth Brethren Hall with its small burial ground to the rear. St. Nicholas Church stands, as it does now, on the corner of Victoria Street. It was built in 1841-2 to designs by Thomas Duckham (Treherne and Duckham) in an early Gothic revival style. The church replaced a medieval church of the same dedication which stood in the middle of King Street and was demolished in 1842. There is a small sandstone former school building in the graveyard to the north of the present church

To the south of Barton Road was the site of the Greyfriars priory of which, unfortunately nothing remains except the name. Occupying the site, which was vacant until the 1930s is a series of semi-detached houses and, on the site of the former Greyfriars Hotel a rather oversized apartment block. On the corner of Barton Road and the bypass bridge approach stood a small terrace of cottages including buildings on an island site in the fork of the road. All these were lost to the inner ring road in the 1960s.

Passing almost through the centre of the zone is the line of the inner ring road, part of the A49, with its heavy traffic load. The map reveals that most of the property which was demolished to permit the road construction was fairly small scale - cottages, warehouse and stores. The road runs outside the line of the medieval city wall, the remains of which were exposed as part of the scheme. The John Speed map of 1610 shows that the Eign Brook ran in a ditch just to the west of the wall and it is likely that the ground was wet

and unstable and so never used for construction of any scale. So the remaining Victoria Street houses, particularly the small row of late 17th / early 18th century cottages just to the north of St Nicholas Church were the first buildings of any scale outside the line of the wall.

Moving inside the line of the city wall, the quadrant of land north of Bewell Street was formerly another part of the Watkins empire, being the site of the Imperial Brewery. Bewell House (Figure 16), now rather hemmed in by Tescos, is a fine early Georgian residence which was part of the brewery complex. A private road ran north, more or less on the line of the Tesco taxi access, passing through the middle of the brewery complex with tall buildings either side. The exit for horse drawn drays and later for lorries, was out onto Wall Street.

Eign Gate itself, which was the main entry to the city from the west, stood more or less where the pedestrian underpass is now. As is now the case, looking in an easterly direction from this location there are two more or less parallel streets – Eign Street and Bewell Street - which eventually pass either side of All Saints church. It is possible that this is the site of a long triangular market place, an alternative to High Town, and that the market stalls gradually became permanent stalls and then became the site for permanent shops. However with the passage of time Eign Street became the dominant of the two and achieved a higher status, with Bewell Street becoming a service access. Taylor's map shows that there was a continuous line of properties on the north side of Bewell Street whereas at present there is a large gap between the Bowling Green pub and Tescos.

There are a number of substantial Victorian and later properties (Figures 17 and 18) on the north side of Eign Gate which have architectural merit, whereas on the south side properties are generally of a lesser quality.

West Street runs along the line of the north boundary ditch of the original Saxon burgh, the line extending into East Street. Together these streets, both narrow, have traditionally been service streets to the higher status street which run parallel. South of West Street are two inner city streets, Berrington Street, which has an inexplicable bend and Aubrey Street, a service street for Broad Street which runs along the line of the Saxon King's Ditch. They are linked by Little Berrington Street. On the Speed map these streets share the name of Wroughtall, which name requires some investigation. On Taylor's map they are shown as being fronted on all sides with continuous rows of fairly small scale properties, still the case in 1888.

Where the West Street car park now stands was previously the site of the Victoria Flour Mills, whilst to the south the map indicates that the site of the present St. Nicholas House was an orphanage. The key surviving historic buildings in this quarter are the former theatre, now a bingo hall and Aubrey's Almshouse, (Figure 19) a range of low, timber framed houses formerly with gardens to the rear and dating from 1630. The theatre, formerly known as the Palladium and then the Regal cinema was originally a chapel of the Countess of Huntingdon's Connexion dating from 1789 – 90. It was converted to a cine-variety by Herbert Skyrme in 1913 but is now much altered. (Figure 20)

Aubrey street has some good warehouses towards the south end from about 1870, whilst opposite the rear of the Green Dragon are garages (Figure 21) dating from 1914 by Nicholson and Clarke next to the older coach house. On the south side of West Street between Aubrey Street and Berrington Street stands the model bakery for the India and China Tea Co. from 1892.

To the south of the line of King St. – St. Nicholas St – Barton Road and east of the new bridge are the remains of the city wall including a half round bastion tower. Adjacent to this is the Greyfriar's surgery from 1806.

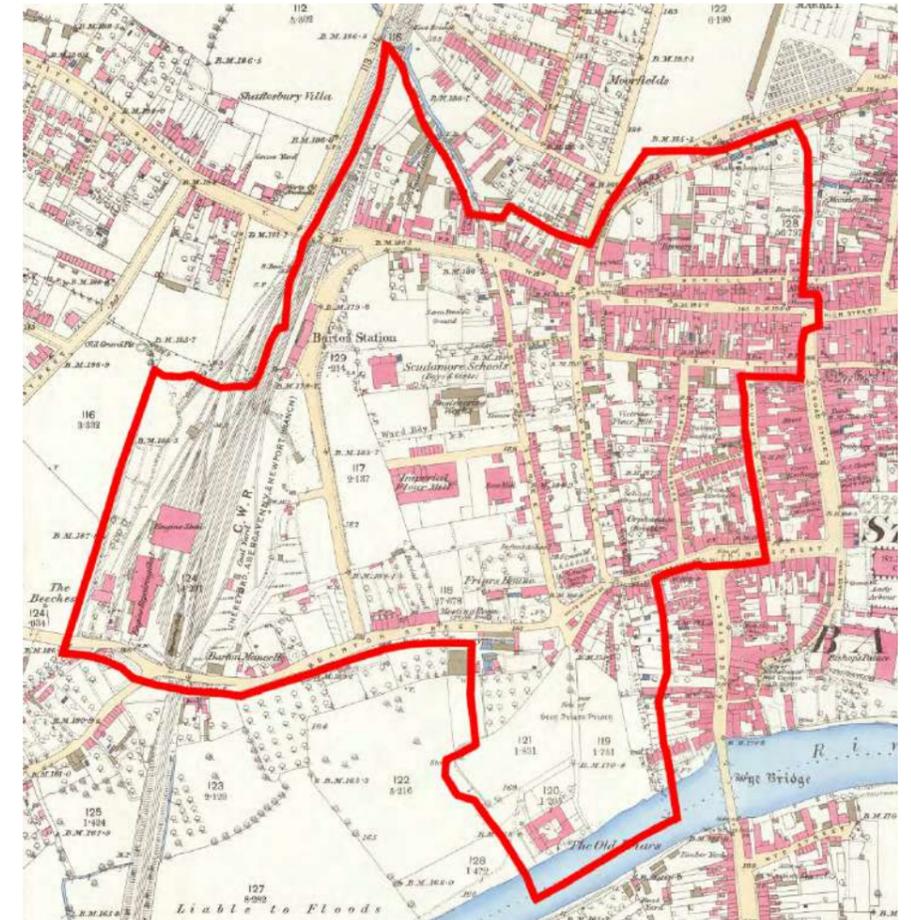




Figure 13: Drawings of Barton Station



Figure 16: Bewell House



Figure 19: Former theatre / cinema



Figure 14: Barton Manor House



Figure 17: The offices of Hereford Brewery in Eign Gate, now the building with the walkway through to Tesco's



Figure 20: Aubrey's almshouses

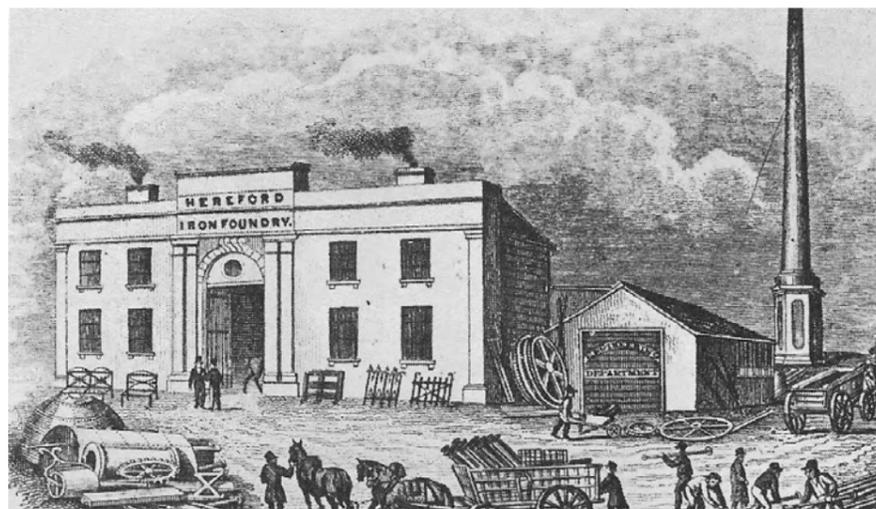


Figure 15: Hereford Iron foundry, later the Imperial Flour Mills



Figure 18: The former Three Crowns pub in Eign Gate



Figure 21: Green Dragon garages

Summary of Key Issues:

Land west of Friar Street: As shown in the historical note above, this land has remained an island surrounded on three sides by residential uses for towards 150 years. Further west is the site of the former Barton Station on station road and this seems to provide a possible alternative access to the very narrow Friar Street. Although mixed uses provide an element of vitality to an area, those which require high vehicle servicing, or are particularly noisy or polluting do not provide good neighbours, therefore the obvious further use for this land, at least that fronting Friar Street is residential. The height and scale of any development needs to match that of the surroundings.

To redirect vehicular access to the school westward would help to reduce vehicle movements in Friar Street. Other sites along Station Road need not be residential provided ready vehicular access is available.

The former Surgeons House just west of the Victoria Eye and Ear hospital remains a problem. It appears to have some architectural merit and should be considered for a local list. A further residential, or institutional use could well be considered as it is set back from the busy road and has good access on at least two sides.

The surface car parking in the bend of the access to Station Road from the north lends itself to being a redevelopment site. To improve this site would help to restore the visual containment to outer Eign Street. The location of this site immediately adjacent to the Great Western Way may offer possibilities as an interpretation base / café / bike hire location to help promote the use of the GWW.

Traffic corridor: This zone is more or less divided into two separate functional areas by the main A49 route running north-south. The road design was a child of its time and did a great deal to relieve traffic congestion in the historic core of the city, which has benefitted greatly. However with increased local and long distance traffic this wide traffic corridor has itself become a problem and a restriction on the economic activity of the west part of the city.

The effects of the road are fairly readily appreciated –

- Noise from vehicles generally and associated with braking and acceleration at traffic lights
- Atmospheric pollution from the same causes
- Traffic back up on Barton Road and outer Eign Street affecting properties on these streets
- Barrier to pedestrians at the St. Nicholas church junction
- Barrier to pedestrians at the Eign Street junction causing a serious drop off in economic performance for the shops west of the junction

It would be considerable beneficial to the properties and the residents west of the route if the traffic volumes could be reduced and the street made less of an urban motorway in character. Residential properties (Figure 22) would benefit from a better environment, making them more attractive for occupants. Making the street easier to cross at surface level would increase footfall west of the road and therefore allow retail properties to recover.

Land west of Broad Street: The area bounded by the city wall, West Street, Aubrey Street and King Street / St. Nicholas Street to the south is one which is in need of revitalisation. Currently it is used for surface car parking, low rental business premises, some of which would be better on an 'out of town' site or is vacant. The general character of the area is poor and it is visually unattractive. A location such as this, so close to the business heart of the city and so close to a wide range of amenities could be much better utilised, to the benefit of the city as a whole.

The pattern of streets is historic and should remain as the basic ingredient in the shape of any redevelopment. Equally there are a number of significant historic properties, some described above which could form anchors within redevelopment proposals (Figure

23) and would be part of the element of continuity which helps retain local identity and distinctiveness. Heritage – led regeneration is shown to work well, allowing the magnets of the historic elements to be enhanced and capitalised upon for the benefit of the surrounding land.

Whilst the boundaries to the north, east and south are enclosed by existing buildings, there is more opportunity on the west side to create a development which whilst addressing the city wall and Victoria Street is able to make its own design statement which would attract wider attention.

Careful consideration of the mix of the development would be required, and the predominant use may well be residential but there is opportunity also for some cultural uses, some modest retail and service sector and a limited amount of green space. Current evidence is that there is an over-provision of retail space in the city, but local and county wide expansion of housing may provide a spur to regeneration of existing and the provision of new retail outlets.

The introduction of uses which attract large servicing vehicles into the city would probably be inappropriate, though the present West Street access does allow this at present.

Design of shop fronts: In Eign Gate particularly, but wherever there are retail shop fronts, the design of the frontage is significant. The appearance of shop fronts has a considerable effect on the character of the area concerned as this is the area of building which is at eye level. The Council has a shop front design guide, but it appears that this has not been adhered to in a number of cases. (Figure 24) The materials and detailing of the frontage are important and need careful consideration, but the principal 'eye-catcher' is the fascia and name board. In a number of cases these name boards are very much over-sized and detract from the general character of the building. There comes a point where ever larger and bolder frontages are self-defeating. A review of frontage design and a better adherence to published principles is recommended.



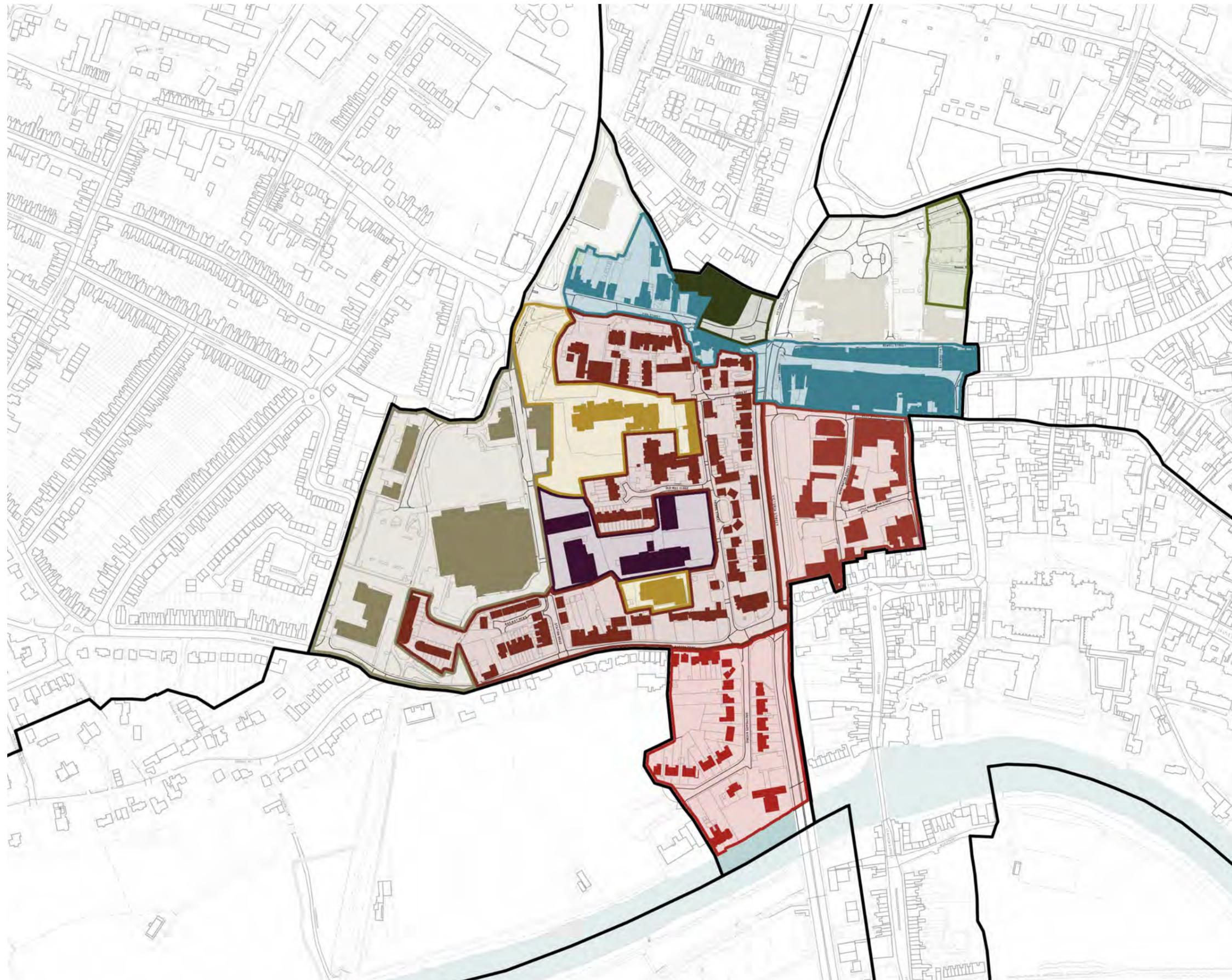
Figure 22: Cottages on Victoria Street

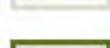
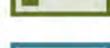


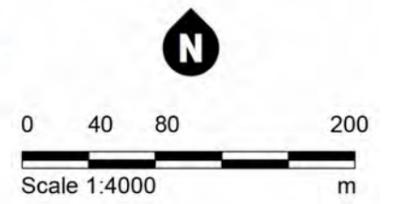
Figure 23: Former model bakery



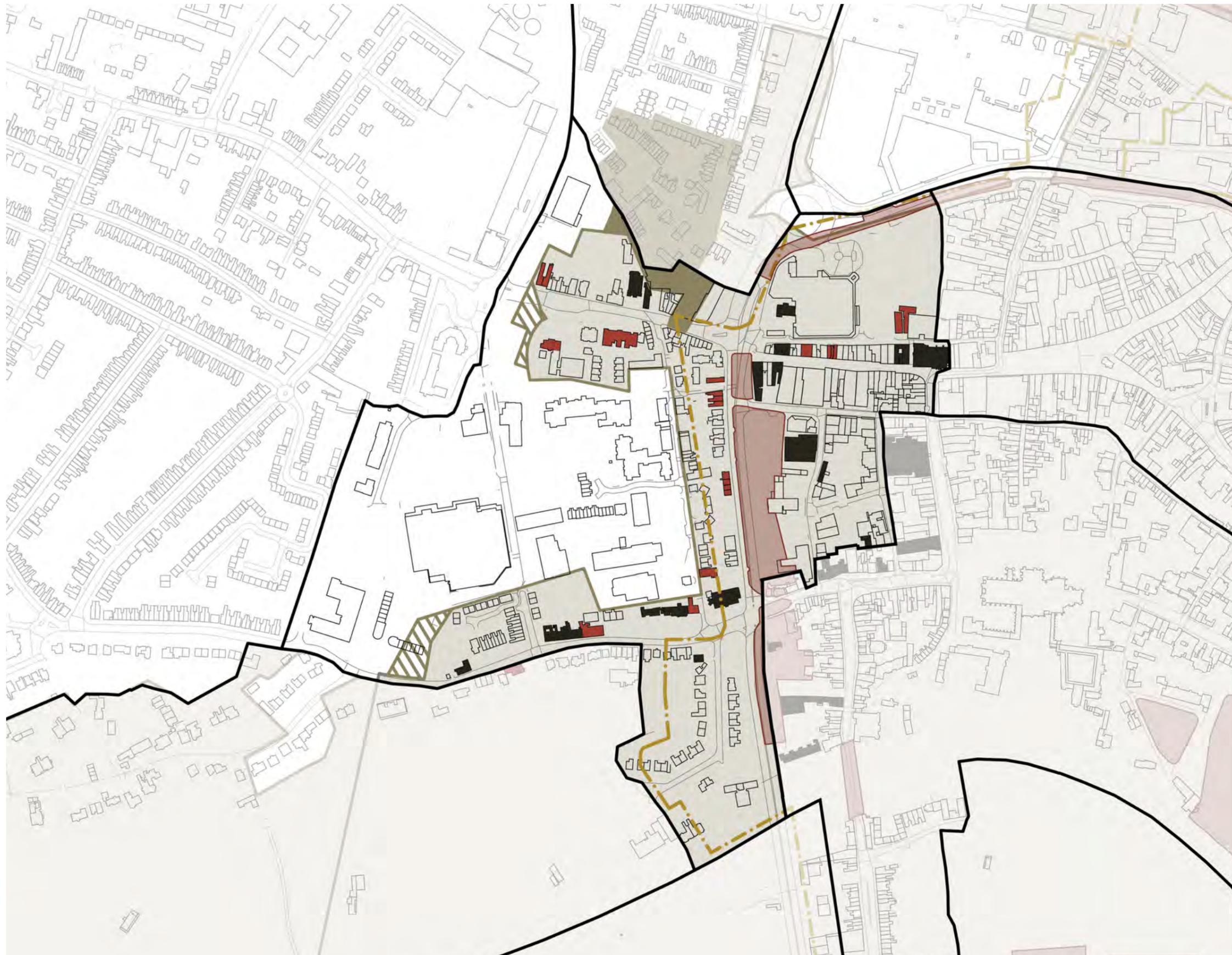
Figure 24: Shop front in Eign gate (somewhat marred by poorly design retail frontage)



- Contributions to Character**
-  Large scale buildings
 -  Educational & open space
 -  Light industrial & vacant land
 -  Residential
 -  Modern 1930s residential
 -  Supermarket & bus depot
 -  Green Space
 -  Eign Street retail
 -  Inner city area
 -  Car showroom

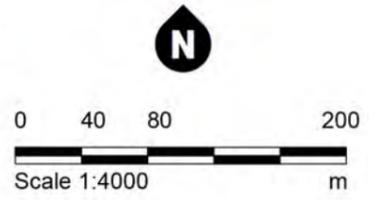


Map 24.0 - Eign Gate Character Areas

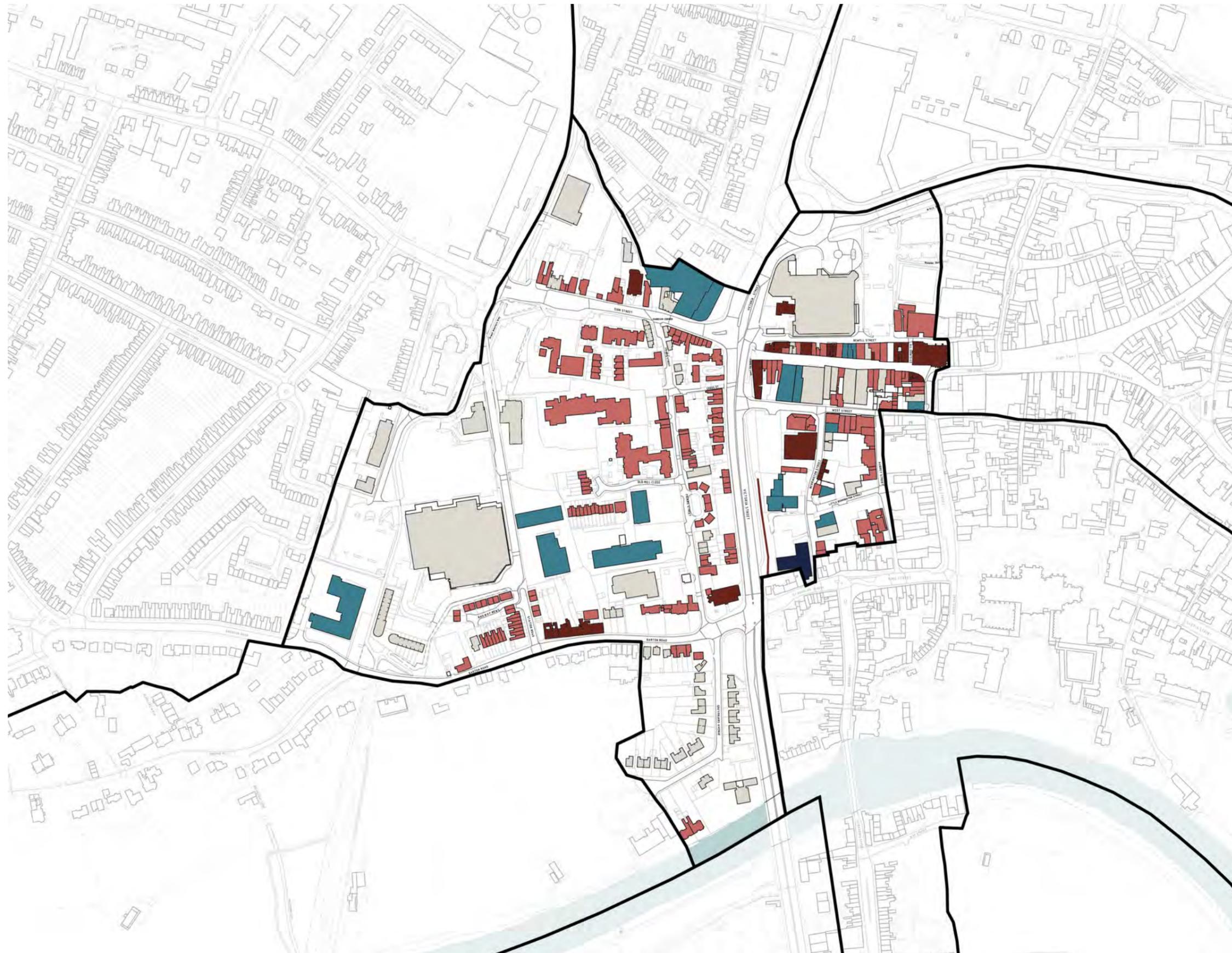


Legal Designations

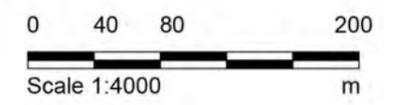
-  Listed Building
-  Recommended for local list
-  Archaeological importance
-  Conservation Area
-  Conservation area addition
-  Conservation area removal
-  Scheduled monument



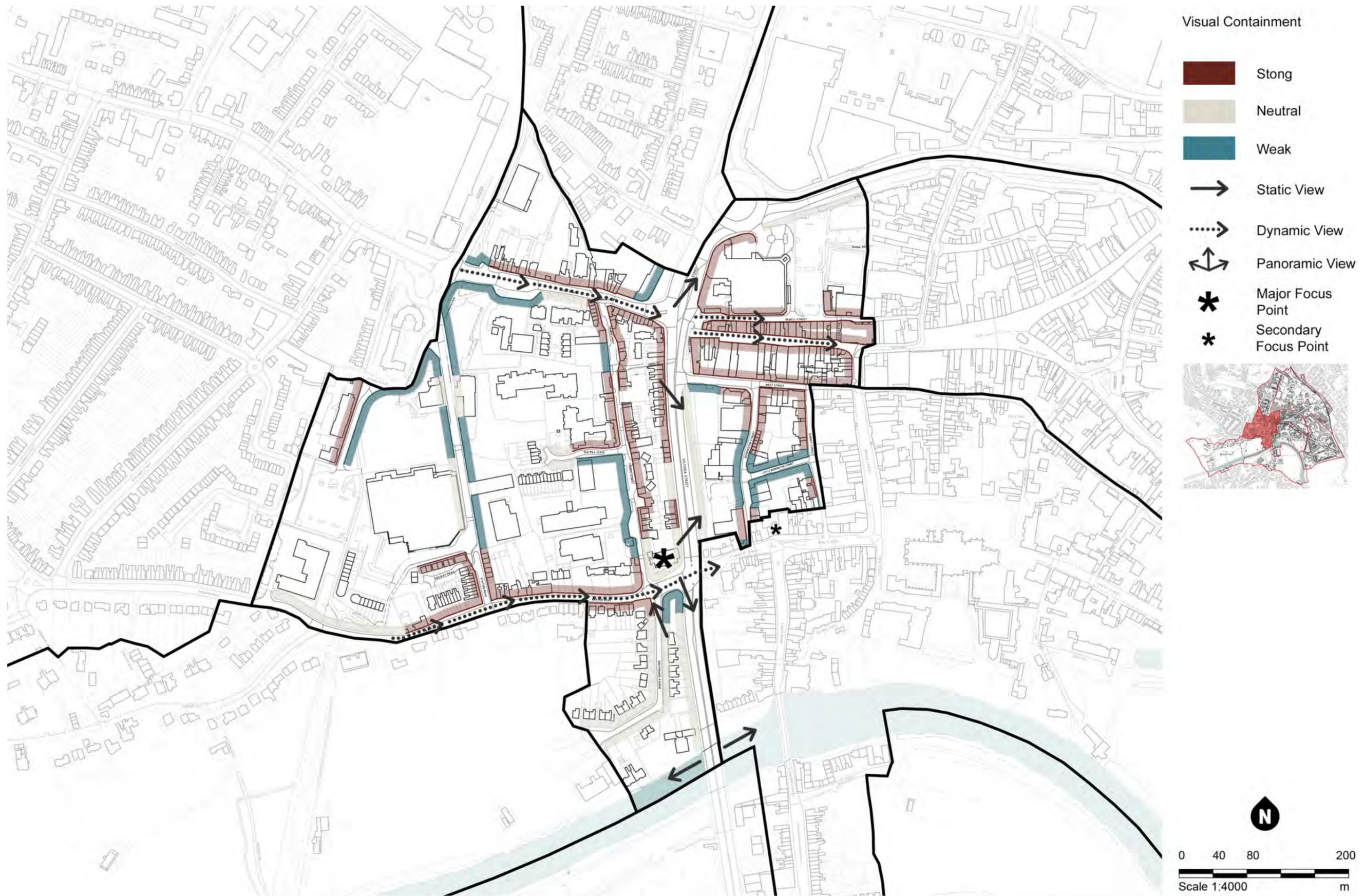
Map 24.1 - Eign Gate Legal Designations



- Contributions to Character
- Essential
 - Positive
 - Neutral
 - Negative
 - Detrimental



Map 24.2 - Eign Gate Contributions to Character



Map 24.3 - Eign Gate Visual Containment

Character Sub-area	1	2	3	4	5	6	7
							
Name	Large scale buildings	Educational & open space	Light Industrial & open land	Residential	Residential – 1930s and modern	Supermarket & bus depot	Green space
Main Character	<ul style="list-style-type: none"> • Large scale modern buildings • Large expanse of car parking • Open views across area 	<ul style="list-style-type: none"> • Large school and other buildings • Tree planting to west • Limited public access 	<ul style="list-style-type: none"> • Large area of vacant land • Large scale former bus depot 	<ul style="list-style-type: none"> • Varied housing styles • Mainly alongside street frontages • Some social housing 	<ul style="list-style-type: none"> • 1930s semi-detached houses • Modern apartment development • Some trees alongside street 	<ul style="list-style-type: none"> • Supermarket building with large footprint • Includes section of rebuilt city wall • External areas wither car parking or bus depot 	<ul style="list-style-type: none"> • Grass bowling green behind high walls
Strengths	<ul style="list-style-type: none"> • Some good landscaping and trees • Buildings have strong identity 	<ul style="list-style-type: none"> • Strong design of school • Good trees 	<ul style="list-style-type: none"> • Development opportunity on inner city site 	<ul style="list-style-type: none"> • Good quality housing of various periods • Good quality social housing • Includes listed buildings and others of strong architectural character • Includes church at main crossroads position 	<ul style="list-style-type: none"> • Quiet residential enclave close to city • Good houses with front and back gardens • Spacious layout • Good access to riverside 	<ul style="list-style-type: none"> • Careful integration of new building into rebuilt wall • Good covered walkways • Underground car park well used • Includes trees and good listed building • Good vehicle access of main city circulation route 	<ul style="list-style-type: none"> • Open space in city centre
Weaknesses	<ul style="list-style-type: none"> • Vehicle dominated • Rather tortuous vehicle access • Building design not related to locality • Not well connected to main shopping area • Strong emphasis on branding 	<ul style="list-style-type: none"> • Weak frontages to Station Road 	<ul style="list-style-type: none"> • No visual containment to Friar Street • Inappropriate industrial use in residential area • Low quality of flat roofed building 	<ul style="list-style-type: none"> • Housing along main streets affected by noise and pollution • A number of gap sites • Some inappropriate replacement doors and windows 	<ul style="list-style-type: none"> • Some inappropriate replacement doors and windows • Tall apartments out of character • Loss of front gardens to parking • Rowing club building compromised by poorer design elements 	<ul style="list-style-type: none"> • Predominance of hard surfaces • Vehicles dominate • Repairs to supermarket building needed to maintain quality 	<ul style="list-style-type: none"> • Poor accessibility and visibility means it is of limited public benefit

Character Sub-area	8a	8b	9	10
Name	Eign Street retail (Inner city section)	Eign Street retail (Outer section)	Berrington St. / Aubrey St inner city area	Car showroom and parking
Main Character				
Strengths	<ul style="list-style-type: none"> • Inner city street lined with shops • Buildings generally three storeys • Mix of period and modern • Includes Bewell St service access • Traffic free street with paving 	<ul style="list-style-type: none"> • Former inner city street with shop frontages • Mixed uses include pub and church • Main traffic route 	<ul style="list-style-type: none"> • Inner city grid of small street • Diverse uses include vehicle maintenance • Much surface car parking 	<ul style="list-style-type: none"> • Junction of two main thoroughfares • Large open building with glazed fronts and heavy canopy • Surface car parking
Weaknesses	<ul style="list-style-type: none"> • Good traffic-free shopping environment • Good period buildings • Strong focus on All Saints church • Easily access from city centre • Shops have rear servicing access 	<ul style="list-style-type: none"> • Small scale shop units • Potential for linkage to main shopping area • Close to residential area 	<ul style="list-style-type: none"> • Very close to city centre • Redevelopment opportunities • Higher value shop/ office units on three sides of area • Includes small number of important historic buildings 	<ul style="list-style-type: none"> • Prime location for business opportunity • Ready vehicular and pedestrian access • Large showroom type space
	<ul style="list-style-type: none"> • Footfall drops towards west end • Lower status shops and charity shops • Some poor quality modern infills • Separated from outer part of city by major traffic route • Unsavoury underpass 	<ul style="list-style-type: none"> • On very busy traffic route • Suffers noise and pollution • Low footfall • Shop fronts not continuous 	<ul style="list-style-type: none"> • Street frontages open and low sense of enclosure • No trees or 'green' present • Largely vacant land • Poor quality modern buildings 	<ul style="list-style-type: none"> • Subject to traffic noise and pollution • Visually weak corner • Non-contextual building

14.0 City Centre (Level 2)

Historical note

The present street names and alignments remain largely consistent with the 1888 map shown above, with two exceptions. With the construction of the Maylord Orchards, the alignment of the two streets which serve it has been altered to a small degree – Maylord Street itself is somewhat curtailed and the alignment of Gomond Street has changed slightly. Further east, Delacy Street which formerly linked Gaol Street to Bath Street has now been lost. The recent police building spanned over the street, but this has now been under-built and so the street has all but disappeared.

Widemarsh Street shows little change, in that both then and now it consists of a large number of small scale properties in close proximity on both sides of the street. Of the many notable properties, on the west side the frontage of Philip Morris dates from about 1845 and next to it is the former Mansion House from 1697-8 for Dr. William Brewster. Next again is the Imperial Hotel, part of the Watkins 'empire' rebuilt by R.A. Briggs and G.H. Godsell in bold half timbering over a stone ground floor and dating from 1900-01. Continuing north and passing some very good late Georgian and Victorian frontages, the street meets New Market Street with the former Wellington Hotel by G.H. Godsell on the corner. On the east side next to High Town, the street begins with some good Victorian frontages leading up to nos 16-20 setback, and including the side entrance to the Butter Market (Figure 25) all designed by W. McNeil Shimmin, the city engineer in 1930-31 in half timbered style. North of Maylord Street is the site of the birthplace of the actor David Garrick and further along a number of good early to mid-19thC buildings, the first of which was the Hereford Ladies College. The street meets Blueschool Street on the east side with the former Farmers' Club from building, part stone, part close-set timber framing and dating from about 1617-18 (Figure 26) which abuts the site of the medieval Widemarsh Gate.(Fig 26)

Maylord Street is shown on the 1888 map with a large number of very small properties including, towards the east the Star Brewery. Now, it includes the classical rear frontage of the Butter Market by Shimmin from about 1925 and then transforms into the Maylord Centre from 1985-87 by Renton Howard Wood Levin, well laid out but incorporating rather weak neo-vernacular detailing.

High Street and High Town form the commercial centre of the medieval part of Hereford, High Town being the site of the major market place established just outside the limits of the Saxon Burgh and dating from about the Conquest period, being laid out for William FitzOsbern, Earl of Hereford. The market area included Commercial Street and ran east to Union Street and down to St Peter Street. Until the Victorian period it was the site of the livestock market, having adjacent to it the Butchers' Row. (Figure 27) The sole survivor of this row is the timber framed Old House dating from 1621 which was converted to a museum in 1928-9. Amongst the many buildings occupying the now wide open space of High Town was the former Market Hall built 1574-6, much altered (and reduced in height) in the 18thC and demolished in 1861 in what Pevsner describes as 'a memorable piece of municipal vandalism (and stupidity).' (See Fig 10)

Of the many good buildings which face onto High Town a few are described in more detail. In the south east corner is no 18, Alban House, a medieval property refronted in 1884 with Corinthian pilasters, pedimented first floor windows and roof level balustrade. This was the former home of August C Edwards 'Furriers of the west' and, at street level retained until the 1970s non-reflective concave glass windows. (Figure 28) However the building suffered a serious fire a number of years ago and now only the frontage remain. The street level fronts as shown on the drawings displayed do not live up to the standard of what was there previously, nor to the quality of the retained façade above. On the opposite side of High Town the Butter Market, by John Clayton of 1860-1 is a narrow frontage to a deep building. The ashlar elevation is imposing and is surmounted by a clock turret with domed bellcote. (Figure 29) The interior of the market was remodelled by Shimmin in 1935. Next door is the ashlar fronted classical Lloyds Bank by Waller and Son of 1925-7. Opposite, the WH Smith premises and adjoining property have fine ashlar facades with some interesting internal plasterwork. Unfortunately M&S nearby from 1970-71 is rather bland and uses a yellowish brick foreign to Hereford. The concrete dormers are rather clumsy. The architecture of Hereford was not served well by this development which replaced the much-lamented Greenlands with its Georgian frontage and elaborate plate glass window displays.

Commercial Street forms the original approach to the market area from the north east and the Worcester Road. Approaching from this direction the landmark at the end of Commercial Road and the beginning of Commercial Street, is the Kerry Arms by Johnson of 1874-8 altered by Nicholson in 1850 and is rendered in an Early Tudor style with two pinnacle gables above canted oriels. The Kerry, as it is now known faces the small areas known as Commercial Square which was the site of Bye Street gate, the most important of the medieval city gates, demolished in 1798. The eastern end of Commercial Street is largely of rendered frontages and unexciting, being the site of the former Chadds family store but now vacant. On the North West side of the street is the Halifax, formerly home to the house furnishers Lindsay Price and is by Robinson from 1926-7. (Figure 30) Further along on the same side is Wilsons Chambers, former home of the florists of that name with a smart front by Groome and Bettington from 1915 and retaining its art nouveau shop front. (Figure 31) Nos 6 and 7, the former Labour Exchange further along have an elaborate terracotta façade and are by E.G. Davies from 1910-11. Opposite there are a number of Georgian properties and one with an interesting art deco frontage. Union Passage, leading off, contains St Peter's Vicarage and a rare survival, a former soup kitchen from 1871-2.

Union Street is rather the poor relation in this area of reasonably good architecture. Towards the north end on the east side is the former Dispensary of 1880-1 by Powell and Davies with its much eroded stone façade. On the same side, further down there are some good Georgian bowed shop fronts and then, on the corner of Gaol Street the New Harp, half timbered by Dromgole of Stroud from 1926. Next to St Peter's Church is the Church Hall of 1897 by Nicholson and Hartree, then a good quality ashlar-faced block of shops and flats by Glazzard Architects of 2005-6.

St Peter's Square (which is really a triangle) is the great Civic space of Hereford, fronted by the early medieval St Peter's Church, the Greek Revival Shire Hall and the extravagant Town Hall. In the centre is the County War Memorial by L.W. Barnard of 1922 looking rather like an Eleanor Cross. The square is fronted on its south west side by good Georgian houses, some containing medieval remains. The wide part of the square tapers off into the narrower, but still grand, St Owen's Street.

The Shire Hall (Figure 32) was designed by Sir Robert Smirke and dates from 1815-17, with the clerk of works for the project, Charles Heather going on to become County Surveyor. The building has a severe Greek Doric portico and plain entrance opening onto a T-shaped internal circulation corridor giving access to court rooms. At the north east end is the main assembly hall with canted apse end added by William Chick in 1862-3. The interior is somewhat bare and severe, but early photographs, particularly of the assembly hall show an elaborate internal decorative scheme. In front is a gravelled forecourt with an equestrian statue of Sir George Cornwall Lewis MP by Marochetti of 1864.

To the south east of St Peter's Square is the Town Hall (Figure 33) of 1902-4 by Harry Cheers of Twickenham. The style is described in Pevsner as 'All very jolly, in busy Jacobethan Baroque' i.e. an elaborate confection of styles, with the frontage of Doulton's biscuit coloured terracotta and the sides and rear elevations of a hard red brick with biscuit terracotta dressings. The roof is of Westmoreland green slate and is crowned by an elaborate wooden lantern. The skyline of the building is particularly memorable.

St Owen's Street (formerly Hungry Street) is the line of the main approach to the High Town Market area from the south east, particularly the Ledbury area. Whereas many of the other streets retain evidence of their medieval origins, St Owen's Street shows a more thoroughly Georgian character. Both Speed and Taylor show St Owen's Street with a dense pattern of burgage plots with houses at their street frontage, as for other parts of the medieval city. However this street shows the evidence of perhaps a wealthier hand in that there was comprehensive site redevelopment in the Georgian period rather than a re-modelling or re-facing of properties. The street was a fashionable one for the gentry and includes Chandos House (1720) on the corner of St Ethelbert Street, formerly owned by the Brydges, Dukes of Chandos. Nearer to the Town Hall on the same side is the early Barroll House of 1700 with its tall narrow sash windows and flush detailing. Building in brick was promoted enthusiastically by the Improvement Commissioners set up by the Lamp Act of 1774 and many properties in this street and indeed in the city as a

whole follow on from the Commissioners' work.

Whereas St Owen's Street is grand, just to the rear on the north side is Gaol Street of a very different character. Formerly known as Grope Lane it was a service street for St Owen's Street properties. However it retains a few good buildings – the rear of the Shire Hall, the Gaol itself of rock-faced sandstone by Treherne and Duckham from 1842-3 and the John Haider Building by H.E. Bettington for the Hereford Dwellings Company.

Where **Gaol Street and St. Owen's Street** converge was the site of St. Owen's gate demolished in 1768. Parts of the city wall are visible either side of the road incorporated into remaining buildings.

East Street is the remaining street within this zone and lies along the line of the northern defences of the Saxon burgh prior to its northern extension. It has long been a service street, mainly for the properties to the north and, to the east of the Town Hall rear entrance are a number of stables and mews buildings which demonstrate this use. Plot development is at its fullest in the vicinity of Church Street which represents the main linking road between the cathedral area and the market functions of High Town. Most of the present day uses on the north side of East Street remain as service access, storage or stabling / garaging in connection with the properties yet further north.

East Street is linked to High Town / St Peter's Street / St Owen's Street by a series of alleyways or narrow passageways, some semi private in character. The westernmost is Capuchin Lane between Church Street and High Town. Further east is the (presently inaccessible) Booth Hall passage which passes beneath the upper floors of medieval buildings including the Booth Hall itself. Further east again is the fully formed Offa Street, linking across to St John's Street to the south. There is an informal passageway through the Town Hall which may represent a medieval alleyway and further east again Barroll Alley between East Street and St Owen's Street. Although seemingly insignificant these passageways provide vital links or shortcuts between more important thoroughfares.





Fig. 25. 16-20 Widemarsh Street



Fig. 28 Alban House



Fig. 31 Wilsons Chambers - Needs Picture

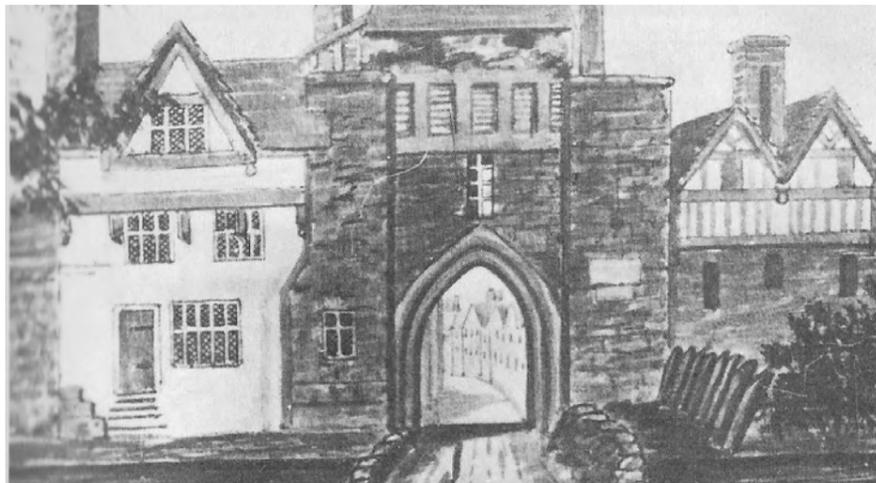


Fig. 26. Widemarsh Gate prior to demolition in 1798



Fig. 29. Butter Market and Lloyds Bank



Fig. 32. Shire Hall



Fig. 27 Butchers' Row, David Cox, 1814 with the Old House



Fig. 30 Halifax (formerly Lindsay Price)



Fig. 33. Town Hall

14.0 City Centre

Summary of Key Issues:

Vitality of High Town: High Town is arguably the most significant public open space in the city. The Cathedral Close is important as a setting for the cathedral, but its level of use is much lower and has almost no part to play in the commercial life of the city. High Town is one of the main meeting places for shoppers or for those enjoying the nightlife of the city and it is an area which links most of the main shopping zones. Prior to the construction of the Old Market High Town's pre-eminent position was unchallenged, but with the new development High Town now struggles to remain the position of 'city centre'. It is extremely important to the life and future of the city that the vitality of the space is maintained and enhanced.

The temporary refreshment stalls provide a focus as a meeting and relaxing place for visitors and shoppers and the cover and winter warmth which is offered go some way to counteract the rather bleak nature of the open space. When these are augmented by temporary stalls selling fruit and vegetables, crafts and produce the liveliness of the area is yet further increased. However the space still does not feel vibrant for much of the time. There is probably no one measure which would restore the level of activity and vitality and so a careful study is needed to determine what physical and management changes can be made to achieve the desired effect.

Gaol Street surface parking: Old maps show that Gaol Street was never a prime location for business or commercial activity. It always seems to have been a secondary or service area to the streets to the west and south. This resulted in development of a smaller scale and / or lower quality which was capable of being removed without too much economic consequence. Indeed the outcome, where the street has a large percentage of surface car parking shows that the revenue from parking is (or was) greater than that from other previous uses.

Within the medieval city this area now shows the amongst lowest density of development of all quarters, excluding the Cathedral Close and Castle Green which are commercial no-go areas. The location of the areas close to the city and with good vehicular access suggests that this is anomalous and that there is and should be the opportunity to revitalise the area.

Visually the character of Gaol Street is very poor. The sight of ranks of parked cars, property backs, low walls and barriers detract seriously from the experience of the city and from its aspiration to grow and flourish.

Viability of shopping: Not only in this study area, but also in Commercial Road to the north, outer Widemarsh Street and outer Eign Street, there is evidence that small scale retail activity is under pressure. Within the zone, shops at the outer end of St Owen's Street, Union Street and even Commercial Street seem to struggle, whilst Maylord Orchards has attracted retail outlets at the lower end of the scale.

Investment in individual properties may achieve a temporary fix to this, but the real solution is to boost the level of retail activity across the city as a whole. Until this happens it may be preferable to adopt a solution where some retail units are converted to residential or other use, or are at least mothballed in a way which does not lead to them becoming eyesores and yet a further disincentive to passing trade.

Vacancy in Commercial Street: The loss of the Chadds store has had a major impact on this street where footfall is now much lower than it was. Commercial Street does have the advantage that it leads out to the railway station, to a further extensive but low key shopping area (Commercial Road) and to a number of leisure facilities. It would seem therefore that regeneration of this section of the Commercial Street need not be as challenging as are some other locations.

Strengthening character in key places: Hereford is a city of streets, some of them of real memorable quality and vitality. However it is less a city of 'places'. High Town is obviously a place – i.e. somewhere where you linger and maybe sit as opposed to a street which you pass through. Within or adjacent to this study area there are a number of opportunities to reinforce the sense of place. An obvious candidate is St Peter's Square – a place in name, but not particularly in character. It has great buildings and spacious feel, but it is still somewhere to pass through most of the time. By reconsidering street surfaces and furniture it would well be possible to make it feel more static and friendly for the pedestrian.

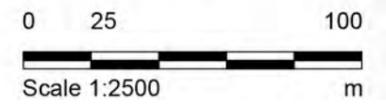
Commercial Square is another location which ought to be a place, but is not at all attractive as a place to stop and stare, partly because of the high level of through traffic. To make this a node rather than a traffic junction would help reinforce the character of this part of the city which suffers many challenges. The former Franklin Barnes building and the Kerry Arms make a good starting point upon which to build a new place.

Celebrating the city wall: The surviving city walls are among the unusual features of Hereford and among its selling points as a destination. However the experience of the city walls falls short of the promise. There are limited stretches where the walls can be readily experienced by the pedestrian as, in most cases eyes are taken by passing vehicles and the need to negotiate a safe crossing of the busy inner ring road. For vehicle passengers again the pre-occupation is safe driving and destination finding. Hence the walls are largely overlooked or given but a (literally) passing glance. There is a real opportunity not only to improve the experience of the walls, but also to provide interpretation and art work in connection with the structure – perhaps images of the gates, or more contemporary responses to 'walls'.



Character Areas

- City wall landscape zone
- Modern Housing
- Modern retail & service areas
- Principal Retail
- Union Street retail
- Civic, Office & Retail
- East Street
- Gaol Street
- St Owen Street

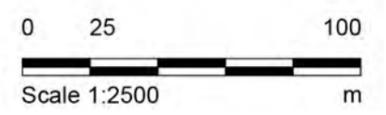


Map 25.0 - City Centre Character Area



Legal Designations

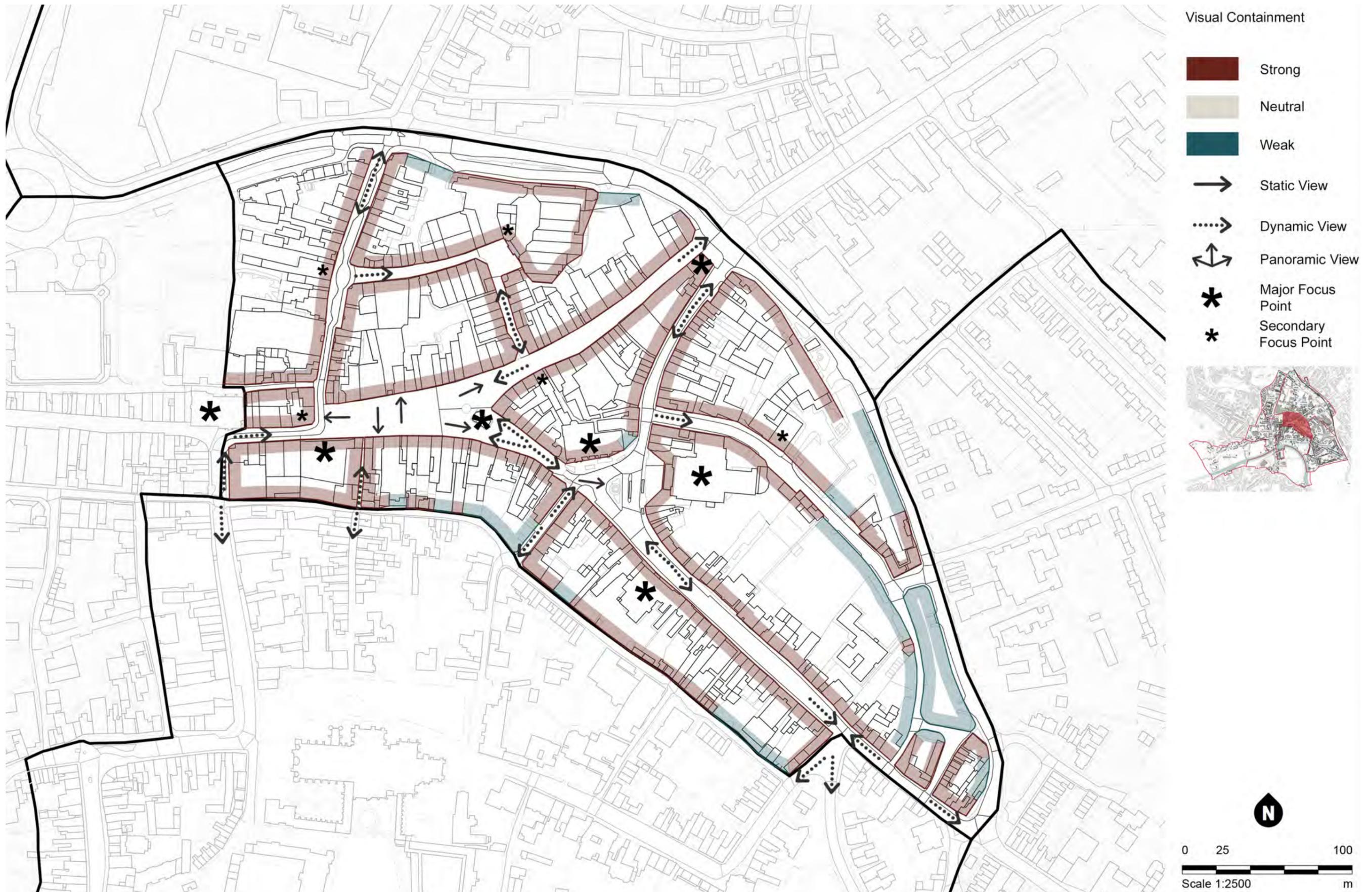
- Listed Building
- Recommended for local list
- Archaeological importance
- Conservation Area
- Conservation area addition
- Conservation area removal
- Scheduled monument



Map 25.1 - City Centre Legal Designations



Map 25.2 - City Centre Contributions to Character



Map 25.3 - City Centre Visual Containment

Character Sub-area	1	2	3	4a	4b	4c	5
							
Name	City Wall landscape zone	Wall street modern housing	Maylord Orchards- retail	Principal retail – Widemarsh Street	Principal retail – High Town	Principal retail – Commercial Street	Union Street
Main Character							
Strengths	<ul style="list-style-type: none"> Discontinuous fragmentary zone Contains elements of surviving city wall Some mature landscaping 	<ul style="list-style-type: none"> Contemporary housing in a traditional design 	<ul style="list-style-type: none"> Part covered, part open retail development between city wall and city centre Largely brick construction Service from access roads to both sides Shops largely traditional in appearance 	<ul style="list-style-type: none"> A principal shopping street Mixed architectural periods Traffic free during middle of day Main pedestrian link between Old Market and city centre 	<ul style="list-style-type: none"> Large open space with good paving Some impressive individual buildings Buildings of three to four storeys Covered stalls on some days Used for fairs and events 	<ul style="list-style-type: none"> Winding street of large shop units Pedestrianised Largely two or three storey buildings 	<ul style="list-style-type: none"> Winding one way street Service access for some Commercial Street units Some blank frontages
Weaknesses	<ul style="list-style-type: none"> Clearly defines the perimeter of the medieval city Contains historic masonry Helps understanding of city 	<ul style="list-style-type: none"> Forms a 'wall' of housing alongside the line of the medieval wall Good simple contemporary design Reflects traditional features 	<ul style="list-style-type: none"> Pedestrian friendly shopping area Links two significant shopping streets Provides small covered shopping mall 	<ul style="list-style-type: none"> Buildings well maintained Car-free environment (mostly) Much pedestrian activity Shops generally thriving Some restaurants, thus widening period of activity 	<ul style="list-style-type: none"> Largely vehicle free Well paved Generally good buildings on all sides Some landmark buildings – e.g. old house, butter market Good environment for pedestrians 	<ul style="list-style-type: none"> Some notable shop frontages Traffic free Service access to rear of premises One of main approaches to city centre 	<ul style="list-style-type: none"> Close to main shopping area Some good buildings
	<ul style="list-style-type: none"> Fragmentary and so not always understood Suffers from noise and pollution Little visited because of poor access 	<ul style="list-style-type: none"> Noisy location 	<ul style="list-style-type: none"> Loss of anchor store means lower footfall Upper floor trading units not successful Rather utilitarian service yards 	<ul style="list-style-type: none"> Some vacant shops Limited rear access for servicing 	<ul style="list-style-type: none"> Some commercial premises struggle Fire damaged premises un-restored (at time of report) Parts of open space feel windswept Low level of 'green' e.g. trees or planting 	<ul style="list-style-type: none"> Lower footfall than might be expected Poor quality of paving Large amount of shop vacancy Vacant upper floors Some bland or poor quality buildings 	<ul style="list-style-type: none"> Low level of commercial activity Shops seem marginal Some problems of poor maintenance Narrow pavements so not pedestrian friendly A vehicular short cut to other destinations

Character Sub-area	6	7	8	9
				
Name	St Owen's Street – civic, office and retail	Outer St. Owen's Street	Gaol Street	East Street
Main Character	<ul style="list-style-type: none"> • Impressive street of mainly Georgian houses • Contains Town Hall, Shire Hall • St Peter's Church focal point • Used as a military parade area 	<ul style="list-style-type: none"> • Mainly two storey buildings • Mainly restaurant uses 	<ul style="list-style-type: none"> • Service road to rear of Shire Hall and Police buildings • Provides access to large areas of surface parking • Low traffic volumes otherwise than for access 	<ul style="list-style-type: none"> • Narrow street following line of Saxon enclosure • Abutted by open ground or modest scale buildings • One way from west • No consistent style of building
Strengths	<ul style="list-style-type: none"> • Attractive consistent building style • Low traffic levels • Contains important civic buildings • Contains good quality Georgian houses • Service streets parallel on both sides 	<ul style="list-style-type: none"> • Some good individual buildings • Low volumes of traffic • Easy pedestrian access to city 	<ul style="list-style-type: none"> • Some good individual buildings • Close to city centre • Easy access of inner ring road 	<ul style="list-style-type: none"> • Close to city centre • Contains a few notable buildings • Contains some good recent small-scale developments
Weaknesses	<ul style="list-style-type: none"> • Lower levels of commercial activity at east end • Setting of Shire Hall compromised 	<ul style="list-style-type: none"> • Some buildings of lower quality • Relatively isolated from main commercial centre • Low footfall 	<ul style="list-style-type: none"> • Large amount of surface parking is visually intrusive • Almost complete lack of visual enclosure • Settings of good buildings compromised by car parks • Low economic activity • Some inappropriate uses for city centre site 	<ul style="list-style-type: none"> • Gap sites and lack of continuity of frontages • Surface car parking is detrimental • Some issues of poor building maintenance • Used as a 'rat-run' to access east part of city centre • Junction with Church street hazardous for pedestrians • Some buildings do not relate well to scale of street • Some buildings have ugly vehicle access areas

15.0 Cathedral (Level 2)

Historical note

This area contains the majority of the original Saxon settlement with its slightly later eastern extension. It contains the two great seats of power in the area, the cathedral founded in 686 and the castle dating from the immediate post-Conquest period. The theory of development is that the original settlement had a grid of streets, with the cathedral in the centre and to the south of the line of King Street – Castle Street. The north – south streets survive as Berrington Street, Aubrey Street, and Bridge Street to the west, Broad Street as the main street extending at one time to the river ford and then Church Street and St John's Street further to the east.

The expansion of the cathedral building complex disrupted this pattern as the nave of the re-built Norman cathedral was built almost across the line of the main east-west street and the expansion of the bishop's domestic buildings has blocked off the south end of the main north-south street (Broad Street – Palace Yard) from the river.

Further to the east the keep of the Norman castle was 'cheek by jowl' with the ecclesiastical estate and its quadrilateral bailey extended further east and was joined to the line of the eastern defences of the city.

This pattern of streets is shown clearly on the John Speed map of 1610 and on the Isaac Taylor map of 1767 with relatively little change. By the time of the 1888 OS 25" to the mile map shown above, the only change in street pattern has been the addition of Cantilupe Street in the north east corner of the area, opening up land for development between St Owen's Street and the Castle Pool.

Although not monastic in origin, the Cathedral complex shows some similarity to monastic patterns with its cloisters and former chapter house to the south approximately following the standard Cistercian pattern. The story of the development, the construction and progressive reconstruction of parts of the fabric of the cathedral is well told elsewhere. It does not impinge greatly on the objects of this particular study and so is not covered in great detail here. The College of the Vicars Choral and the western cloister (although incomplete), along with the enclosed chapter house garden form a series of rich semi-public spaces which contribute greatly to the public and the visitor experience of Hereford. The recent withdrawal of ready access to the Vicars Choral is to be regretted. The new termination of the west cloister with the Whitfield building housing the Mappa Mundi and the chained library is a valuable addition to the cathedral estate and to the townscape of Palace Yard. (Figure 34) The recently erected west fencing and gateways to the cathedral close go some way to restoring the streetscape of the south end of Broad Street, but they have a somewhat forbidding character. They close off the west end of the north side of the cathedral close, which is bordered on its north and east side by buildings of a residential character and on the south by the bulk of the cathedral itself. The close is a green space with mature trees and seems to be the combination of green foreground to the cathedral crossed by various access routes. There is little permanent seating or other inclusion to give the space a more human scale – hence it seems to be little used by the public at large.

To the east, the Castle Green (including Redcliffe Gardens – or otherwise Castle Hill, but lower than the green!, the site of the keep) are most certainly public open space. The laid out walks (from 1746-53), the bench seating and the bowling green all proclaim this as a place of public resort. Only the form of the land now give a clue to the size and status of the former castle, which has been compared to Windsor in scale (though which part of Windsor is unclear). The most popular part of the site is the broad walkway above the river leading from the former College or Art building to the path down to the Victoria footbridge. The sloping bank from this promenade down to the river is becoming overgrown at present and so views of the river are increasingly restricted.

To the north is Castle Pool, formerly part of the moat and now maintained full of water through artificial means. At the west end of the pool is one of Hereford's best buildings, the Fosse, of 1840-45 (Figure 35) previously attributed to Sir Robert Smirke but more probably by Charles Heather, his clerk of works, to Smirke's design. On the south side of Castle Hill is Castle Cliffe, the former Watergate and Bridewell, adjoining which is the Cottage, designed by Smirke for the keeper of the green. On the north side of Castle Hill

there are two summerhouses built up to give views over the garden wall to the south. These have been joined by the less than discreet school building of 2003.

Castle Street is terminated at its east end by the Castle House hotel, formerly a pair of houses but remodelled as an Italianate villa in 1890. The street is lined with good Georgian houses which are slowly being swallowed up by the Cathedral School and its prep school. No.1 is a Georgian house refronted by Nicholson in 1851 and is reminiscent of a London club. The houses mid-way along the south side of the street conceals the remains of the earlier home of the Vicars Choral, prior to their removal to their own cloister. Next to Castle House hotel are St Ethelbert's houses rebuilt by Robert Jones in 1804-5.

Of the short north-south streets, St Ethelbert's Street has some good late Georgian Commissioners houses and opposite some late Victorian villas which also line Cantilupe Street and which remain largely unaltered. Ferrers Street is lined on one side by school buildings with a 1970's housing association development and some more recent good quality reproduction Georgian houses. St John's Street also has good Georgian houses with some medieval buildings and the nearby Harley Court was the house of Alfred Watkins the pioneer photographer.

Church Street is one of Hereford's most interesting streets having a mix of shops, residential and galleries. Formerly known as Cabbage Lane it forms the main pedestrian route between the cathedral area and High Town. (Figure 36)

The street still retains something of the character of the early 19thC view by artist David Cox. Many of the properties have earlier interiors than the frontages suggest, particularly the Mayor's Parlour. There are also good period and modern shop fronts. (Figure 37)

East Street has been described elsewhere, but the part in this zone contains no. 101-103, the former Conservative Club by Robinson of 1885 which contains a splendid 17thC interior. The west part of East Street, leading into Broad Street is 'dire' (Pevsner).

Broad Street is a grand assemblage of banks, hotels and civic buildings. The east side starts at the north with the former Gloucestershire Bank, more recently Burtons the tailors from 1865-6. Next is the former town house of the Duke of Norfolk of which only the middle and southern wings remain, by William Parker of 1791-2, now Barclays bank. Norfolk Terrace on the east side of St Martins street is said to be 'staff' accommodation for the Duke's household. Further down the east side of Broad Street is the NatWest bank in the style of a palazzo by G.C. Haddon of 1862-3. Nos 13-15 were the Mitre Hotel from 1805 with a fine cast iron porch and then, after Oswins grand shop front, St Frances Xavier Roman Catholic church of 1837-9 by Charles Day with its powerful Grecian front. No. 20 is the former Post Office (now Pizza Express) by E.G. Rivers of the Office of Works from 1880.

The west side of Broad Street starts at the north end with some good buildings and shop fronts, but the modern building on the corner of West Street lets the side down. South of West Street there are good Victorian frontages, some Baroque, some more strictly classical, but the main feature is the Green Dragon refronted in the classical style in 1857 and with some good interiors. Further south are two 'aggressively four storey office slabs, the one nearer the Green Dragon, Kemble House, was refaced with dark glazing and synthetic pilasters in 1998 and looks nothing like Hereford at all. Broadway House next door has a better frontage in that it has pinkish sandstone facings. Kemble House replaced the former Kemble Theatre which was lost in the 1960s, this building being in an earlier life Hereford's Corn Exchange. (Figure 38)

The piece de resistance of southern Broad Street is the library and museum building by F.R. Kempson of 1872-4 in a style described by The Builder magazine as 'anglicised Venetian Gothic'. (Figure 39) That this splendid building is suffering from lack of funding and maintenance issues is a sorry verdict on the council's management. The west side of Broad Street turns into King Street by means of the weak design of Thorpe House by McLennan, Johnson and Blight of 1959-60.

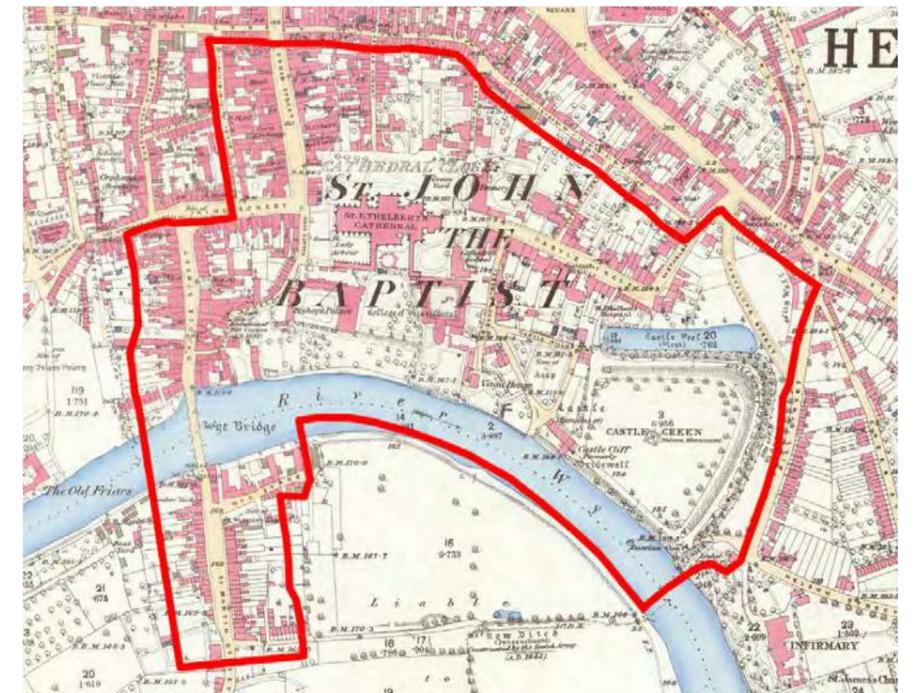
King Street has a depression at its mid-point which marks the line of the Saxon 'King's Ditch', part of the original defences of the town. Further west, at its widest point, and

at the junction with Bridge Street is the site of the former St Nichols's church, later transplanted further west to allow the street to accommodate increased traffic. Of the properties in King Street, the more interesting are on the south side with no.1 Palace Yard, on the corner which has a 16thC core overlaid with Victorian half timbering from 1864. The Spread Eagle is 17thC with 18thC and Victorian alterations. Nearby, Nos 4 and 5 have the earliest street elevation in Hereford being late 15thC with close set timbering and good bargeboards. On the north side are a number of late Georgian properties.

St Nicholas Street, is a continuation of King Street and led out to Friar's Gate, where it meets the dual carriageway. On the south side is a good mid-Victorian Terrace with rusticated doorway and central arch. On the north side are two early 18thC houses, No.2 dating from 1745 The Orange Tree pub is essentially 17thC but refronted in 1907. Past Deen's Court from 1980, and to the south is the Greyfriar's Surgery of 1806 alongside a bastion of the city wall.

Bridge Street is again a street of good, late Georgian houses, some with earlier cores, but also including some striking buildings of a later period. On the west side, No. 33 is of 17th – 18thC ashlar overlaid with ornamental late 19thC half timbering. Next down is the 16th-17thC Black Lion with a long timber framed range of service buildings behind extending to the line of the city wall. On the corner Wyebridge House looks Victorian but conceals a large early 17thC timber framed house. To the west of this and facing the river is the pretty Wye Terrace from early 19thC. On the east side – from the north -more Georgian houses, then a pair of modern infills concealing the former Wesleyan Methodist chapel. This has been incorporated into the Riverview development on Gwynne Street as has the striking building, No.13 – a Modernist building of 1935-36 by Bettington and Son for Franklin Barnes (Figure 40) incorporating a Vitrolite frontage in primrose yellow and green. Pevsner describes this building's treatment as 'early for England, revolutionary for Herefordshire.' (Figure 41). The east side terminates with Left Bank By Jamieson of 2000-1 clad in Bath Stone.

Gwynne Street, the remaining street in this zone is bounded on the east by the high wall of the cathedral complex, with Gwynne House, a good Georgian house and warehouse buildings next to the river. The opposite side is partly taken by the Left bank complex, then the Riverview Development, then the excellent Grain Warehouse by Robinson of 1883. Further up and leading into Palace Yard are pairs cottages, one dating from 1906, the other from 1864.



15.0 Cathedral

Summary of key issues

Parking near the cathedral: What a wonderful view of the cathedral from alongside the Elgar statue? But how it is compromised by the glint of intrusive parking next to the Vicars Choral? Increasingly the setting of listed buildings is being seen as an essential part of their characteristic – but not here apparently! This open space, surrounded by Grade 1 listed structures should not be a car park. Reversion to the previous quiet open green space, (Figure 41) or even development into a quasi cloister garden should be considered.

Use of Castle Hill: The purpose of this quiet open space is unclear. The former water garden has thankfully been removed, but the loss of the bandstand is of more consequence. The provision of some seating and a low-maintenance cultivated garden could be considered. There is little interpretation of the castle site, which is surprising as it is (or was?) of similar importance to the cathedral. Something which addresses this shortcoming would be welcomed. This site provides one of the few places where there is access to the north bank of the Wye within the old city and this could be developed.

Visibility of and linkages to the river: This part of the city runs along the north bank of the river, but most people are not able to appreciate this due to the land being in control of the cathedral or a few private houses. There is only access down to the water's edge and that from Castle Hill, referred to above. Further west, good views of the river are obtained from the courtyard to the rear of the Left Bank, but this is essentially private ground and so not guaranteed. Further east the south promenade of the castle site overlooks the river, but due to the growth of (mainly) ash saplings, the view is only really available in winter months. Although difficult to achieve, it would be highly desirable to create further links with the river and, if possible open up a riverside walkway on the north bank.

Low footfall for retail use: Whilst Broad Street and Church Street, both lined with business and retail opportunities, appear to have a reasonable footfall, it is apparent that King Street and certainly Bridge Street are not so fortunate. The more northerly streets form part of a loop, via the cathedral close, whilst King Street and Bridge Street require a retracing of steps, unless parked over the river bridge. Solutions to this would be welcome, however, at least in the short term, this is unlikely to happen and the loss of active retail frontages should probably be accepted, but with the proviso that they might be recovered in the future. There is de facto evidence of this trend in one or two properties at the south end of Bridge Street.

Discontinuity of St.Nicholas Street: King Street and St.Nicholas Street present remarkably unified street frontages, mainly of properties of the late Georgian period. However the corner of St Nicholas Street and Berrington Street is a visual disaster, with the loss of the street edge property and the dire frontage of St Nicholas House which is too tall and completely foreign to the character of the street. Opportunities to repair this corner should be sought. The west end St. Nicholas Street somewhat 'tails off' in character, the presence of the A49 being a barrier to the view and physically a daunting obstacle for pedestrians. As and when the status of the main road is reduced, it would be desirable to re-create something of the continuity across the street, or at least to provide a more definite visual end to St Nicholas Street.

Discontinuity and general environment of East Street: This issue has been discussed to an extent within the 'Centre' section of this report. The street has the air of one abandoned to its fate as a 'rat run' or access road to better places. The character of the street is compromised by the presence of substantial areas of surface car parking, in many cases occupying former gardens of houses fronting Castle Street. Some of the properties are in poor condition, and this may reflect their low commercial value due to poor location. Elsewhere, and particularly between Church Street and Broad Street, the environment is ruined by service access arrangements to retail outlets on other streets.



Fig 37 Similar view today



Fig 36 Church Street, early 19thC David Cox



Fig 40 Franklin Barnes building 1935-6



Fig 41 Left Bank 2001



Fig 42 Parking near Cathedral



Fig 35 The Fosse



Fig 38 The Corn Exchange, later the Kemble theatre



Fig 34 Whitfield building housing the Mappa Mundi



Fig 39 The Library and Museum, 1872-4

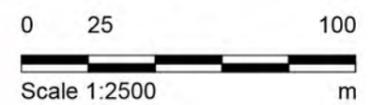


Map 26.0 - Cathedral Character Area

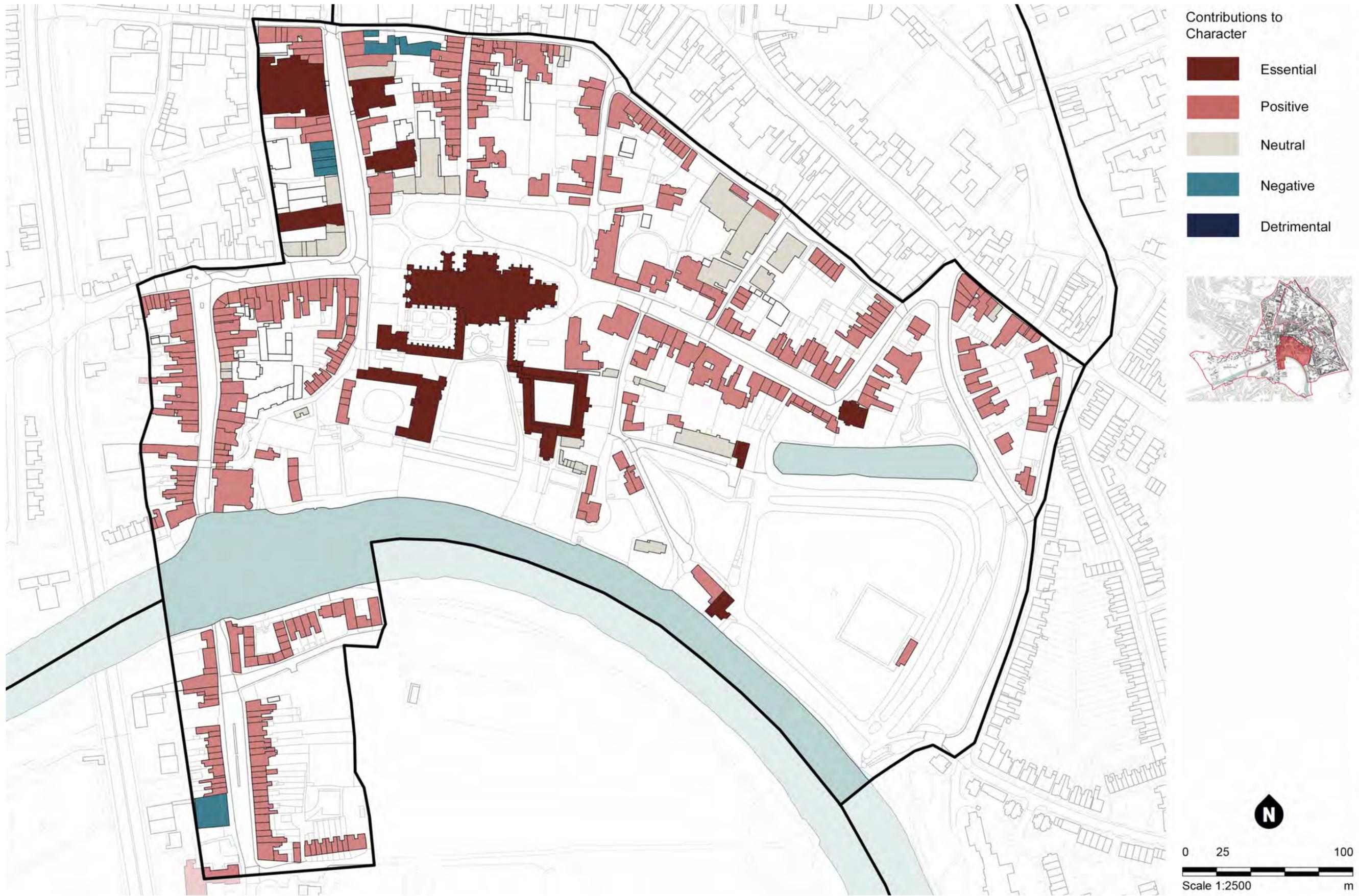


Legal Designations

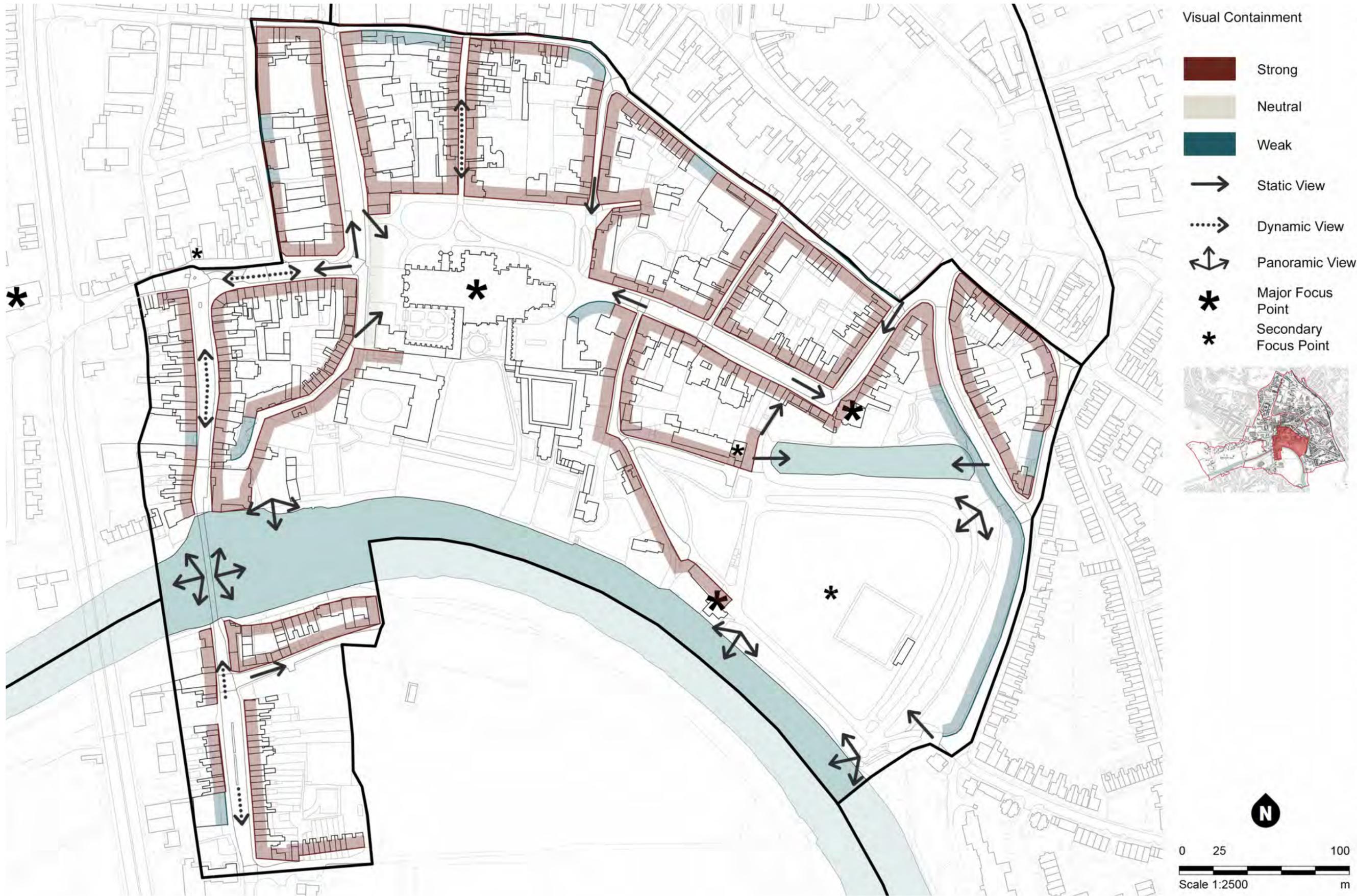
- Listed Building
- Recommended for local list
- Archaeological importance
- Conservation Area
- Conservation area addition
- Conservation area removal
- Scheduled monument



Map 26.1 - Cathedral Legal Designations



Map 26.2 - Cathedral Contributions to Character



Map 26.3 - Cathedral Visual Containment

Character Sub-area	1	2	3	4	5	6	7
							
Name	Cantilupe St / St Owen's Street	Castle site	Castle Street	East Street	Cathedral precinct	Church Street	Broad street
Main Character	<ul style="list-style-type: none"> • Detached Victorian villas • Some restaurants • Streets generally not busy 	<ul style="list-style-type: none"> • Includes Castle Green and Quay Street green area • Many mature trees • Large areas of open grass • Wide public walks 	<ul style="list-style-type: none"> • Street lined with 3 storey late Georgian houses • Stone built almshouses at east end • Wide quiet street • Hotel at one end, cathedral at opposite end 	<ul style="list-style-type: none"> • For comments see Centre 	<ul style="list-style-type: none"> • Large green space surrounding cathedral buildings • Cathedral much larger scale than other buildings in city • Most buildings of stone rather than brick 	<ul style="list-style-type: none"> • Narrow, largely pedestrian street • Enclosed by 3 storey buildings • View closed by cathedral at south end • Good shops with individual character 	<ul style="list-style-type: none"> • Wide street fronted with larger scale buildings • Some buildings of strong architectural character • Predominance of rendered facades • All Saints church focal point at north end
Strengths	<ul style="list-style-type: none"> • Quiet corner close to city • Good, well maintained Victorian houses • Pocket park next to pool • Leafy gardens 	<ul style="list-style-type: none"> • Largely free of buildings • Well maintained green areas for recreation • Monument and some good buildings • Close to city centre • Traffic free area 	<ul style="list-style-type: none"> • Good quality, well maintained buildings • Some good period details – balconies etc. • Visually well contained • Not a through route so low traffic volumes generally 	<ul style="list-style-type: none"> • For comments see Centre 	<ul style="list-style-type: none"> • Well maintained on all sides • Generally quiet spaces • Architecturally interesting buildings • Variety of scale of spaces • Attractive cloister areas 	<ul style="list-style-type: none"> • Quiet and traffic free • Much visual interest • Good shop fronts and displays 	<ul style="list-style-type: none"> • Some very good quality buildings • Some good period details – e.g. balconies • Spacious feel • Low traffic volumes
Weaknesses		<ul style="list-style-type: none"> • Limited views of river • Limited access to river • Lower area compromised by new school building 	<ul style="list-style-type: none"> • Peaks of traffic at beginning and end of school • Some buildings compromised by school use rather than residential 	<ul style="list-style-type: none"> • For comments see Centre 	<ul style="list-style-type: none"> • Vehicle access to space at east end • Parking next to Vicar's Choral • North side of cathedral rather cold and windswept 	<ul style="list-style-type: none"> • Hazardous crossing of East Street • Sense of visual enclosure weakens at south end • Lack of active frontages on Capuchin Lane reduce commercial connectivity to High Town 	<ul style="list-style-type: none"> • Some poor quality architecture • Presence of car parking detracts at street level • Lower footfall suggest some businesses do not thrive • Weak corner with King Street

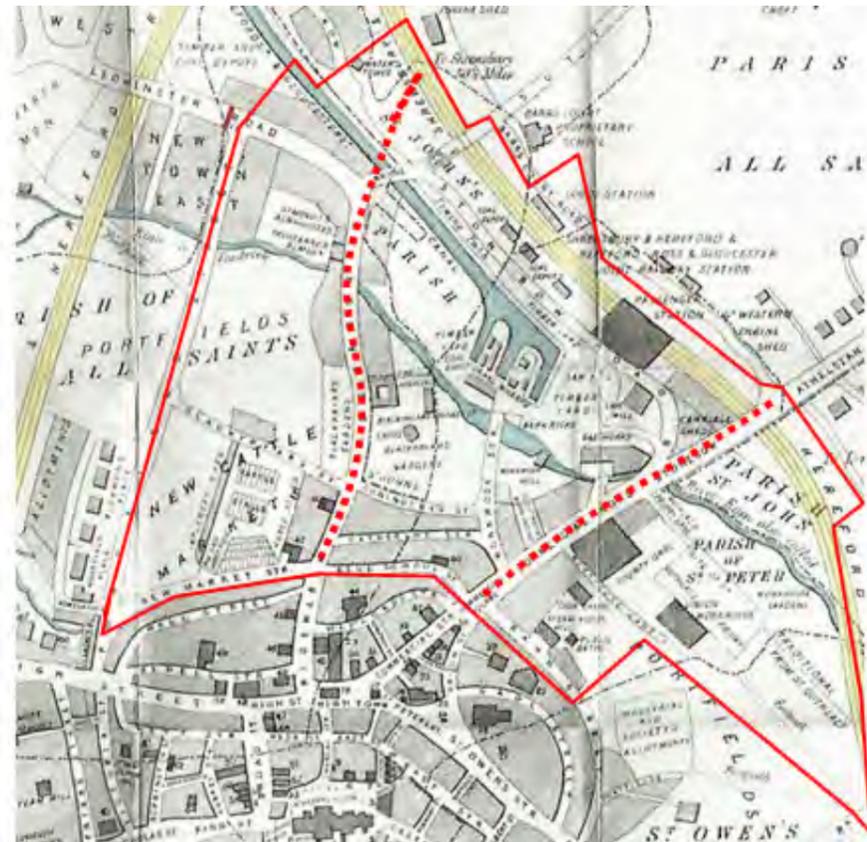
Character Sub-area	8a	8b	9
			
Name	King Street	Bridge Street	Gwynne Street
Main Character	<ul style="list-style-type: none"> • Wide street running west from cathedral • Fronted mainly by Georgian or Georgian style buildings • Street dips at midway • Predominance of estate agents 	<ul style="list-style-type: none"> • Street linking centre to old Wye Bridge • Largely Georgian buildings • Street rise from bridge abutment 	<ul style="list-style-type: none"> • Narrow winding street • Bounded on south east by tall stone wall • Mainly residential uses except at south end
Strengths	<ul style="list-style-type: none"> • Varied buildings on south side • Cathedral provides visual focus • Low traffic volume 	<ul style="list-style-type: none"> • Generally good quality buildings • Some variety of style and use at south end • Good views from bridge • Low traffic volume • Restaurant uses towards bridge end mean more evening activity 	<ul style="list-style-type: none"> • Strong visual containment and character • High stone wall a significant feature • Good conversion of warehouse and contemporary apartments • Low vehicular use
Weaknesses	<ul style="list-style-type: none"> • Lower footfall threatens business viability • Some buildings of medium quality only • On-street parking somewhat intrusive, blocking view of commercial frontages 	<ul style="list-style-type: none"> • Low footfall compromises business viability 	<ul style="list-style-type: none"> • Character weakened by complex of low walls and ramps on south west corner

16.0 Urban Village (Level 3)

Historical note

For ease of understanding, the area is divided into three areas –

- west of Widemarsh Street,
- between Widemarsh Street and Commercial Road, and
- south east of Commercial Road



Land west of Widemarsh Street

The map extract included above shows that Edgar Street was formerly known as Portfield Street and was laid out across open land, to form a more direct route between Leominster Road (now Newtown Road) to the north and Eign Street to the south. This was presumably a measure to open up the land for development and also an opportunity to relieve congestion from Widemarsh Street, which was the main road into the city from the north.

The cattle market had been moved out from the centre of the city in about 1854 and was located between the re-named New Market Street to the south and the new Blackfriars Street to the north. The map indicates horse stalls, pig and lamb pens and an implement store. The cattle market was further extended in 1885, 1887 and 1897, indicating the degree of its success. Elsewhere the Improvement map shows allotments and gardens indicating that the area was one where growing fruit and vegetables were important. The 1887 also shows significant areas of orcharding. To the north of the area, the Eign Brook crosses open land and its name changes to Tan Brook indicating a former tannery. The area just to the south of Leominster Road is labelled 'New Town East' indicating a planned expansion of the city in this area which was already under way.

By the time of the 1887 map, Eign Brook had been diverted by means of a dam and

weir, so that there was a separate water course parallel to the canal. Widemarsh Street is shown with houses along both sides and, to the rear of the terrace, and backing onto Merton Meadow is the 'Pine Apple Inn'.

By the time of the 1929 OS Map, the market had extended yet further, however allotment gardens are still shown to the north and west. On this map the Hereford United football ground is shown as a sports ground, but with, as yet, only fairly small stands for spectators. On this map and the 1939 OS map land to the north of the football ground remains largely vacant.

Buildings of note in the area include the Old Market complex by Allies and Morrison, the former All Saints Vicarage on the west side of Widemarsh St. by Nicholson of 1856 and the former Boys High School by Gavin Jack of 1911-12 complete with its walls and railings. (Fig 43) Much further out, where the street joins Newtown Road is the former Racehorse Inn by Bettington and Son of 1938.

Land between Widemarsh Street and Commercial Road

This sector of the outer city centre is one which has been very significant in the commercial development of Hereford from the Victorian period onwards. The main reasons for this are the presence of firstly the canal basin and then the main railway station.

The complexity of the industrial activity is shown clearly on the 1858 map. The oldest natural feature on this map is the Eign Brook (also known as the Tan Brook) and to the right of the extract referred to as the 'River Eign'. In the middle of the map is shown a widening of the brook into a mill pond and an indication of a water mill building.

Land to the south west of the Eign Brook is occupied by the site of the Blackfriars monastery incorporating the ruins of the monastic building, Blackfriars Gardens, the Cross and the Coningsby hospital.

Immediately to the north of the Eign Brook is shown the terminus and three-armed basin of the Herefordshire and Gloucestershire Canal. (Fig 44) The towpath is on the north side of the canal which is shown surrounded by timber yards. A saw mill is shown, as is a bark rick and also coal depot, though this appears rather small in comparison with the land devoted to timber.

This engraving shows the middle arm of the canal basin with the city in the background. To the right and left timber baulks are lying on the ground whereas in the distance is a lifting crane. To the left we see the rough outline of the bark rick. Open barges are shown moored and in motion on the water. In 1848 the canal-side warehouses had been taken over by Edward George, one time foreman of Price and Co. who had built them. This was the origin of the firm George and Tudor who occupied the canal site until the recent takeover by Jewsons; however the firm still retains premises on Burcott Road.

Returning to the map, a gas works is shown to the east of the canal basin, next to Commercial Road, at the point where the road down to the station branches off.

The other major constituent of this sector of the city is the railway line with all its associated sidings, (Fig 45) coal depots, water tower and, not least the station itself. As indicated in the general historical background, the story of the development of Hereford's railway system is a complex one, with a multiplicity of companies all with their competing interests. As the development of the railway was gradual, so was the development of the stations, each railway company initially having its own. The system gradually resolved itself into the development of two stations sites – that at Barton Road, to the west of the city and this one, the Barrs Court station, next to the canal basin.

The 1887 map shows the station with its island platform, much as at the present day, whilst further to the north is a pair of goods sheds, only one of which survives. By the time of this map, the eastern arm of the canal wharf had been abandoned owing to disuse. GWR had taken over part of the route of the canal nearer Gloucester in 1870, converting it into a railway line, thus the Hereford end became isolated and unviable.

The photograph shows the two goods sheds, with the main line running between them. The station buildings are hidden from view by the signal gantry. In the foreground trucks are laden with coal and hop poles, whilst further back are wagons filled with lime used to coat the interiors of cattle wagons to reduce infection. In the distance to the right are tall chimneys probably from the gas works.

By 1888, the gas works, which had supplied gas for lighting the streets of the city had been transformed into the Phoenix Works. Immediately to the south of it, where Morrisons now stands, is the site of the Monkmoor Mills, where leather and woollen cloth were manufactured and which survived into the 20th century. Immediately to the west of this stood the saw mills with its complex of buildings and stores.

By 1929 there had been few changes in the development of the area. The Phoenix Works, formerly the gas works site had become a motor works and the Post Office has established a sorting office in buildings opposite to Barrs Court Station. The motor works was that of the Smooth-Geared Auto-Car Syndicate which later became Connelly and Sons. Their cars were hand built and in many cases components of the cars were built in small workshops in other parts of the city.

In the southern part of this sector of the city, the streets date back to late Medieval times, with Blueschool Street following the line of the city wall and, further north, consecutively Catherine Street and Coningsby Street. All the land to the north of Coningsby Street remained as gardens in association with the Blackfriars monastery site, but between this and the city walls the streets were closely lined with dwellings and workshops. One of the non-domestic uses indicated on the 1888 map are the 'Aerated water works' off Coningsby Street which remained into the late 20thC as Davies Brook, suppliers of mineral water and 'Corona pop'.

Between Catherine Street and Blueschool Street was the Blue School itself (Fig 46) , which building still stands, though much altered. The Blue Coat School had been established in 1710 with the surviving main buildings dating from a major re-build by Charles Heather in 1827. It had 180 pupils in 1851 but had grown to 371 pupils by the end of the century.

Notable buildings on the east side of Widemarsh Street include the Herdsman pub on the corner of Catherine Street by James Cranston from 1861-2, the former Girls High School, also by G.H. Jack from 1913-14 which Pevsner regards as more innovative. (Fig 47) Further along is the interesting Coningsby Hospital founded in 1614 by Sir Thomas Coningsby who used the remains of the 13thC north range of the buildings of the Knights Hospitaller of St. John of Jerusalem as his starting point. To this he added three more ranges around a small courtyard. More of this complex later! Beyond the petrol station and next to Print Plus is the Antiques centre occupying an interesting former warehouse by Willett of 1883

Considering that Commercial Road is the main entrance to the city from the east it remains rather disappointing architecturally. On the north west side, starting from Commercial Square is the notable Franklin Barnes building by Cecil Corey of 1965 with its green tiling and arched recess for a metal sculpture. (Fig 48) Much further along, past Canal Street is the Jacobethan archway to St. Peter's cemetery by E.H. Lingen Barker of 1881, though much decayed. Next is the Merton Hotel an early 19thC house converted in 1863 and, next to the petrol station is the Commercial Inn of 1820, but refronted in 1897-8

Across the car park vista is the railway station by Thomas Penson of 1854-5 (of which more later) and the sole remaining engine shed from 1855-6 altered in about 1880.

Land south east of Commercial Road

Whereas land to the north west of Commercial Road was the location of transport and manufacturing, that to the south east was largely institutional in nature. The 1888 OS map shows that, whereas the south side of the street was fairly well built up out as far as what is now Union Walk, beyond that point the character was quite different. The map

shows this area dominated by three significant structures – the Union Workhouse, the Public Slaughterhouse and the Gaol. Further north of these three was the Eign Brook which was subject to flooding and so the land alongside remained largely undeveloped.

The reason for the lack of development apart from the buildings mentioned was that the land had belonged to St Guthlac's monastery, a Benedictine foundation from about 1143 – the approximate date of their move from the Hereford castle site. The monastery was a cell of St Peter's in Gloucester and, although having extensive land holdings in and around Hereford was always struggling and limped along until the dissolution. No remains of the monastic buildings survive, although some of the choir stalls in the cathedral are said to have come from the monastery and some of their books have made their way into the chained library. However the presence of the monastic holding effectively froze the land from development until it passed into the hands of the city council.

The most significant of the buildings was the gaol, designed by John Nash and built between 1789 -96. The building had a temple-like frontage (Fig 49) built of heavily rusticated masonry with the perimeter walls and cell blocks built of brick. The gaol's only surviving building is the former governor's house, now a series of lock-up shops. (Fig 50) The 1888 and subsequent maps show the location of the gaol, but none has a plan of the buildings themselves. From the surviving photographs it appears that the gaol had the typical tall central administration block with (probably) four radiating wings and four courtyards.(Fig 51) Warders and staff could, from the central zone see out into the courtyards and along the cell block axes in order to control inmates. Many 19thC workhouses were designed on the same principle. The gaol could hold up to 105 prisoners and it was the site of the last execution in Hereford which took place in December 1903. The gaol site is still shown on the 1929 OS map, but is marked as abandoned and was demolished in that year.

To the rear of the gaol further former priory land was used for the construction of the workhouse. This was built by John Plowman Junior of Oxford and dates from 1836-7. This was extended in 1862 by William Chick and the chapel was added in 1880 by Tripp of Gloucester. Although much altered, significant parts of this complex remain, having been absorbed into the present hospital complex.

Of the City Slaughterhouses there appears to be little evidence apart from that shown on maps, and no remains. The location was well away from the centre of the city, though interestingly not far from the higher class houses of Aylestone Hill. The proximity of the site to the brook was probably an advantage in an era when waste was not considered with such care as today. The 1888 map also shows that the complex had its own rail siding for the offloading of livestock and for the export of carcasses.

To the west of the gaol and workhouse, the 1888 map shows that many of the buildings we now see had already been built. Of note are the Hop Pole pub from 1903 and its taller neighbour, the former Greenlands Repository by Robinson from 1903 and Hereford's first steel framed building. Next is the Baptist Chapel which was constructed in 1880-1 to designs by Johnson and Haddon who were joint winners of a design competition. Turning the corner into Bath Street is the large Corn Mill built for Rev. John Venn's 'Society for Aiding the Industrious'. It is of plain brick and five storeys and dates from 1847-8 by Robinson, enlarged in 1864. Behind this is the former public baths building by Nicholson of 1851-2, which was heated by steam from the adjacent mill. With the erection of the new Public Baths in Edgar Street, the old baths building became the city's Masonic Hall.

The main redevelopments in this quarter of the city are the bus station site and the County Hospital. Following the demolition of the gaol, the city council acquired the site and turned it into the bus station, with the retained former gaol governor's house serving as a booking office. The front part of the site became the location for the new Ritz cinema designed by Leslie Kemp in a simplified Art Deco style and built between 1936-7. (Fig 52) In a striking change of fortune, this building later became part of the Odeon chain then a nightclub and is now an evangelical church.



Fig 43 High School for Boys, 1911-12



Fig 47 High School for Girls, 1913-14



Fig 44 An engraving of the middle arm of the Canal basin a few years after it opened in 1845



Fig 45 View of goods yard looking south east from Burcott Road Railway Bridge.



Fig 46 Blue School, 1827



Fig 48 Franklin Barnes, 1965



Fig 49 Front of gaol



Fig 52 Former Ritz cinema



Fig 50 Gaol governor's house

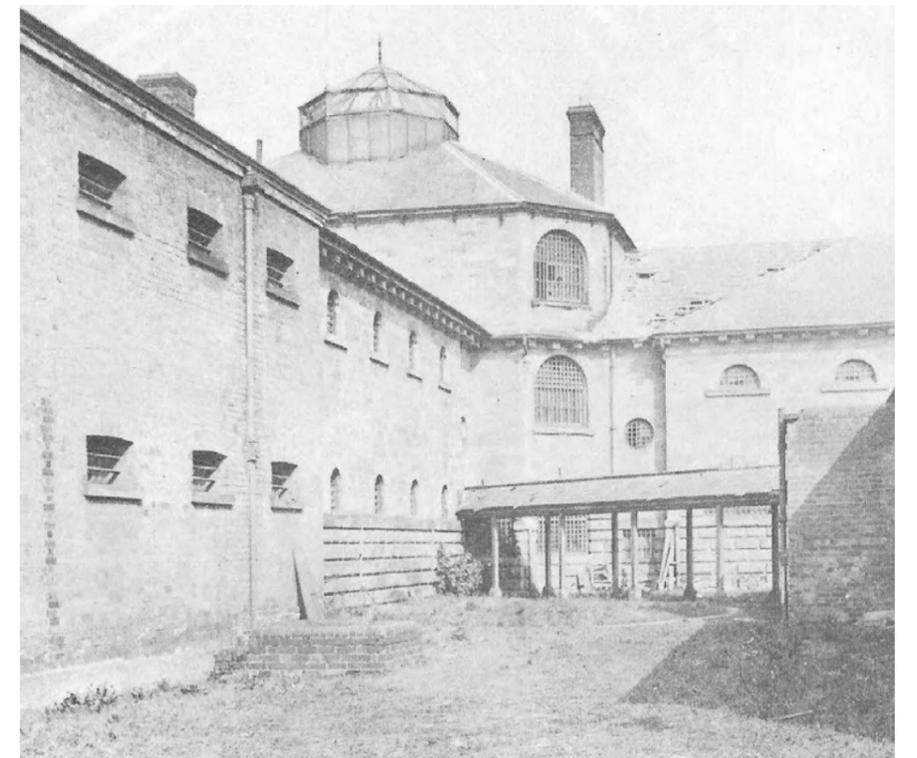
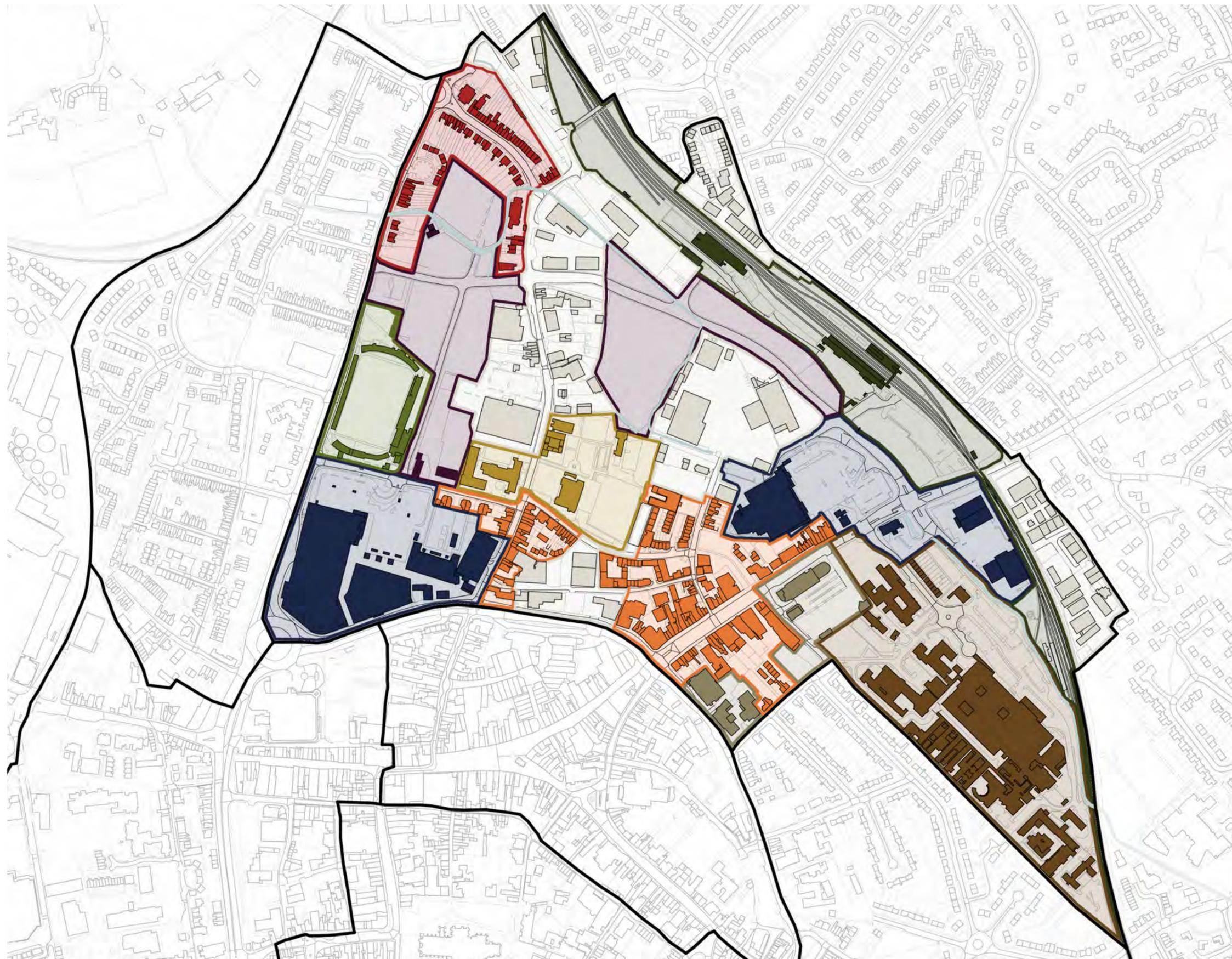
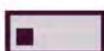
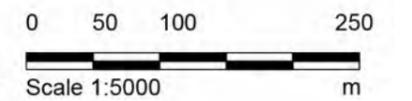


Fig 51 Courtyard of gaol

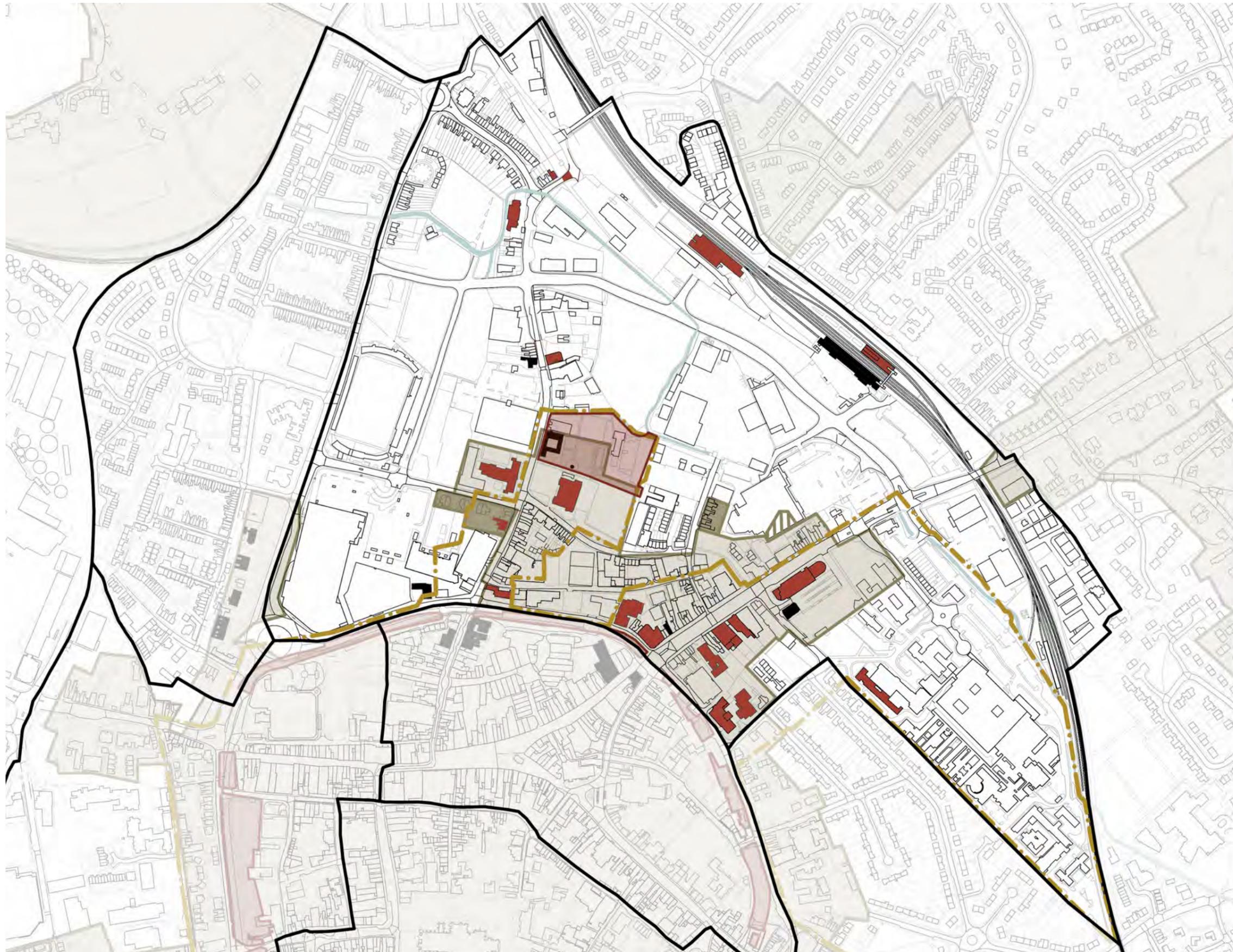


Character Areas

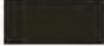
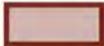
-  Retail and Parking
-  Edgar Street football ground
-  Residential
-  Vacant Land
-  Railway incl station
-  Light industrial
-  Schools / Almshouses
-  Small scale mixed use
-  Hospital
-  Large scale urban & civic

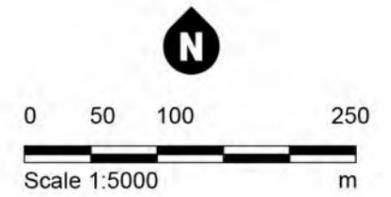


Map 27.0 - Urban Village Character Areas

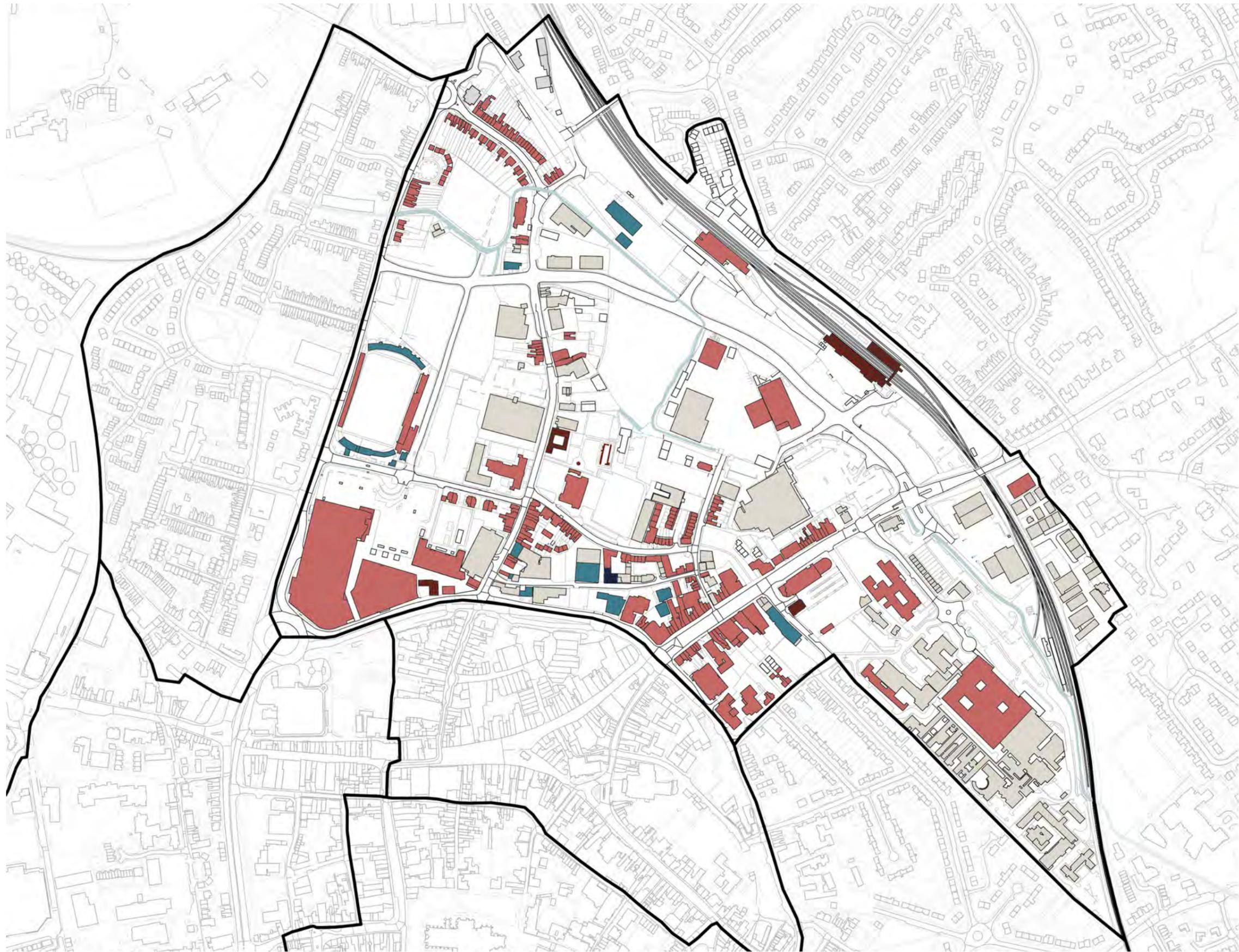


Legal Designations

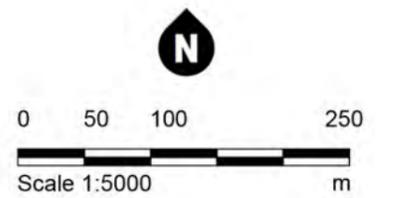
-  Listed Building
-  Recommended for local list
-  Archaeological importance
-  Conservation Area
-  Conservation area addition
-  Conservation area removal
-  Scheduled Monument



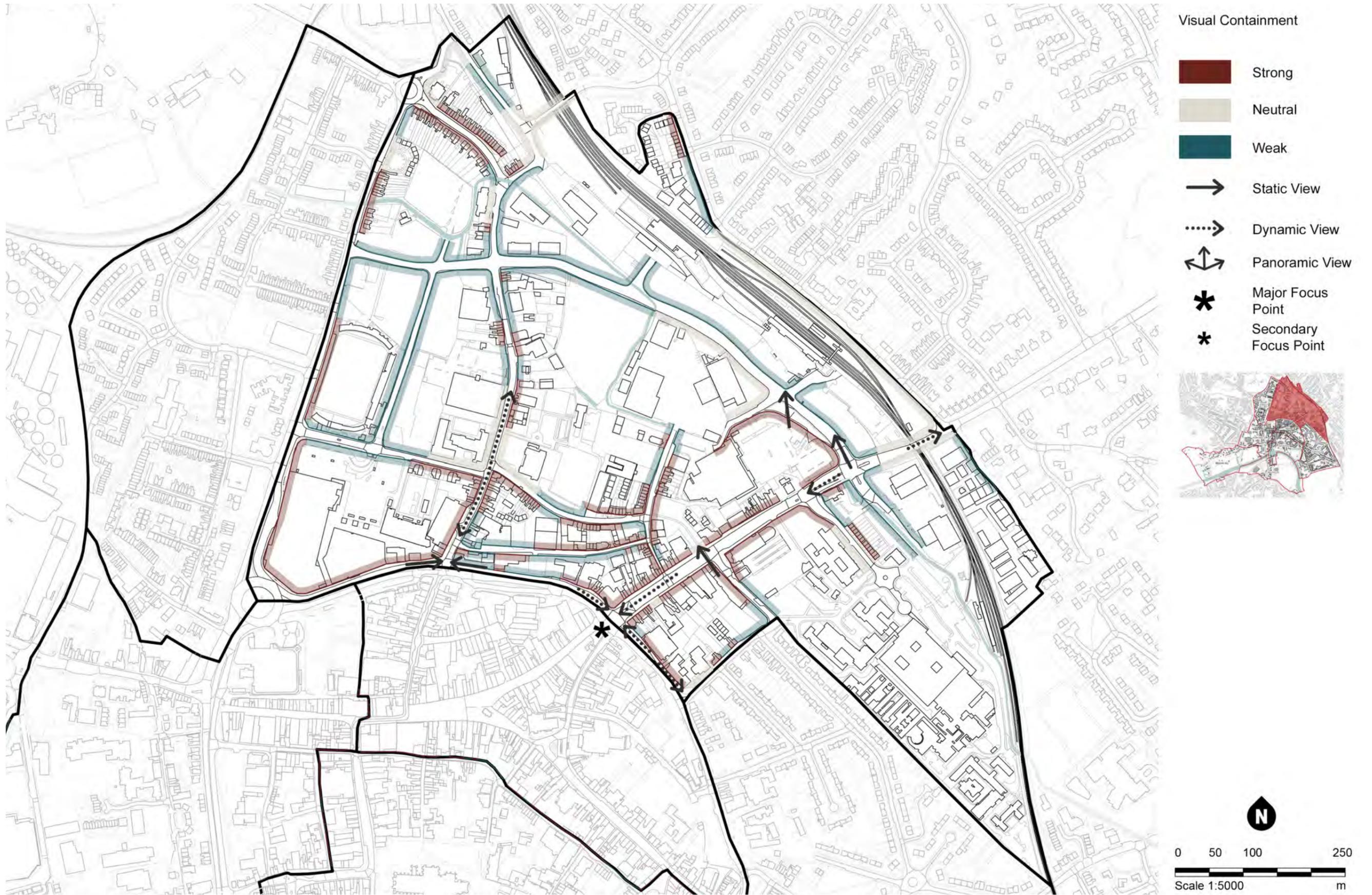
Map 27.1 - Urban Village Legal Designations



- Contributions to Character
- Essential
 - Positive
 - Neutral
 - Negative
 - Detrimental



Map 27.2 - Urban Village Contributions to Character



Map 27.3 - Urban Village Visual Containment

16.0 Urban Village

Summary of key issues:



1. Vacant land:

Towards the northern part of this zone there are significant parcels of vacant land now made more accessible through the construction of the recent Link Road. Neither Merton Meadow nor the land to the north of Coningsby Hospital have ever had significant development historically, but with the opening of the new road they have become more visible and accessible. Older maps show that the land in front of the station was once the canal basin, and hence the site of industrial activity and more recently was the main Post Office depot prior to its relocation.

The 'opening up' of this land to development presents a significant opportunity for the city, offering as it does, readily accessible plots of some size relatively close to the city centre.



2. Station setting:

The railway station is a substantial historical building dating from 1854-5 and is listed. Although the buildings were not in good condition a number of years ago, recent works by Arriva Trains Wales (is that right) have made significant improvements and the station building, the platforms, canopies and public spaces are in relatively good condition. Unfortunately the building is let down by the present access and ticket office which are not as welcoming as they might be. Similarly the landscape of the station forecourt, though functional, does not do justice to the building itself and diminishes that sense of arrival making a poor first impression of the city.

A transport hub is planned for this location allowing ready connection between rail, bus, cycle and taxi facilities. The opportunity exists for a wide ranging re-consideration of the station approach and forecourt to combine all these necessary functions in an attractive and welcoming way and in a way which does justice to the architecture of the historic buildings.



3. Canal:

The Herefordshire and Gloucestershire canal, though a relatively late arrival in the city within the perspective of the canal era as a whole, made a significant contribution to the life and development of the city. This presence remains largely invisible as the canal itself has all but vanished.

The efforts of the Herefordshire and Gloucestershire Canal Trust to reinstate the canal link between Hereford and Gloucester are laudable and indeed heroic, given the scale of the task and the poor condition of the remains.

In other cities where the canal reaches close to the centre it has been seen that the relatively recent upsurge in canal activity, largely related to leisure use, has had a significant impact on visitors and tourism. Waterside locations are attractive in themselves and often attract a premium in land values. In Hereford there exists the opportunity to create a canal basin with good leisure facilities and to use the adjoining land perhaps for premium housing. A forward plan encompassing these possibilities would help to strengthen the attraction of this area of the city and would encourage the efforts of those working to re-open the canal.

Summary of key issues:



4. Fragmentation of Widemarsh Street:

Widemarsh Street is a street of three parts. At the north end, where it adjoins Newtown Road it is enclosed on both sides by residential development then, from the Burcott Road junction as far as the Coningsby Hospital it is flanked by a hotchpotch of buildings, some with architectural merit, but many of none, then progressing into the city the street is again lined with buildings – mainly retail and office. So the character moves (in whichever direction) from enclosed to raggedly open to enclosed again. As one of the city's principle streets, the character of this middle section sadly lets down the nature of the street and weakens the sense of approach to the city, creating a poor first (and lasting) impression.

The opportunity exists within this middle section of Widemarsh to enhance its character largely through development control, by encouraging and promoting building and landscaping which reinforces the sense of a more enclosed street. This focusses views and builds character and a sense of place. The use of design briefs may help to achieve this end.



5. Football ground:

The football ground is one of the more significant sites and 'buildings' within this zone. It is recognised that financial resources to carry out improvements may well be limited (dependent on the success of the local team!). However to enhance the stands at the ends of the pitch would help the character of the area more generally, particularly at the southern end of the site. It may be that partnership with other businesses could achieve some rebuilding, perhaps by incorporating other uses at ground level.



6. Blackfriars Monastery site:

The rose garden with its cross and monastic ruins form one of the hidden gems of Hereford and worthy of wider appreciation. At present the site appears very enclosed by the almshouses at the front and the school grounds to the south and east. However it would be worth exploring long term options to make the site more accessible, perhaps by creating physical links in the form of pedestrian routes through adjacent sites. A possible route might link this site, via Coningsby Street to St Peter's churchyard and thence to Commercial Road.

At a simple level, the interpretation of the site could be enhanced on site and elsewhere in the city. The fact that the city was surrounded by three reasonably significant monastic establishments is not explained to visitors and, although there are few physical remains to show, those which do remain could be made the focus of a visitor route, thus adding to the visitor attractiveness of the city.

Summary of key issues:



7. Blueschool Street environment:

This street is vehicle dominated, being a dual carriageway fronted by a mix of buildings and sites of largely indifferent quality. Currently the two sides of the street are experienced as different entities, such is the way the traffic severs the city's environment in this area. To the south is the rear of the Maylord Orchards development which has a strong architectural character, though somewhat spoilt by the environment at street level. Separating this from the road is a stretch of city wall which is partly covered by vegetation and colonised by sycamore trees.

To the north, the street is fronted by a lighting store set behind an area of planting, the council's own offices, then an extensive car park, a tyre store and the Bluecoat School buildings which are not well maintained. As with other streets opportunities to re-unify the two side of the streets, and to reinforce the continuity of their frontages should be sought.

8. Cinema and Governor's house:

This is another large site close to the city, with good access which nevertheless appears to be very underused. Apart from accessibility it has the merits of two good quality buildings which could form the focus for a re-development scheme. The gaol building has a very strong architectural character and could, with careful conservation and adaptation form a useful commercial or civic building set at the heart of a busy mixed retail / residential area.

Whilst not a 'star', the former cinema has some architectural merit, mainly on the street frontage. It has a good entrance with art deco detailing over and the semi-circular restaurant building has a good 'streamlined' 1930s character which could be carefully enhanced and complemented to make a further focus for redevelopment.

9. North end of Commercial Road:

This is another part of the city where traffic is the dominant element. As one of the major approaches to the city centre it does not provide a welcoming approach. Approaching from Worcester, and having appreciated the delights of leafy Aylestone Hill, the road then becomes constrained and clogged up by multiple traffic interchanges. On both sides of the road there are embankments which are poorly maintained and the fencing, some of which is historic is in poor condition. On the right is the view of the station car park, then Morrisons frontage with some good landscaping and a petrol forecourt. On the left more roads and the KFC building which does not match up to the significance of its location.

Opportunities to rationalise the traffic system and to improve the environment, with better buildings and with better, robust landscaping should be sought.

Summary of key issues:



10. Hospital approach:

As a continuation of the previous theme, the approach to the hospital site is unattractive and enormously constricted. That a major public building, which creates significant traffic flows, and particularly ambulances, should be approached along what is effectively a single carriageway street seems unacceptable. At the very least it might be possible to make a one way system entered from the Brook Street side.

Character Sub-area	1a	1b	2	3	4a	4b	5a and b
							
Name	Retail & Parking Old Market	Retail & Parking Morrisons and Brook Street	Edgar Street football ground	Residential Newtown Rd., Widemarsh St	Vacant land - West	Vacant Land - East	Railway including station and car parks
Main Character	<ul style="list-style-type: none"> Modern retail development and cinema with mix of large, medium and small scale retail and lock-up kiosks, broad pedestrian areas and public seating 	<ul style="list-style-type: none"> Large scale standardised retail units surrounded by parking, limited use of trees as softening 	<ul style="list-style-type: none"> Open air football pitch with raked seating on all sides. Weston stand on Edgar Street frontage is tallest 	<ul style="list-style-type: none"> Two and three storey residential from mid – Victorian period, but mostly early 20thC and some modern reproduction Georgian 	<ul style="list-style-type: none"> Open land, partly used as overflow flood area, all awaiting redevelopment 	<ul style="list-style-type: none"> Open ground, largely brownfield with bulk storage of processed hardcore 	<ul style="list-style-type: none"> Land mainly taken with railway tracks and sidings Station buildings Some former goods sheds
Strengths	<ul style="list-style-type: none"> Good design standard with local references Good public spaces and evidence of high footfall 	<ul style="list-style-type: none"> Good layouts for traffic and parking. Some of tree screens to ameliorate otherwise hard surfaces 	<ul style="list-style-type: none"> Good west and east stands. Strong local support for club means good attendances 	<ul style="list-style-type: none"> Good scale and relation to street width Good housing association housing on Edgar Street (east side) 	<ul style="list-style-type: none"> Well constructed access Some trees remain Water gives opportunity for imaginative landscape / public space 	<ul style="list-style-type: none"> Good level dry land Includes area for canal basin Good access frontages 	<ul style="list-style-type: none"> Very good quality station buildings Tree screen to southern area
Weaknesses	<ul style="list-style-type: none"> Detached from city centre. North edge of development dissolves into public car park 	<ul style="list-style-type: none"> Very standardised designs with no local references Over-large signage Cars dominate 	<ul style="list-style-type: none"> Townscape of north and south stands weak and unattractive at street level 	<ul style="list-style-type: none"> Some use of inappropriate replacement doors and windows Maintenance standards of some of recent work is slipping 	<ul style="list-style-type: none"> Awaits further action 	<ul style="list-style-type: none"> Awaits further action 	<ul style="list-style-type: none"> Some poor quality fencing Poor frontage to station building

Character Sub-area	6a	6b	6c and d	6e	7	8a	8b
							
Name	Light Industrial Widemarsh Street / Burcott Road	Light Industrial Jewson / Post Office depot	Light Industrial Barrs Court Road / Rockfield Road	Light Industrial Blueschool Street	Schools / Almshouses	Small scale mixed use Widemarsh Street	Small scale mixed use Canal Road / Commercial Road
Main Character	<ul style="list-style-type: none"> Mainly low flat roofed or portal framed structures Parking for cars and vans External storage of goods and materials 	<ul style="list-style-type: none"> Large span buildings Open storage of goods and materials Extensive parking for PO vehicles 	<ul style="list-style-type: none"> Small scale units in zone 6C Larger units on 6D 	<ul style="list-style-type: none"> Generally large span, low pitch structures Extensive surface car parking 	<ul style="list-style-type: none"> Large school buildings with playgrounds Former medieval monastery now almshouses 	<ul style="list-style-type: none"> Mainly two and three storey buildings Shop frontages at street level 	<ul style="list-style-type: none"> Housing on Coningsby St and Canal Rd. Office and shops on Commercial Road Mainly two or three storey, brick construction
Strengths	<ul style="list-style-type: none"> Building character directly reflects their uses 	<ul style="list-style-type: none"> Good design of modern structures Generally good site enclosure 	<ul style="list-style-type: none"> Good design for first unit on 6D 	<ul style="list-style-type: none"> Some tree planting along Blueschool Street Recent improvements of council building 	<ul style="list-style-type: none"> Good, well designed school buildings Attractive monastic site Attractive rose garden Sense of peace and enclosure 	<ul style="list-style-type: none"> Generally harmonious design Good shop fronts Some imaginative paint schemes 	<ul style="list-style-type: none"> Some good, recent housing schemes Village character Includes small pocket park Retail remains viability at a modest level
Weaknesses	<ul style="list-style-type: none"> Open frontages to Widemarsh Street Some untidy sites Some buildings not visually attractive 	<ul style="list-style-type: none"> Security fencing dominates near entrance to sites No softening elements in landscaping 	<ul style="list-style-type: none"> Untidy site adjacent rail line for 6C gives poor impression from railway 	<ul style="list-style-type: none"> Some low quality structures and spaces for city centre site Excessive surface parking Lack of continuity of street frontages 	<ul style="list-style-type: none"> Poor quality and obtrusive fencing to St Thomas Cantilupe school Some evidence of low-level vandalism in rose garden Monastic site very hidden away 	<ul style="list-style-type: none"> Set-back shop units in modern structure on east side of Widemarsh St. Weak approach to Catherin Street 	<ul style="list-style-type: none"> Streets rather narrow for servicing Jewsons site South end of Canal road rather unattractive Former Blue School building compromised by present use

Character Sub-area	8c	9	10a and b
			
Name	Small scale mixed use Commercial Road east side	Hospital	Large scale urban or civic buildings & open car parking
Main Character	<ul style="list-style-type: none"> • Varied scale buildings • Mainly brick construction • Mainly entertainment and retail at street level 	<ul style="list-style-type: none"> • Extensive site with many building of varied periods and styles • Large PFI main hospital building • Extensive surface car parking 	<ul style="list-style-type: none"> • Divided zone with mainly large scale structures • Mainly brick construction • Extensive bus depot on 10A
Strengths	<ul style="list-style-type: none"> • Some good contemporary design insertions • Good Victorian warehouse • Good Baptist church 	<ul style="list-style-type: none"> • Some good early building • Some good contemporary structures • Some good landscaping 	<ul style="list-style-type: none"> • Contains five distinctive and well designed buildings
Weaknesses	<ul style="list-style-type: none"> • Poor design of buildings on corner of Union Walk • Open parking on gap site facing Bath Street • Frontage of Baptist church could be handled better 	<ul style="list-style-type: none"> • Poor traffic access to site • Poor quality approach road • Some low quality buildings 	<ul style="list-style-type: none"> • Poor appearance of former cinema restaurant • Street presence of former cinema is weak • Former prison building could be better used and presented