

Hallamgate Road

In 1850 Hallamgate Road was a country lane connecting Hallamgate House, standing at the junction with Crookes Road, with Hallamgate Farm, which stood back from the lane roughly behind where number 28 Hallamgate Road now stands.

Hallamgate House was built for Francis Hoole and family and was occupied by him certainly in 1790, if not earlier. The house stood out in its locality in terms of scale and had an ornamental garden complete with ha-ha, which still exists today. Later occupants were: Peter Frith, optician, from 1839 - 1844; Charles Hoole, grocer & tea dealer, from 1846 - 1879; Arthur Wightman, solicitor, Justice of the Peace for the City of Sheffield, Town Trustee, Trustee of the Birley's Charity, Governor of the Sheffield Royal Grammar School, member of the Council of the University of Sheffield, from 1879 - 1924; and G.Graves Ltd, wireless manufacturer from 1929-1948, who turned the house into the 'Hallamgate Works' and sold it to Plessey Ltd. The site was acquired by the University in 1963 and demolished to make way for the student halls of residence.

At the other end of Hallamgate Road, Hallamgate Farm was the home of the Spooner family and dated from 1760, so was older than Hallamgate House. The Spooner family had large land holdings in and around Sheffield and in 1815 Joshua Spooner extended these by acquiring all the fields between Lydgate Lane and Fulwood Road, purchasing them from the estate of the Rev. Wilkinson of Broom Hall. The Glossop turnpike Rd (now Manchester Rd), Lawson Rd, Sale Hill, Tapton Crescent Rd and Tapton House Rd were all built on land once owned by the Spooners.

Hallamgate Road is the last of the roads that we visit on this walk to be established in its current form. The end that joins Lydgate Lane is pretty much the same today as it ever was, which is why the road is narrow at that end. However moving towards the junction with Tapton House Road, the route of the road remained undetermined until after Hallamgate Farm was demolished at the turn of the 20th Century. An early 'indicative' route that would have produced a straighter road was abandoned and the change of plan left a curious triangular remnant of land that was undeveloped until the 1930's. The footprint of this 'false start' is clearly visible on the ground today.

The houses along Hallamgate Road were built at various times over the period 1890 to 1930 and one can follow the pattern of development through the OS maps. There are several fine Edwardian houses in the road; the Pevsner Guide to Sheffield draws particular attention to no.20 in 'Domestic Revival' style, built between 1901 and 1905. It was the home of Bernard Hobson, eldest son of John Hobson, in 1912. Hallamgate Farm itself disappears from the OS map at the same time as nos. 16, 20, 28. 30 and 32 appear for the first time, in the 1905 map.

Tapton House Road

In 1850 Tapton House Road was a lane that ran south west from Hallamgate Farm towards Fulwood Road, pre-dating and crossing Manchester Rd. It had only one large house, with outbuildings, situated close to the junction with 'Hallamgate Road'. On the 1851 map this house is not named, but the 1890 OS map identifies it as Tapton House, which it is still called today. The OS maps between 1850 and the present day show that same pattern of buildings on this site, though it is not known to what extent the buildings standing there today are the same as those shown in 1850; if they are original they could be the oldest buildings in the Conservation Area. The development of the other houses in the road took place at various stages between 1868 and 1893.

At the bottom of Tapton House Road, the junction with the Manchester Road, one can see a gennel on the opposite side that was part of the original 'Tapton House' lane, though perhaps narrower now than it was originally. This gennel runs down to the Fulwood Road close to the junction with Shore Lane. The 1851 map also shows a footpath running from the rear of Tapton House towards Tapton Hill, finishing at the top of the garden of 'Uplands' on Manchester Road. It is no longer there in 1893.