

September 2011

Hereford city defences a conservation management plan

Part two: Gazetteer



Herefordshire Archaeology Report 292

Herefordshire Archaeology
Environment, Planning & Waste
Herefordshire Council

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GAZETTEER

This gazetteer presents an account of the medieval defences of Hereford broken down into eighteen separate sections: the main city wall with its associated monuments, described clockwise from the south-west corner and broken down into sixteen sections, with one additional section each for the Row (King's) Ditch south of the Wye and for the Bartonsham Row Ditch. Hereford Castle is not included here but is described briefly in Section One of this conservation plan. Readers are referred to Section One for an overall historical summary and for general policies referring to the city defences.

Each section report below follows a standard format:

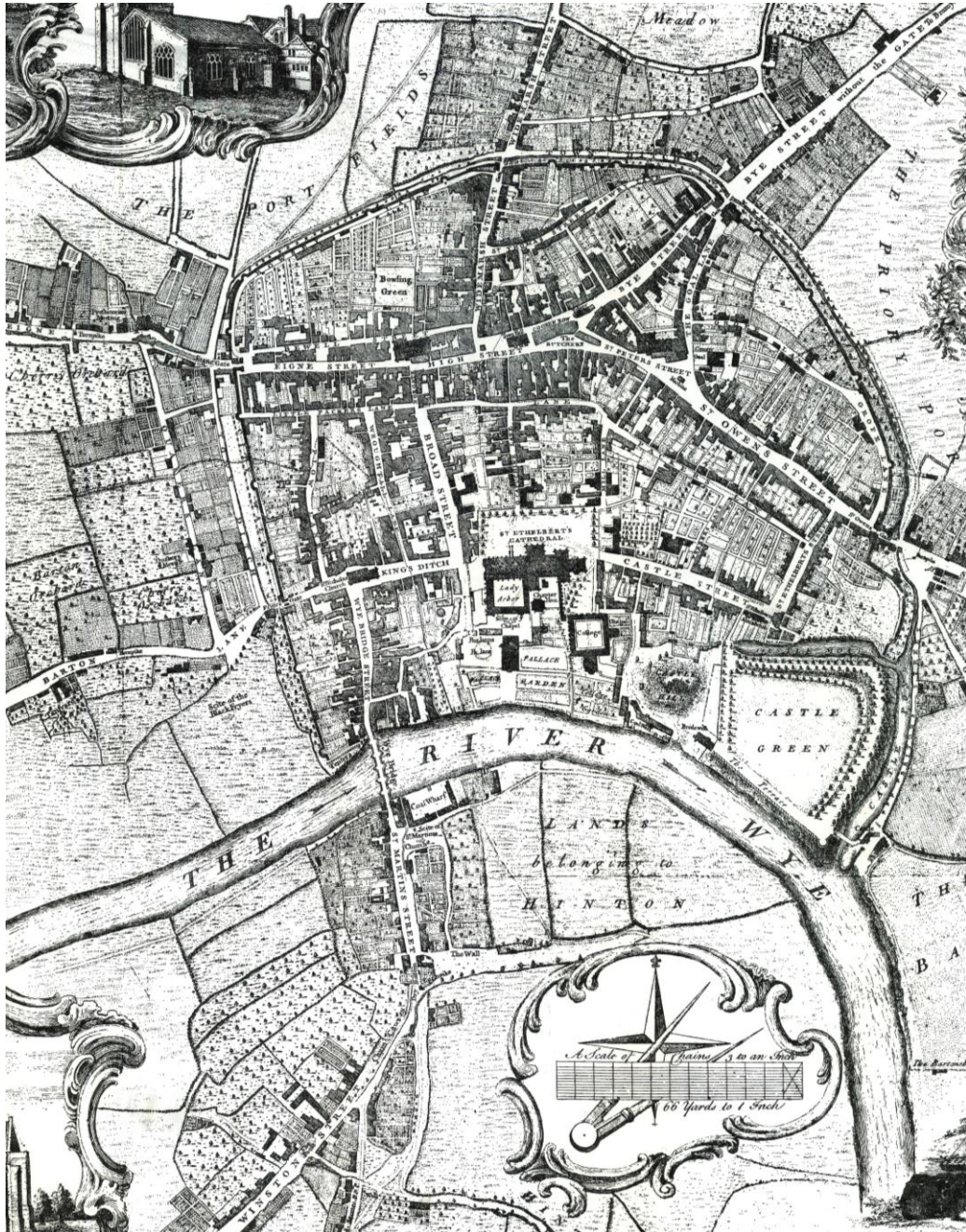
- location and summary
- physical description
- history of local archaeological investigations (below and above-ground)
- historical development summary (from all sources)
- present condition and issues (including presentation and access)
- ownership and status (designations)
- significance
- illustrations

Significance is assessed section by section in relation to the city defences as a monument in their entirety, on the basis of survival/intactness, rarity, visibility/prominence, the potential for presentation and the potential for research. In the latter instance sections of the city defences that no longer survive above ground may nevertheless be regarded as of high significance if it is clear that their below-ground archaeology is well-preserved and of particular historical importance – for example where there is evidence of timber structures associated with the defences, or particular activities colonising the back of the rampart.

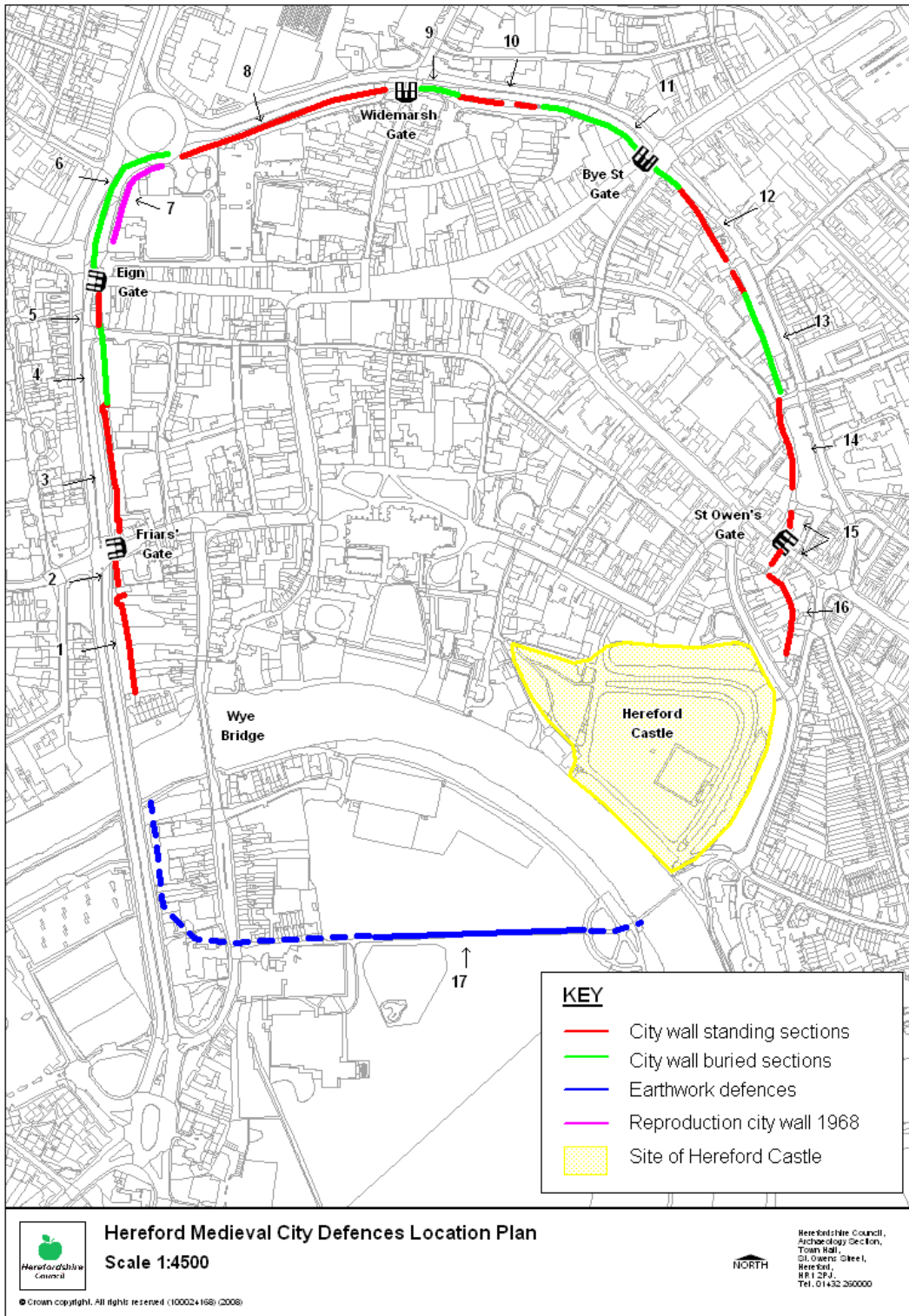
The numbering scheme for the bastions (B1-B15, clockwise) is the same as that used in Ron Shoesmith's 1982 volume *Excavations on and close to the defences* (p.8) and by subsequent commentators. The numbering scheme for the city wall sections departs from that used by Hereford City Council's 1996 *Management Strategy* because that document paid attention only to the standing fabric whereas this seeks to give some account of the intervening stretches where the defences now only survive underground as buried archaeological structures and deposits.

Bibliographic references are contained in Part One of this conservation plan. Sites & Monuments Record numbers appear in brackets throughout the section reports, monument numbers are given in the summaries and descriptions, event numbers (referring to archaeological investigations) in the investigations histories. Three general maps (Taylor's map of 1757, the location of individual sections, and the boundaries of the scheduled ancient

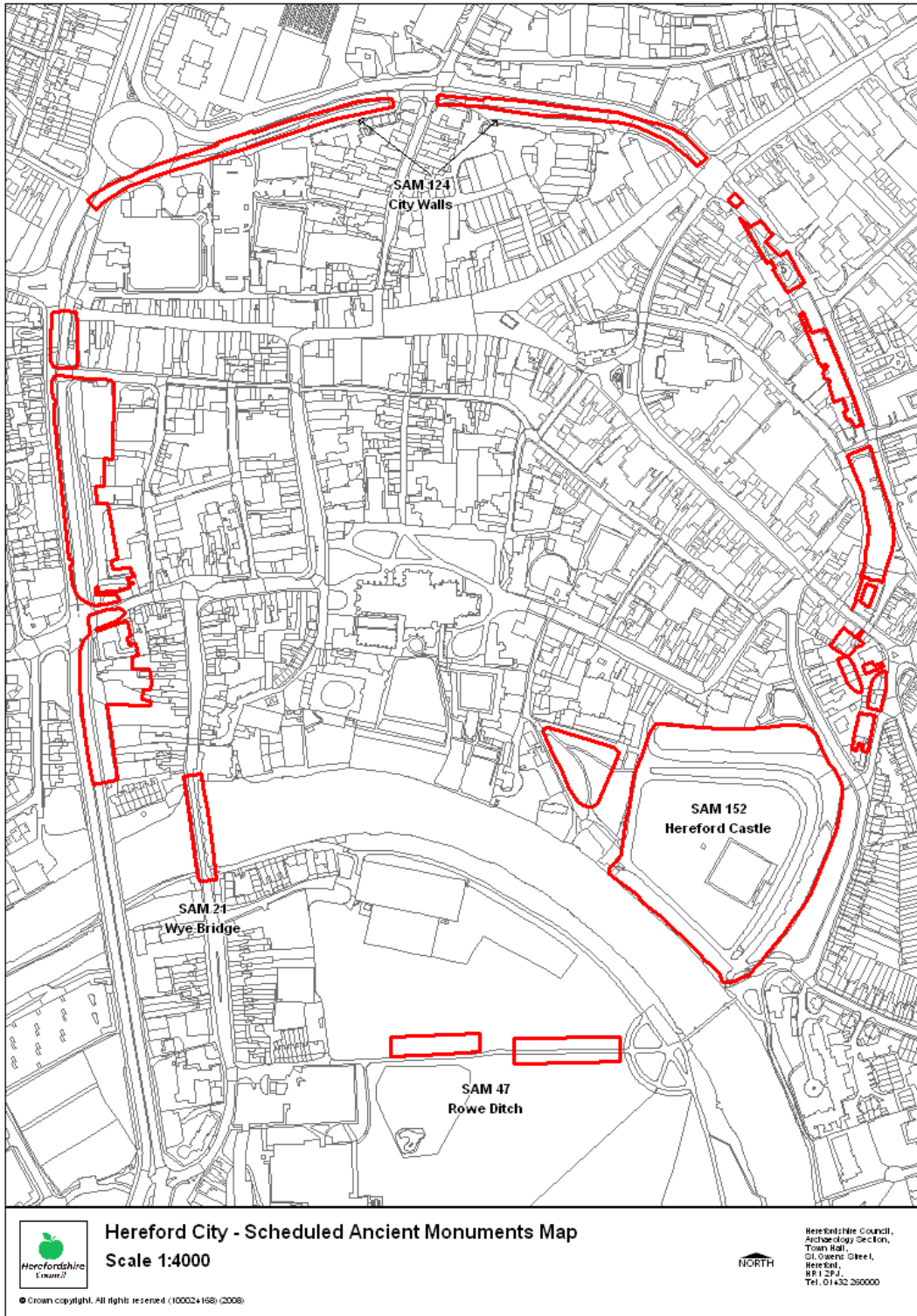
monuments) appear at the beginning; photographs and other illustrative material relating to particular sections appear at the end of each section commentary.



The central portion of Isaac Taylor's map of Hereford in 1757. The medieval city defences are still intact, at least in plan. The Bishop's Meadow Row Ditch appears just above the cartouche containing the scale bar. Taylor was an experienced and reputable urban cartographer and this map is regarded as being generally reliable and accurate for the period



Location map showing the individual wall sections described in the text below. For the Bartonsham Row Ditch (off the map to the south-east), see section 18



Map of the Scheduled Ancient Monuments comprising the city defences

SECTION 1 Wye Terrace-Greyfriars Surgery

Location and summary

The best-preserved, most original stretch of wall remaining around the city, truncated behind Wye Terrace at its southern end and by the Greyfriars Surgery building at its north end. The better preserved of the two remaining bastions (B2) is located on this section.

Description

This section of wall, including bastion B2, survives for about 95m, from a garden wall at the rear of Wye Terrace at its south end to the 19th-century Greyfriars Surgery building at its north end; it naturally sub-divides into a number of identifiable sub-sections based on the properties to which it forms the rear boundary.

The first (most southerly) section of the wall (43811) stands to a height of 2.2m/eight courses and is composed of large squared rubble sandstone blocks, roughly square in their proportions, well coursed, with levelling-up courses of much smaller, flattish stones. Coursed in with this fabric are ashlar-built clasping buttresses 1.3m to 1.4m wide, their tops inclined back to the main wall face about 2m-2.5m above external ground level. At its south end the wall appears to retain its full thickness whereas further north it is reduced to a single stone thick, the outer face having been retained while the core and inner face have been robbed away.

In the adjacent section of wall, at the rear of the Black Lion pub, fabric with the same characteristics and coursing continues, though here it survives c. 4.5m/14 courses high, with some rebuilding of the topmost metre and a single brick top course under flat coping stones. The wall is surmounted by the brick gable of the rear range of buildings extending back from the pub and a window has been inserted through the wall below. The inner (east) face of the wall is contained within the pub's outbuildings and consists of uncoursed small rubble with many evident rebuilds.

At the rear of the next property to the north (solicitors' offices) the stonework is reduced to three courses in height under eroded 19th-century brickwork which, at the time this document is being revised (September 2011) is currently supported by timber shoring but is about to be repaired and rebuilt. Half-way along the width of this property there is a vertical joint in the brickwork approximately coinciding with the commencement of a higher surviving stretch of masonry (6 courses). This stretch contains the last of the clasping buttresses: they are not found elsewhere around the circuit and appear to be specific to this section, which was free-standing and not backed by a rampart.

Further north, in the wall immediately south of the bastion B2, overlooking the surgery car-park, masonry survives up to a height of 2.6m with 18th-century brickwork above. The fabric is the same as that to the south – large, squarish rubble blocks, coursed, with levelling-up courses of smaller stones.

The bastion (B2) (20245). Semi-circular in plan, with loops at present parapet height surviving or partly surviving on three sides, this structure survives to a height of 5.5m above external ground level. The wall fabric is the same as the adjacent wall section – large squared rubble blocks with intermediate levelling-up courses – and appears to be primary medieval work.

Throughout the Wye Terrace – Greyfriars Surgery section small gaps and holes in the masonry have been infilled with narrow tile courses in mortar set back from the main plane, suggestive of ‘readable’ repairs carried out in the SPAB tradition following the City Council’s Management Strategy of 1996.

Investigations history

The fabric of this section was photographed in March 1966 before the Greyfriars Bridge was built, and recorded (including annotated stone-by-stone drawings) in an archaeological survey of 1997. The survey concluded that the length of wall from the Black Lion southwards is in ‘a relatively original state with little sign of major breaks in construction’. It also concluded that the clasping buttresses, although coursed in with the remainder of the wall fabric, are later insertions, a conclusion with which the present writer does not agree. The survey also concluded that the fabric of the bastion B2 is largely original, though with some signs of rebuilding of the topmost courses (Boucher and Shoemith 1997). The latter also reported that an earlier survey had been undertaken of this part of the wall, by E J Bettington in the 1930s, though they could find no trace of his drawings.

There have been two archaeological watching-briefs (events 30521 and 35545) on the Greyfriars Surgery property within the wall, one of which (35545) found a gravel layer interpreted as the tail of a rampart.

Documentation and historical development

In terms of the early history of the city defences, this section of the wall divides archaeologically into two: at the northern end, the city wall is backed by one or more ramparts, most probably including the pre-Conquest ramparts identified by excavations north of St Nicholas Street; at the southern end the wall is free-standing (not a retaining wall) with no rampart visible within and ground level more or less equal inside and out. This distinction has long been appreciated, being commented upon by Watkins (1919, 160), and discussed by Thomas and Boucher (2002, 184-5) in the context of the pre-Conquest defences possibly turning east at the rear of 34-35 Bridge Street to follow a natural terrace overlooking the low ground bordering the river. This, however, is a model that has yet to be tested.

In terms of the post-Conquest development of the defences here, nothing more is known about the building of this section than is known about the remainder of the circuit, a late 12th-century date being assumed for its earthwork form, a 13th-century date for its upgrading in stone with the surviving city wall.

The wall here is, as everywhere else, first represented by John Speed in his map of 1610, which shows the surviving bastion B2 together with a more complex bastion-like arrangement where the wall turned east along the riverside to link to the end of the Wye Bridge (see below).

The impact of the siege of 1645 fell heavily on this quarter, the insubstantial Friars Gate across St Nicholas Street being a particular target for the besieging army and a number of attempts at mining and counter-mining being made. Boucher and Shoesmith (1997) have suggested that the lower stretch of wall not backed by ramparts would have been singled out for this method of assault, though physical evidence for this is lacking. About a century later, Taylor's map shows this section of the defences with a normal semi-circular bastion (B1) (43810) just short of the return leg – which had already gone by then – along the riverside, and an orchard occupying the footprint of the present car park in the former ditch. The southward flow of water here seems to have been restricted to a small ditch following the outer edge of the orchard.

The wall here, as elsewhere, was under threat from minor depredations in the 18th century. A Bridge Street property owner was fined £7 in 1733 for taking down two feet of the wall at the bottom of his garden (Whitehead 1982, 23). Boucher and Shoesmith quote a City Council order of 1806 for 'the stone in the Town Wall and Bastion near Wye Bridge' to be sold; the southern bastion seems, however, to have survived into the 1840s as it appears on the Tithe Map of 1841. It had, however, been demolished by the time of Timothy Curley's MS map of 1858. The Greyfriars Surgery building, then known as Friars House, was built c.1828 (Boucher and Shoesmith, *ibid*). A small building immediately south of the surviving bastion (B2), later the dispensary, had been erected by 1858. The present Wye Terrace was built between 1858 and 1886 (1st edition O.S. 1:500 plan) but does not seem to have caused any further loss of standing city wall fabric.

This section of wall and the garden occupying the former ditch (44345) were Scheduled as an Ancient Monument in 1945. A substantial amount of the land was bought by the Ministry of Transport in the late 1960s for the construction of the approach to the new Greyfriars A49 Bridge. As previously discussed, this section of the wall featured in the City Council's Management Strategy of March 1996, which was followed by Boucher and Shoesmith's archaeological survey the following year and then, apparently, by selective repairs in the SPAB tradition. No work is known to have taken place subsequently save for the recent (2009) shoring of the failing superincumbent brickwork.

Present condition and issues

A substantial section of superincumbent, badly eroded brickwork on the wall line between the bastion and the Black Lion has developed a substantial outward lean and is being held up by temporary and unsightly timber shores to prevent its collapse: this is now (September 2011) about to be taken down under archaeological supervision and rebuilt. Further north, adjacent to the bastion, there are substantial mats of ivy on the wall top potentially masking loose masonry. Although not presenting such an immediate hazard, mature trees growing just within the wall in this area will, in the long term, cause root damage to the monument. Ivy and tree growth will also shortly (September 2011) be addressed.

The bastion B2 is mostly in sound condition though at least one substantial crack has become apparent in the NW-facing upper courses. Undergrowth within the bastion interior and inside the wall has recently been removed. The wall in this section is elsewhere generally in a relatively good state of repair with only limited vegetation growth in some joints in the wall face and a mat of ivy overhanging the southern section of the wall.

Ownership and status

This section of the wall lies fully within the Central Conservation Area and the Hereford *Area of Archaeological Importance* or AAI. It forms part of Scheduled Ancient Monument SAM HE 124. The scheduled area takes the form of an inverted 'L': at the north end of this section the former ditch, the wall and a substantial amount of garden ground/burage tails within the wall are all included in the scheduling; further south (from one plot north of the Black Lion) only the site of the external ditch (now a Council car park) and the thickness of the wall are included in the scheduling. No changes are recommended here.

This section of the city wall is in multiple ownership, but the ownership of/responsibility for parts of the actual wall are unclear and require resolution. Outside, as far north as a diagonal wall (c.20m south of the bastion) marking the commencement of the Greyfriars Surgery property, the ground is a Council-owned car park. The Council has traditionally taken responsibility for maintenance of the outer face of the wall, at least where it bounds its own land, and work has clearly taken place here since the City Council's 1996 Management Strategy was produced.

Responsibility for and ownership of the inner face of the wall lies with a number of separate private owners, from south to north: private garden ground, the Black Lion pub, a solicitors' offices, the Greyfriars Surgery.

Significance

The particular significance of this section derives from its intactness and its visibility. Including the remains of the bastion, this is the single best-preserved stretch of the medieval defences anywhere around the circuit: parts of the wall survive to a substantial height, and the character of the masonry suggests that it is mostly composed of original, undisturbed, medieval masonry. Its fine state of preservation probably arises from its marginal location, away from the built-up area and the damage and modifications arising from multiple encroaching buildings.

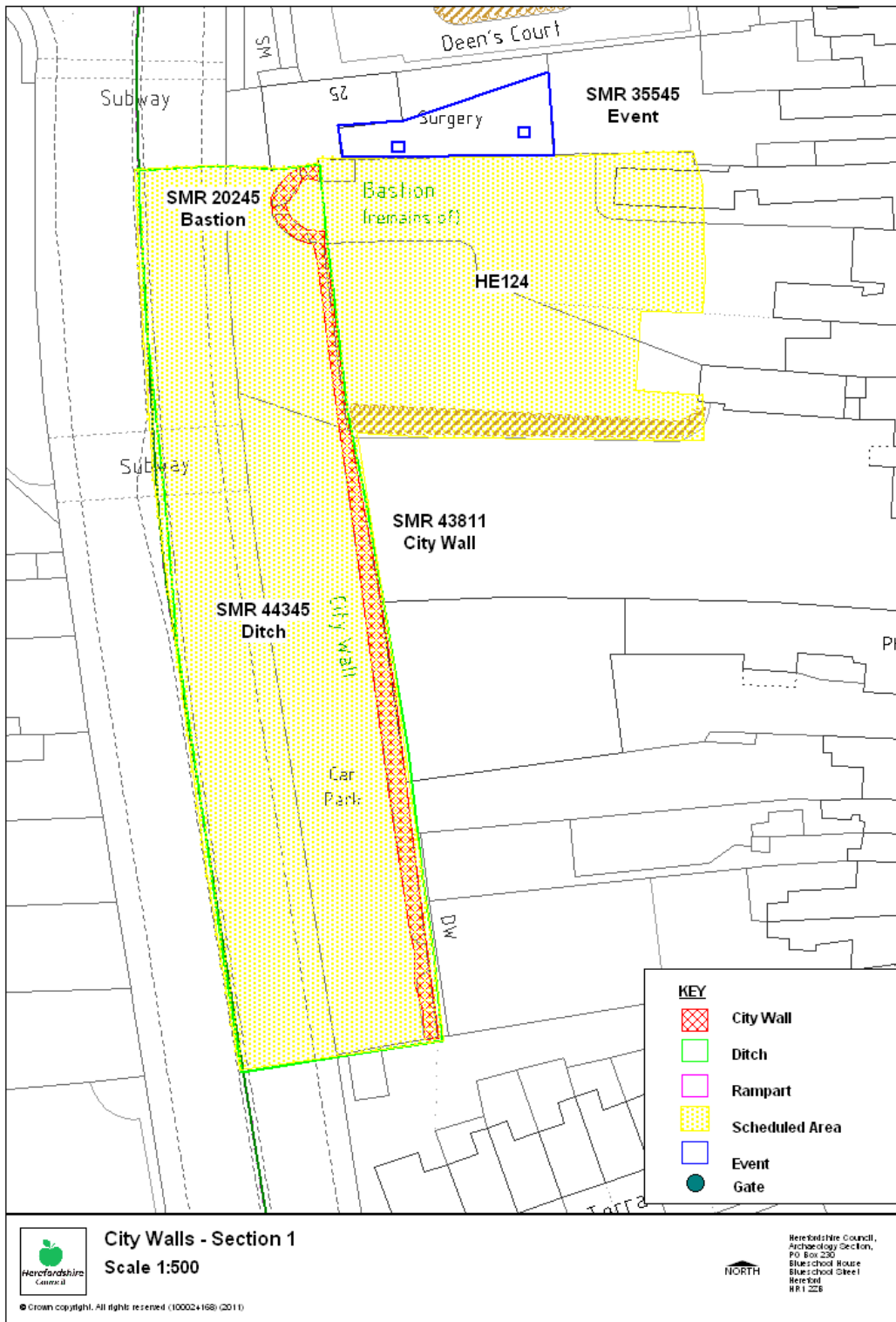
This section is also very visible from the A49 bypass (Victoria Street) outside – though not quite to the extent envisaged in 1946, before the present raised approach to the bridge was designed.

Section Action Plan

- Repairs to the failing brickwork, and control of ivy and tree growth is about to be addressed on this section (late 2011)
- Although this part of the wall receives a fair amount of attention from visitors, particularly those using the car park at its foot, there is presently no interpretation on site, nor guidance to seek out this section in any wider-ranging visitor literature. Carefully designed sympathetic on-site interpretation is needed, together with referencing within city-centre visitor guides.
- The bastion B2 is only one of two to survive in Hereford and is the better-preserved example. Consideration should be given to negotiating a visitor access route to the bastion with the current landowners, with a view to the development of the bastion as a visitor viewpoint. The works required could be very basic: consolidation of the wall tops, the laying of a hard surface in the bastion interior and on the access path, signage, and provision of basic interpretation on site. This section could – dependent on the design of the access path – be developed to give access to wheelchair users.

The interior face of the wall within the Black Lion's outbuildings, built along the wall, is currently neglected within the empty outbuildings, parts of which are in poor condition. The owners should be encouraged to make more of the city wall as a historic feature of the property

Section 1 Illustrations

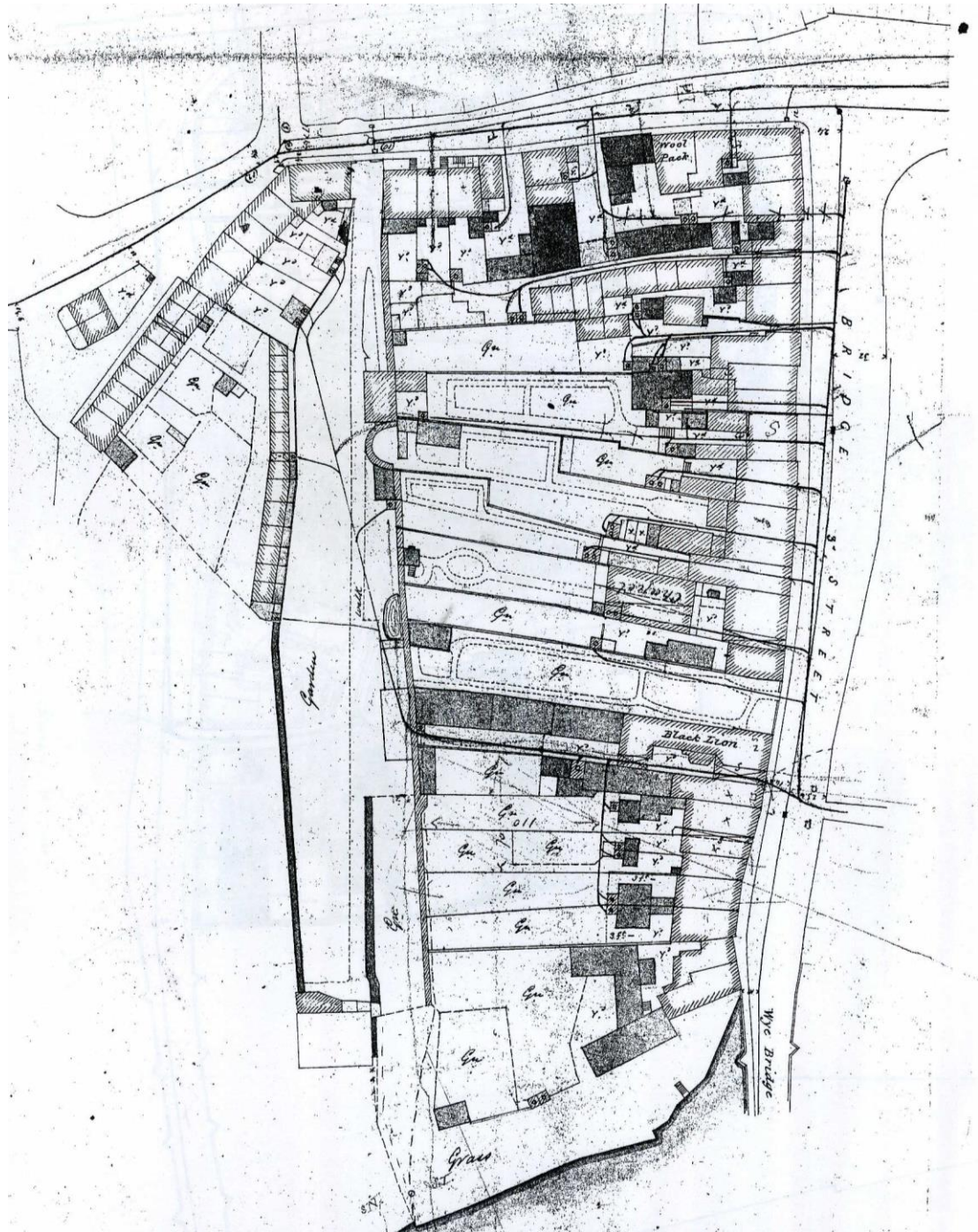


City Walls - Section 1
Scale 1:500

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Timothy Curley's 1859 MS plan of the Bridge Street/St Nicholas Street area



General view of the south end of section 1



The southern termination of the free-standing buttressed stretch of section 1 behind Wye Terrace



The section 1 wall at the rear of the Black Lion pub on Bridge Street



Interior (east) face of the wall in the Black Lion outbuildings



The failed brickwork stretch of wall immediately north of the Black Lion plot, prior to repairs



Bastion 2, adjoining the south side of the Greyfriars Surgery.



Detail of the suggested 'primary' build character masonry, seen in section 1 and elsewhere, consisting of large square blocks with short, intermittent levelling-up courses

SECTION 2 St Nicholas Street

Location and summary

This section commences with the Greyfriars Surgery building at the south end, includes the standing wall section along the main access path to the surgery and the demolished section of wall immediately south of and extending across St Nicholas Street, including the site of the medieval Friars Gate.

Description

A 24m long stretch of city wall fabric (43813) survives here as a 2m-3m high retaining wall bounding the entrance path to the Greyfriars Surgery from the north (St Nicholas Street). The wall here is built of roughly coursed squared rubble, mostly of a fairly uniform size (average c.300 x 200mm blocks). The larger squared blocks characteristic of the wall south of the surgery are here present only at the south end, close to the surgery. A crack, and a slight change in alignment, about 10m north of the surgery suggests a rebuild, or the junction between different rebuilds, between the south end, which stands c.3m high, and the north end, c.2m high. Further masonry may survive within the surgery building though its interior has not been examined.

Investigations history

The wall was photographed in March 1966 prior to the development of the inner relief road and Greyfriars Bridge. There has been no below-ground investigation on this section of the wall, though the 1987-8 excavations preceding the construction of the Deen's Court apartments immediately to the east confirmed that the wall here is backed by the pre-Conquest and medieval ramparts found further north on Berrington Street and elsewhere (Thomas and Boucher 2002, 14).

The wall itself was however the subject of archaeological recording and analysis in 1997. This concluded that the top 0.6m along the northernmost 7m of this wall and the 5m length adjacent to the surgery porch have either been repaired or rebuilt. The survey also identified an area of repaired collapse just south of the point where the wall height increases.

Documentation and historical development

The Deen's Court excavations inside the wall demonstrated that this section of the medieval wall is, like that to the north of St Nicholas Street, a development of the earlier, pre-Conquest, defences. As at all the city gates, the wall line here was offset either side of the gate: the wall to the north joined directly to the gatehouse, the wall to the south – which was set well in front of

that to the north – having to turn at right-angles to join the front of the gatehouse.

Based on the presence of the pre-Conquest ramparts here, and on sound archaeological evidence for the pre-Conquest existence of King Street further east, the Friars Gate has been suggested to be the only medieval city gate with a pre-Conquest background: this may explain why the construction costs of only four gates were recorded in the Pipe Rolls for 1190 (Whitehead 1982, 18-19). The first direct reference to the Friars Gate (448) comes in 1264-5 when 12 oaks were given by the king for the construction of a drawbridge; the following year the city was under siege and the ditch was widened between the Widemarsh Gate and St Nicholas' Gate (Whitehead 1982, 20). Whitehead, however, also makes the point that, around this time, the gate not infrequently had no porter to collect tolls, or that it registered nil returns for weeks on end – suggesting that it was the least important of the city gates and may have been more in the way of a postern, serving the Franciscan Friary outside, established in 1237 (Whitehead, *ibid.*). The gate's relative unimportance may have hastened its demise. In 1623 the wall 'without friars Gate and leading towards the river' was said by the ward jury for St Martin's to be out of repair and, slightly later, the Eign Gate and Friars' Gate bridges were said to be so decayed that they impeded the flow of water in the ditch. The gate was demolished in 1782 without any known drawings having been made of it (Whitehead, *ibid.*, 23).

The area appears to have remained more or less as it was left in 1782 through the 19th century, radical change only coming in the late 1960s when the St Nicholas Street – Victoria Street junction was widened and the wall cut back where it had bounded demolished buildings on the southern frontage.

Present condition and issues

The surviving length of wall is in relatively sound condition. The lack of any interpretation (other than a small plaque on the wall on the opposite side of St Nicholas Street) is an issue that should be addressed.

Ownership and status

This section of the wall lies fully within the Central Conservation Area and the Hereford *Area of Archaeological Importance* or AAI.

It forms part of Scheduled Ancient Monument SAM HE 124. The scheduled area takes the form of a broad block, taking in half the width of Victoria Street, representing the line of the city ditch, the wall line, the footprint of the surgery building and a substantial corridor of ground behind, covering the ramparts and extending east to the far side of the Deen's Court apartment block. The scheduling also extends most of the way across the carriageway of St Nicholas Street covering the site of the medieval gate, though leaving a gap towards the northern frontage. The pavement on the south side of the street is

also left outside the scheduled area. The rationale for this configuration has not been established, though it is likely to preserve arrangements pre-dating the widening of St Nicholas Street in the 1960s. Consideration should be given to a rationalisation of the boundaries in this area.

Ownership of this section of the wall has not been established, though a plan of the changes made here during construction of the inner relief road and the widening of the end of St Nicholas Street (reproduced by Boucher and Shoemith 1997) shows this section of the wall within a parcel of land retained by the owners, the Greyfriars Surgery.

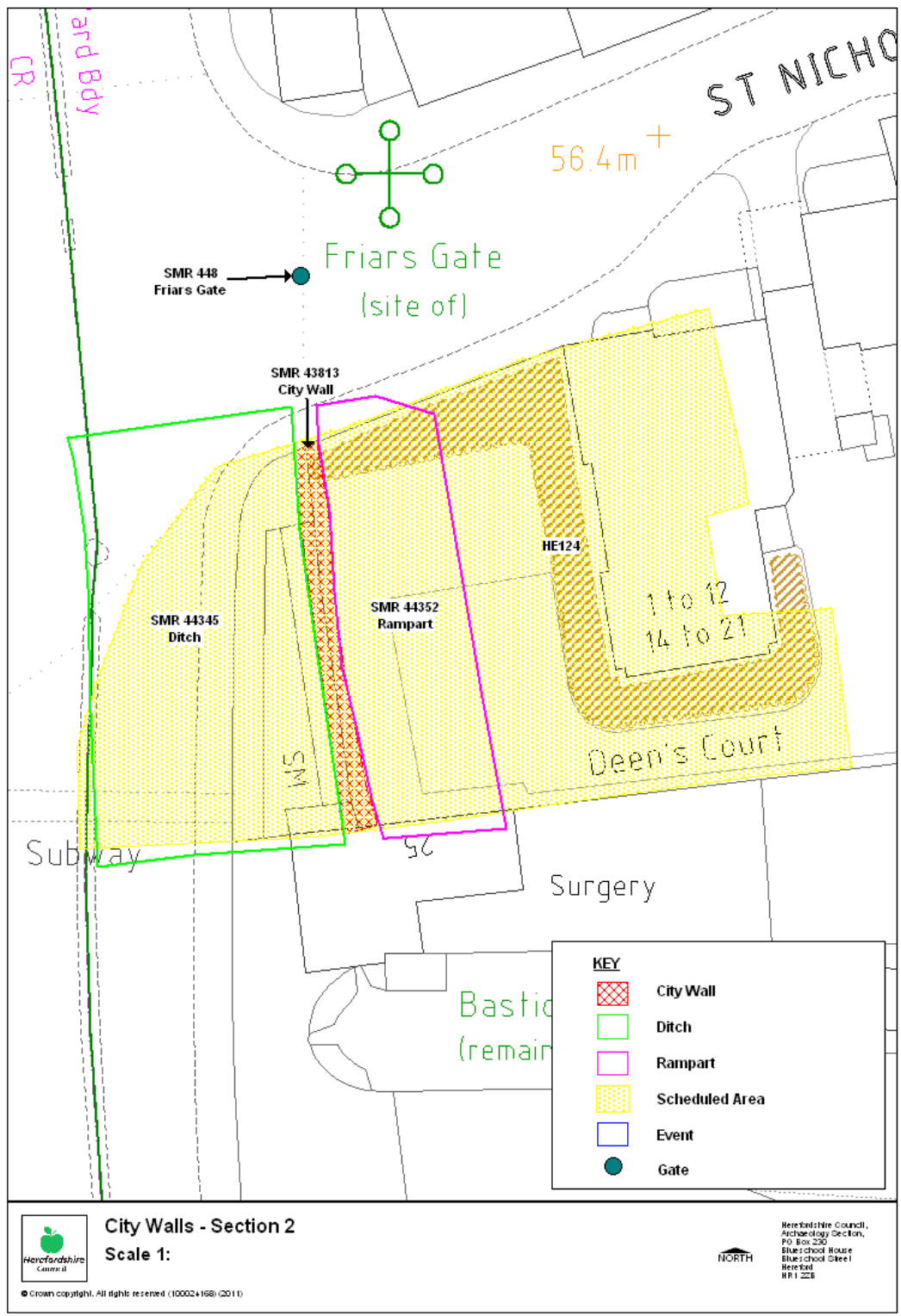
Significance

The principal significance of this stretch lies in its continuation of the better-preserved section south of the Greyfriars Surgery and its visual linkage with the better-preserved section extending north from St Nicholas Street. In summary it contributes to the readability of the wall sections either side and contributes to the overall visual impact of the western defences as a whole. Additional evidential significance attaches to the site of the Friars Gate, the only one of the medieval gates likely to have had a pre-Conquest predecessor.

Section Action Plan

- Review the extent of the scheduling in this area with a view to rationalisation.
- Provision of a 'city gate indicator' to identify the site of the medieval Friars' Gate within an over-arching scheme (see part 1 of this report)

Section 2 illustrations



City Walls - Section 2
Scale 1:

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Section 2: the wall on the approach to the Greyfriars Surgery

SECTION 3 Victoria Street

Location and summary

This is the longest intact section of city wall, extending north from St Nicholas Street for about 130 metres, inclusive of the second of the two surviving bastions or mural towers. The exterior face of the wall is in relatively sound condition, having been drastically restored in 1968-9 during construction of the inner relief road and A49 bypass (Victoria Street). The interior of the bastion (B4), the inner face of the wall and its rampart, are in at least five separate ownerships, their condition varying from one to the next. There is considerable scope here for enhancement, improved access and interpretation.

Description

This long section (43814) is described from south to north. The outer face is dealt with as a single entity, the inner face property by property.

Outer face. The section commences on the northern frontage of St Nicholas Street where it has been truncated by the removal of the former gate (see above); the butt end has been rebuilt and re-pointed in a gingery sandy mortar. About 1.5m of the wall is visible here to the south of the electricity sub-station built up against it. There is an offset about 1.4m above pavement level, the wall below being about 150mm thicker than that above. The wall here is built of grey-buff sandstone rubble and squared rubble courses up to c.220mm deep; about one metre from the end the coursing of the upper section is interrupted by a rebuild, and the top metre is composed of brickwork of probable 18th-century character.

North of the sub-station the wall is again visible, standing to a height of 4.6m. The main upper section is mostly roughly coursed red (with some white) sandstone rubble. The lower section, set forward by c.150mm, is mostly coursed white sandstone rubble. About 2m north of the sub-station the wall face turns through ninety degrees and steps out to a new line about 1.3m to the west, the first section (roughly 22m long) of which is composed of a bottom metre of uncoursed rubble under an upper section of about 14 very rough courses. This section can be identified as having been rebuilt following a collapse that was photographed in September 1968 (below).

This stretch terminates at a diagonal crack marking the commencement of a different build, characterised by much better coursing, and more squared rubble with small flat stones laid in places as levelling-up courses. 3-4m further north a vertical joint indicates the commencement of a different build c.7m long, characterised by a lower section of wall with large squarish blocks and levelling-up courses and an upper section (set back) of roughly coursed smaller blocks. A straight joint discloses one side of a former opening. To the north three or four larger stones with a battered face may be a remnant of a

former buttress. About 3m further north, c.31m north of the sub-station, another vertical joint indicates the commencement of the next build with a recessed lower section. The following c.12m are of undifferentiated roughly coursed rubble to the full height of the wall. A vertical joint interrupts the coursing though the fabric beyond is of very similar character. This section of wall formerly had another bastion (B3) (43815) projecting from it, and the lack of evidence for it in the standing fabric is indicative of the degree of local rebuilding. A further c.15m north the wall reduces in height from 3m to 2.6m, at which point there is a projecting block at ground level with a rebuilt upper section of wall above. Further north the coursing becomes more random and the lower sections of the wall project by varying distances from the upper face; a substantial block 1.4m high by c.15m long projects by 600mm from the wall above with flat slabs on its top forming a coping. The projecting block ends at a recessed section representing a possible blocked opening, beyond which the wall again has a projecting lower section, but of reduced thickness.

An uncoursed section of wall continues north for a further 18m (coincident with the property abutting its east side), composed of stones of mixed sizes but with larger white blocks concentrated at the north end and smaller red blocks at the south end. A straight joint marks the transition to the next property, marked by slightly more consistent coursing. Another straight joint and a slight change in plane coincident with the presence brickwork on the wall top marks the commencement of a final c.11m stretch, with more consistent coursing, up to the bastion (B4).

The bastion (B4) (43817)

This survives to a maximum height of 3.4m above external ground level. The top metre or so is brickwork; the remainder is well-coursed squared sandstone rubble with courses up to c.340mm high and some smaller uncoursed rubble in the lowest courses. The base of the wall is battered outwards from c.1.5m above ground level. A 45-degree crease on the north-west face shows the former presence of a lean-to structure. In the interior of the bastion, only a few courses of stonework and brickwork parapet and wall core (with cementitious mortar) project above the rampart top, which slopes steeply down to the east where it has been cut away by a modern retaining wall to the car park inside the rampart, about 2m inside the city wall at the rear of the bastion.

Inner face and rampart. At the north end, a flight of steps leads up c.2m from St Nicholas Street to a back yard immediately behind the frontage buildings, at rampart-top level alongside the inner face of the city wall. The wall here consists of well-coursed squared rubble on several planes, with an offset at yard surface level and a raised platform in the position of the major collapse recorded photographically in 1968. The parapet stands about two metres above yard level. The wall top has been capped with concrete, now beginning to separate from the fabric below. Immediately north of the yard is a narrow strip of garden ground which appears to be in separate ownership; this is also at the level of the top of the rampart but extends some 25m to the east,

separating the St Nicholas Street buildings from the Job Centre to their rear. The origins and composition of this elevated strip are not at present clear.

In the next property to the north (the Job Centre) the rampart top is about a metre higher; the city wall stands about one metre higher than that, the parapet consisting of a mixture of coursed and uncoursed rubble. Within this property the rampart is supported at the rear by a modern brick retaining wall and the 9m-broad rampart top is grassed, with a path along it. Towards the northern end of this plot the last c.20m of the rampart has been overgrown but the vegetation on the top has been recently cleared and a small paved area built on the rampart top extending south from a gate in the property boundary. The writer was informed that this ground is in the same ownership as the property adjoining to the north.

Access to the next plot to the north (the Blue Rooms nightclub) was not permitted. Observation from the boundaries showed that the wall top is level with the levelled, gravelled rampart top, here reduced to a width of about 2.5m and held in place by a retaining wall. The latter could not be seen, but is understood to be of ancient character, composed of sandstone masonry and buttressed (see illustrations, below). This stretch, including the next modern property to the north, was referred to by Alfred Watkins in 1919: 'It [the city wall] is still to be seen in the garden of the old Gloucester Arms Inn...in almost its original state, with its inner wall about 5ft high; strengthened inside with flat Norman buttresses, and forming a rampart giving a walking or driving way 10ft 3in. wide immediately behind the breast high parapet of the wall (Watkins 1919, 161).

In the adjoining, northernmost, plot (Kemble Housing Association), the old retaining wall behind the rampart has been replaced by a modern brick version cut further into the rampart at 1m to 2m behind the city wall parapet. The stretch ends at bastion B4, described above, the interior of which can best be summarised as being in an overgrown and ruinous condition.

Investigations history

A number of excavations have shed light on the construction and history of the defences in this area. At the south end, a small trench behind the wall just north of St Nicholas Street (event 403, 1971) cut through the sequence of pre-Conquest ramparts (defences stages 1-4). The back of the city wall was built in a cut against the ramparts, with two phases of rebuilding achieved by cutting down the back of the wall.

Major excavations on Berrington Street (event 447, the Job Centre site) in 1972-76 were mostly outside the scheduled area but encountered the tail of the pre-Conquest stage 2-4 ramparts in addition to intensive pre-Conquest occupation within and under the defences. A machine-cut trench was also excavated in front of bastion 4 during groundworks for the ring road in 1967 (event 420). The front of the pre-Conquest ramparts were found to have been cut back for the insertion of the city wall and the bastion built in front of it on

the berm between wall and ditch. The bastion (7.9m external diameter) was an original feature of the stone defences and its interior was found to have been earth filled from the beginning (Shoemith 1982, 67-8).

The exterior wall face was photographed prior to redevelopment and repair in March 1966.

Documentation and historical development

This stretch of the city defences has been shown by the excavations summarised above to have developed from the mid-9th century on in five successive stages up to the construction of the city wall as a sixth stage from the mid-13th century. None of the excavations, however, gives any clue as to when the back of the rampart was cut back and retained by a stone wall, though the map evidence (below) suggests that this was a development taking place on individual properties at the behest of their owners, rather than a more general centrally-ordered feature.

This section is first illustrated by Speed's map of 1610 and next by Isaac Taylor's map of 1757, both of which show the two bastions B3 (demolished) and B4 (surviving). Taylor's map also shows a line of trees outside the wall, and at that date there was almost no building on the strip of ground (the former ditch) between the wall and the road called Town Ditch, later Victoria Street. Curley's MS plan of 1858 shows the area in greater detail. Both bastions still survived but the wall had by then been almost completely masked by buildings against its outer face, built at the back of plots facing west onto Victoria Street. Within the wall, the map shows a wall-walk or retained rampart in most of the plots along its length, the width of the wall-walk in most cases varying from plot to plot. Both bastions are shown open backed. The 1st edition O.S. 1:500 plans of 1886 yield even more detail, including the buttressing on the rear retaining wall on the present Blue Rooms plot. By then bastion B3 had been demolished for a complex of buildings facing west onto Victoria Street.

Demolition of the Victoria Street properties in the 1960s built against the city wall was problematic, in that the masonry was in some areas in very poor condition, leading to localised collapses. From one such collapse near St Nicholas Street (possibly that in the photograph reproduced below) Graham Roberts relates that several 10lb iron cannonballs were recovered, almost certainly lodged in the rampart core since the siege of 1645 when the Friars Gate came under intensive bombardment. One of the cannonballs was treated by a museum conservator and built back into the wall during the subsequent restoration work (Roberts 2001, 71). In recent years this cannonball dropped out of the masonry, though it was handed in to Hereford Museum and is now on display there. The cannonball in the wall has however become a fixture in local folklore and is fondly remembered by residents as a dramatic, if not wholly authentic, relic of the Civil Wars.

Present condition and issues

The outer face of the wall was comprehensively restored and re-pointed, and some sections completely rebuilt, in 1968-9. The pointing here is generally in good condition with occasional vegetation growth on the wall face, though mats of ivy hang down from the wall top in some places, particularly at the north end adjacent to bastion B4. Some cracking is apparent, generally at junctions between rebuilds and there are signs of outward movement in the masonry of the bastion. Where the inner face of the wall is visible above ground- or rampart level this is in some areas in poorer condition and the concrete capping of the wall (and offsets) at the south end is parting company from the fabric beneath.

Vegetation and tree growth on the rampart is an issue in some areas. Within the Job Centre plot there are occasional mature chestnut, sycamore and ash trees whose root systems will inevitably be compromising the monument. Vegetation growth is also an issue on the northernmost plot where the reduced rampart is overgrown with shrubs, rendering the monument unreadable (invisible in fact) and two mature cherry trees will have root systems that are penetrating the monument; an old hazel coppice stool may be less damaging and may be indicative of old uses of the monument. The bastion B4 is to all intents and purposes an overgrown ruin.

Ownership and status

This section falls fully within the Hereford Area of Archaeological Importance and the Central Conservation Area. The wall forms part of Scheduled Ancient Monument SAM HE 124. The scheduling takes in a broad strip that includes the full width of the rampart and the line of the extramural ditch in front. There is one anomaly in the scheduled area: a strip of unscheduled ground that extends westwards from St Nicholas Street across the rampart and the wall; this appears to coincide with the collapsed and rebuilt section of wall immediately north of the electricity sub-station but effectively leaves a transect of rampart, wall and ditch unscheduled.

The grass verge outside the wall is in the ownership of Herefordshire Council, and the authority has, since the late 1960s, taken responsibility for the maintenance of the outer face. The inner face of the wall and the rampart are in a number of separate private and public ownerships (five known).

Significance

The present significance of this particular section of the wall arises firstly from its intactness, in terms of uninterrupted length, survival almost to parapet height, the presence of one of the two surviving bastions or mural towers, and its easy visibility from outside the city. This, largely aesthetic, significance is much enhanced by the presence of the pre-Conquest ramparts sequence

behind the wall. And, although a minor detail, the 'cannonball in the wall' story strikes a chord with local residents.

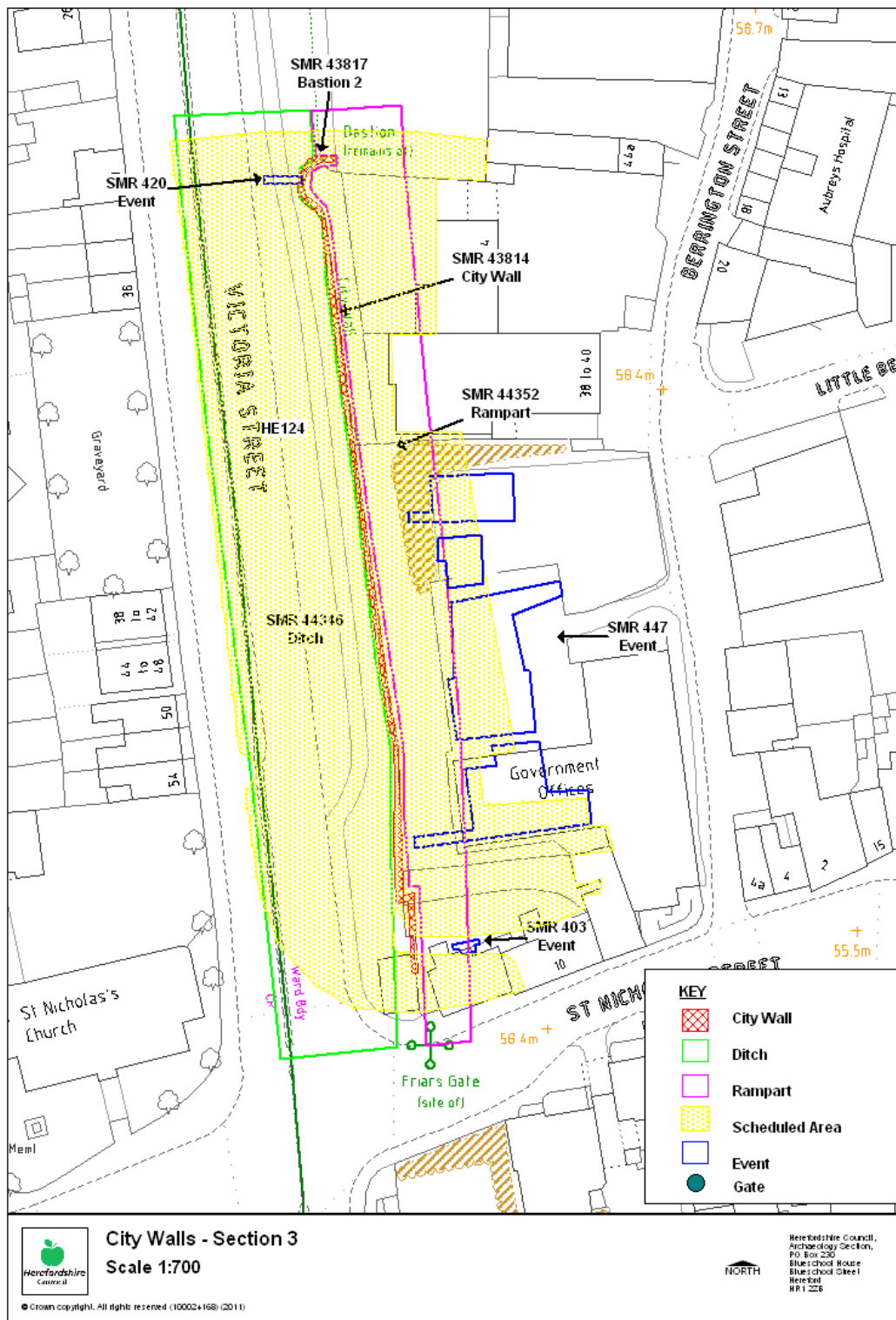
This section of wall includes the only easily accessible length of rampart and parapet anywhere around the circuit.

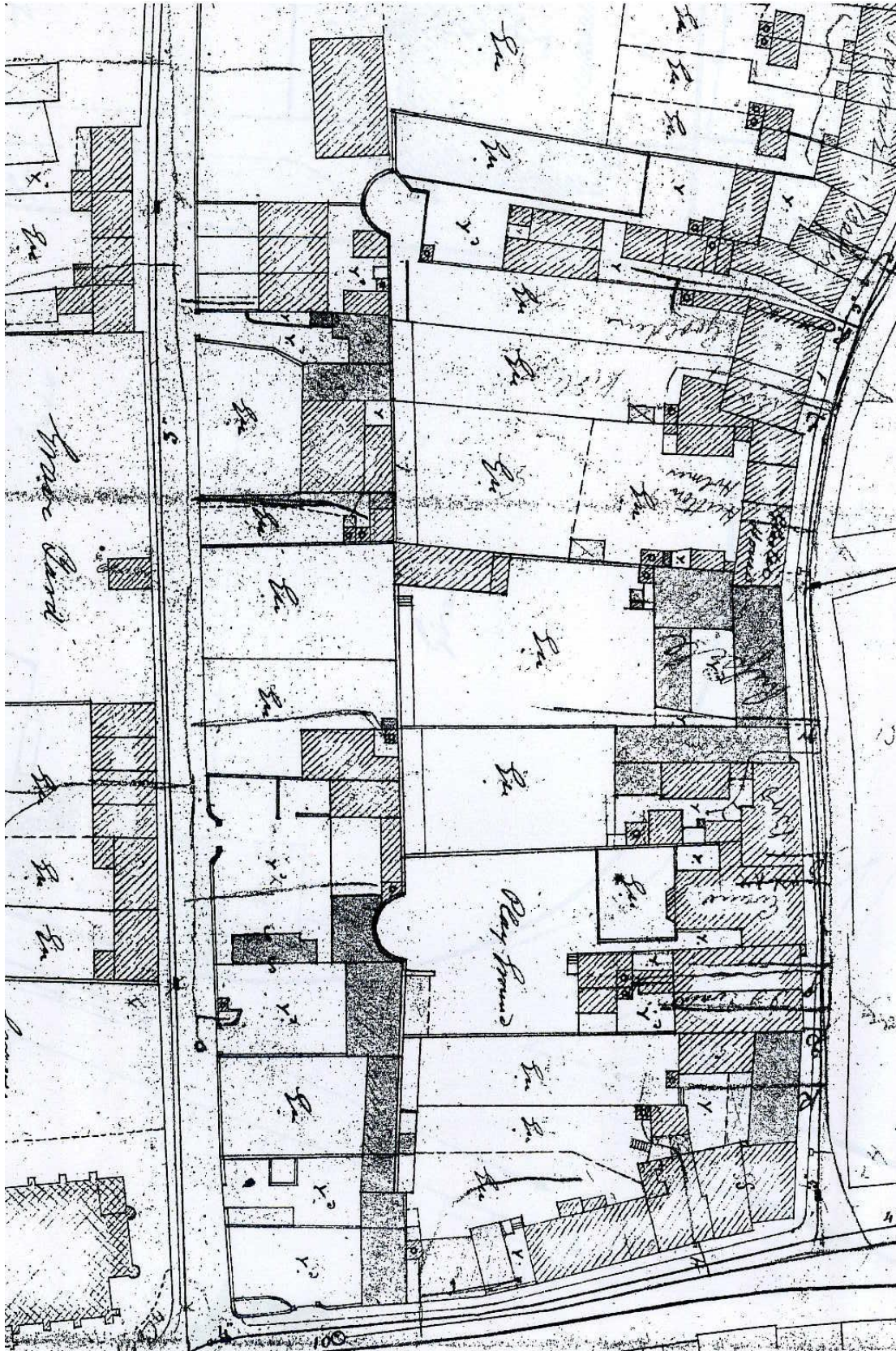
Section Action Plan

In its present state, this highly significant section of the overall monument is essentially two-dimensional, in the sense that only the outer face is easily accessible and visible, and even this is to a large extent compromised by the current volume of traffic on the A49 bypass, discouraging access on foot along the grass verge and footpath. There is a clear and urgent need to make the inner side of the defences more accessible, both visually and physically. Therefore:

- Consideration should be given to the restoration of bastion B4. The immediate imperative would be to rectify the present poor condition of the monument in terms of the parapet masonry/brickwork, the brickwork of the property boundary that runs into the bastion and forms the party wall between the public car-park and the Kemble Housing Association property, and the overgrown interior. A less urgent but arguably equally significant imperative would be to develop the bastion as a feature that is interpreted for visitors, certainly by means of signage in the public car-park but also possibly by means of a lightweight platform in the interior approached via access steps from the public car park .
- Consideration should be given to the possibility of a project to develop public access to the ramparts and wall-walk within the Job Centre site, where the requirements for new infrastructure would be minimal. This stretch, and bastion B2 next to the Greyfriars Surgery (see above), are the only locations on the city wall circuit at which it would be feasible for visitors to get the wall-walk experience that is such an essential attribute of better preserved urban defences, as in York and Chester.
- Management agreements should be sought with the owners of the Job Centre and Kemble Housing Association plots for the reduction of vegetation on the ramparts; consideration should be given to the felling of mature trees whose root systems are likely to be compromising the monument.
- Any development of public access should be accompanied by suitable interpretation on the monument (conceived within an over-arching design) and signage outside to guide visitors to it. Should it not be possible to develop further public access there is still a need for on-site interpretation on adjacent publicly-accessible ground.

Section 3 illustrations





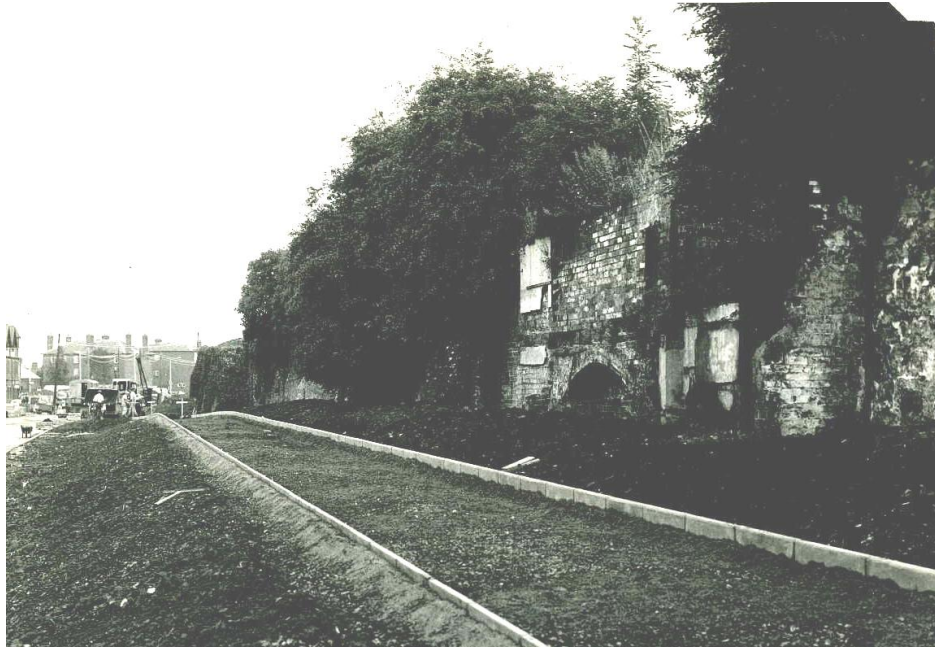
Section 3 of the city wall as surveyed by Timothy Curley for his map of 1858. Both bastion B3 and B4 survived though the outer face of the wall was fast becoming encumbered with buildings. One plot north of B4 the wall had already been removed (see section 4).



The south end of section 3 looking south. Photograph of September 1968 showing collapses immediately north of the electricity sub-station (Hereford City Council contract photographs file)



The same view in 2009. The Civil War cannonball found embedded in the rampart material behind was built into the masonry c. 3 metres above ground level just short of the electricity sub-station (right)



General view of section 3 looking north. Photograph of August 1968 showing substantial brickwork section (including arch) replaced in sandstone the following year (Hereford City Council, contract photographs file)



The same view in 2008. Apart from the absence of the brickwork features seen above, the extent of the 1968-9 reconstruction work is not obvious



General view of section 3 looking south from Bastion 4



Different builds in the masonry of section 3 on the exterior face of the Berrington Street Job Centre stretch



Outer face masonry of section 3 opposite the Blue Rooms plot



Outer face masonry of section 3 immediately south of Bastion 4



Interior face masonry of section 3, south end, with the descent from rampart-top level down to St Nicholas Street



Interior at rampart level behind offices/houses on St Nicholas Street. This is the area of the collapsed section north of the sub-station, seen above in 1968



Rampart-top/parapet level on the Berrington Street Job Centre site, looking south



Rampart-top/parapet level at the north end of the Job Centre plot, looking north towards the boundary of the Blue Rooms plot



View of c.1900 probably showing buttressed interior face of the wall on the Blue Rooms nightclub plot (south of Job Centre) (courtesy Derek Foxtan)



Interior face of the rampart on the Kemble Housing Association plot, looking north towards Bastion 4. The wall parapet is concealed by the dense undergrowth



Bastion 4 interior, looking north at rampart-top level. The figure in the foreground is parting the undergrowth to allow a clearer view

SECTION 4 Berrington Street car park

Location and summary

The demolished section of the city defences bounding the west side of the Berrington Street car park, the former existence of the wall and ramparts being represented by a linear earth bank.

Description

North of bastion B4 the city wall and ramparts have been removed. Their line (43818) is indicated by a linear earth bank built during the inner relief road works in the autumn of 1968.

Investigations history

This section of the defences was first investigated in 1967 (event 420) by Frank Noble and Ron Shoemsmith by means of a number of narrow trenches behind and in front of the line of the wall. These were largely successful in elucidating the basics of the defensive and occupation sequence that was explored thoroughly in the ground-breaking Victoria Street excavation of 1968 (event 391) under the direction of Philip Rahtz.

Documentation and historical development

The excavated Victoria Street sequence (summarised above and in part 1 of this conservation plan) began with occupation of probable early 8th-century date (two corn-drying ovens) followed by a boundary ditch that could have been a precursor to the defences, followed in turn by two phases of rampart and the addition of a stone defensive perimeter wall. After a period of decay the defences were renewed in the post-Conquest period and eventually rebuilt in stone with the city wall.

At the time of Isaac Taylor's map of 1757 this section of the wall was built on only at its northern end, adjoining West Street. West Street itself (then Little Packers Lane) came to a dead end inside bastion 5 (43819); it was broken through not long before 1886 to connect to Victoria Street outside, and the scene was photographed by Alfred Watkins c.1890 (Watkins 1919) showing the truncated end of the wall with its rampart mass behind, and a vertical retaining wall two or three metres to the rear.

Intact in 1757, the first gap had appeared in this section of the wall by 1858, Curley's map of that year showing a garden extending right across the wall line one plot north of bastion B4, to the rear of the plots on the south side of West Street. By 1886 the Victoria Flour Mill had been built in this garden and

a further gap had been made through the wall further north for access to a timber yard.

Present condition and issues

In this section the defences do not survive above ground, though their line is marked by the linear bank built in 1968. The profile of the city ditch is indicated in the tile-work of the Victoria Street pedestrian underpass.

Ownership and status

This section falls fully within the Hereford Area of Archaeological Importance and the Central Conservation Area. It forms part of Scheduled Ancient Monument SAM HE 124. The scheduled area takes in the whole of the Berrington Street car park, the line of the wall and the extramural ditch – the scheduling extending across the whole of the southbound carriageway of Victoria Street. No changes to the scheduling are recommended.

The line of the wall, the car park, and the grass verge outside are all in Council ownership.

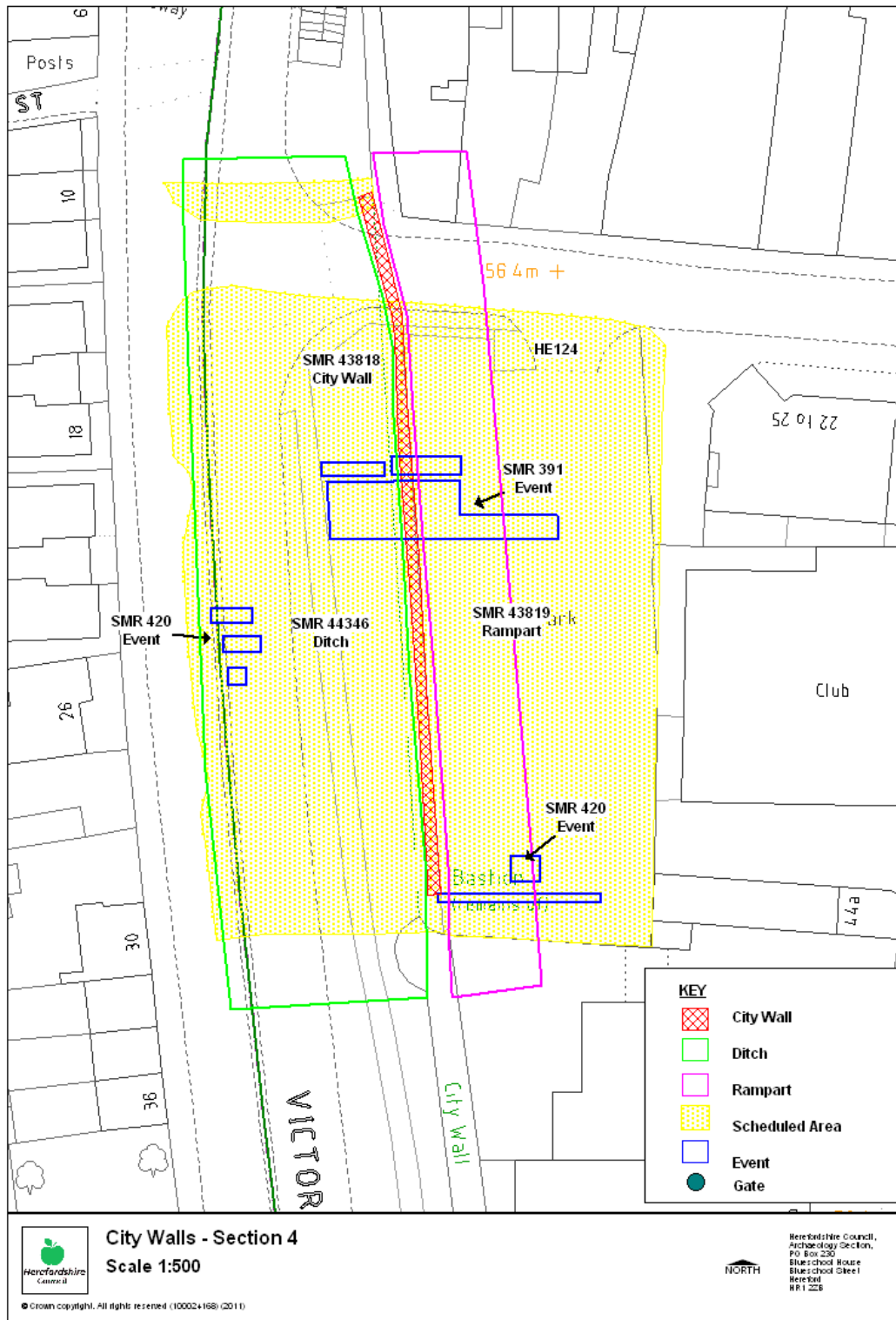
Significance

The significance of this section now almost purely evidential, residing in the below-ground archaeological sequence. This is of national significance, on account of the early commencement of occupation in this area (probably c. 750AD at the latest) and its relationship to the multi-phase defences. The excavations in 1967 and 1968 together totalled about 10% or less of the present car park – 90% of the area therefore remains unexplored.

Section Action Plan

No action is proposed for this section.

Section 4 illustrations





Photograph by Alfred Watkins taken just after the demolition of Bastion 5 and the extension of West Street across its site to connect with Victoria Street.



Sections 4 and 5 (Gunners Lane) as shown by the Ordnance Survey 1st edition 1:500 plan of 1886, contemporaneous with the view above. The thickened section of wall shown on the south side of West Street can be identified above and represents the pre-Conquest rampart cut by masonry retaining walls to front and back

SECTION 5 Gunners Lane

Location and summary

The short section of standing wall between Eign Gate to the north and West Street to the south. There is evidence of some structural complexity and rebuilds at both ends. Its condition is generally good though with some plant growth on the exterior face.

Description

This is a short (14m) stretch of medieval wall standing up to 3m high (43820), with a shorter (c.10m long), and lower, reproduction wall to the north, bounding the pedestrian subway; both ends of the original/higher section of wall have been rebuilt. Apart from these rebuilds, at least six structural components can be identified in the fabric. The interior (east) face is built with coursed sandstone rubble (courses generally 120-160mm deep) but appears to exhibit different builds at the south end (characterised by larger blocks) and at the north end (characterised by smaller blocks). The differentiation between these two builds is more evident in early photographs than it is today, possibly as a result of substantial repairs that took place in 1968-9, including that of a large vertical crack, possibly at the junction of the two builds (Inner Relief Road archive file). At the base of the inner face are some courses of much thinner sandstone slabs and a projecting plinth of irregular blocks set in cementitious pink mortar; the plinth also appears to have been an addition of c.1969.

The exterior face is more complex, with at least four builds evident apart from recent repairs. At the south end, a section of random rubble 1.45m high projects c.240mm forward from the face above, which is largely composed of flattish blocks of sandstone; at the north end a similar projecting lower section is composed of large blocks of stone, contrasting with the small rubble in the top section of the wall. The wall terminates at the north end with a rebuilt vertical end bonded in with an external buttress; photographs taken in 1969 clearly show the stones of the buttress numbered for re-erection (Inner Relief Road archive file).

The description of this section of wall by Boucher and Shoesmith (1997) relates that the north end, formerly the same height as the remainder, had collapsed during roadworks in 1967-8 and had been rebuilt in its present, much lower, form. It had previously contained many joist holes relating to buildings on its west side when it formed part of a monumental mason's yard.

Investigations history

This section of the wall was observed and photographed by Alfred Watkins c.1890 when West Street was extended through it. He was of the opinion that

the name Gunners' Lane was 'an echo of the siege' and that 'A few yards down the lane [from the south end] there is an evident breach, dating perhaps from the siege'.

Documentation and historical development

The Gunners Lane wall marks the point at which the new defences of the late 12th century extended beyond the old pre-Conquest circuit, this section being built over the infilled pre-Conquest ditch at the point where it turns eastwards to run between Eign Gate and West Street. Gunners Lane itself was present by the time of Speed's map of 1610 and may always have provided the route connecting Eign Gate and West Street (before the latter was broken through the wall in the 1880s); it seems to have been built or formed on top of the gravel rampart of the 12th-century defences, in a similar fashion to Wall Street to the north, also running immediately within the wall (Shoesmith and Morriss 2002, 175). This would suggest that the inner (east) masonry face is an original feature (or rebuilt from an original feature) and not facing applied to core-work exposed by the removal of an original backing rampart.

Isaac Taylor's map of 1757 shows this stretch of wall still intact between bastion 5 to the south and the Eign Gate to the north; at that stage the extramural ditch was occupied by a garden. By the time of Curley's map of 1858 the northern half of bastion 5 had been absorbed into buildings and the Gunners Lane wall had been completely built up by a range of buildings belonging to a coach works. Some had already been removed by 1886 but others survived until 1967.

Present condition and issues

The wide joints of this section of wall are effectively if crudely pointed with a sandy mortar containing coarse (up to 3mm) grits, though the mortar has washed out of the joints at the base of the wall. Plant growth (Valerian) is fairly prolific on the exterior face, growing on the flat tops of the thickened lower sections and on the wall top and is currently (late 2010) beginning to displace mortar. The inner face is in better condition, the pointing being in a better state, with little vegetation growth.

Access to the inside face is via Gunners Lane and is unproblematic; access to the exterior face is via the grass verge of Victoria Street. There is no signage or interpretation.

Ownership and status

This section of the wall lies within the Hereford AAI and the Central Conservation Area. It forms part of Scheduled Ancient Monument SAM HE 124. The scheduled area forms a detached rectangular block with the standing wall on its east side, extending west to cover the line of the ditch. To

the south the carriageway of West Street (and thus the site of bastion B5) is excluded from the scheduling. Gunners Lane and the rampart underlying it also lie outside the scheduling.

Ownership of this section has not been established. While it might be thought to be fully in Council ownership, along with the grass verge outside, it does not appear on the current Council terrier.

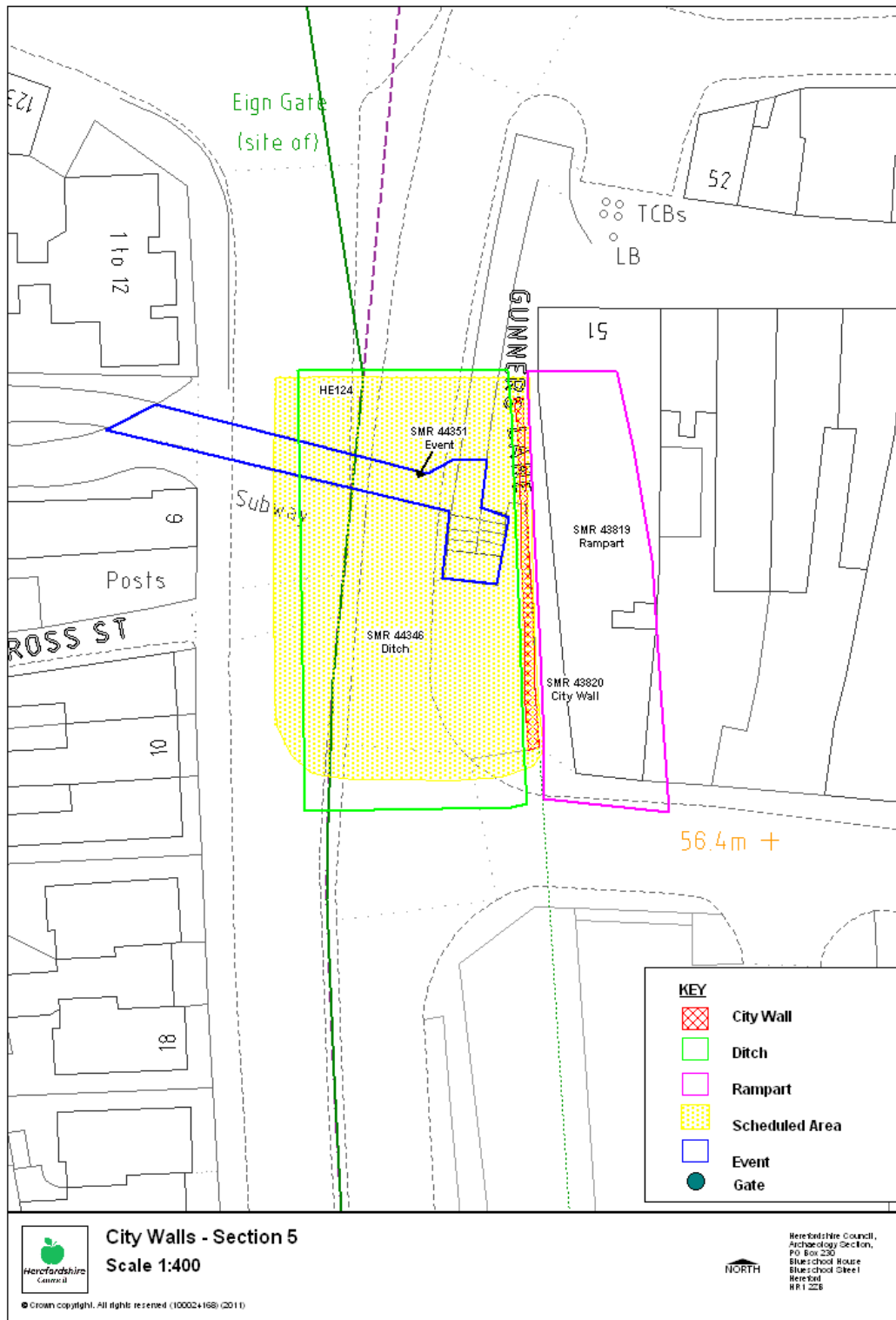
Significance

While the extent of 'original' (13th-14th-century) fabric is unclear, the wall is nevertheless an ancient structure whose chief significance derives from its visibility in a busy part of the city, its close proximity to and easy access from Eign Gate, the main street to the north; the wall acts, in lieu of the demolished gate, as a signpost to the commencement of the old city.

Section Action Plan

Sympathetic on-site interpretation could explain this section of wall and its context. If located at its northern end (which has much greater footfall) the same interpretation point could be used to indicate the site and history of the adjacent Eign Gate.

Section 5 illustrations





Photograph by Alfred Watkins showing the Gunners Lane wall recently truncated by the extension of West Street in the 1880s



The north end of the Gunners Lane wall in 1968 following the collapse of masonry into the underpass excavations alongside (Contract photographs file, Hereford City Council)



The north end of the Gunners Lane wall in April 1969 after reconstruction. Other photographs show the stones of the buttress (mid-foreground) numbered for dismantling (Contract photographs file, Hereford City Council)



Interior face of the Gunners Lane wall, looking south



The interior face of the Gunners lane wall, looking north



The exterior face of the Gunners Lane wall, looking north

SECTION 6 Eign Gate

Location and summary

This is the removed section of wall either side of the Eign Gate, which was itself demolished in the 18th century, extending northwards from the surviving section of wall on Gunners Lane (section 5) to the commencement of the reproduction wall built around the present Tesco site in the mid-1980s (section 7).

Description

None of this section now survives above ground. The original wall line (43821, 43822) lies roughly down the middle of the central (right-hand turn filter) lane of Victoria Street. While excavations in 1968 (below) found below-ground remains of the wall, bastion 6 (43822) and the rampart, the extent to which any remains now survive beneath the carriageway has not been determined. A reproduction section of the city wall was built about 10m to the east around the site now containing the Tesco supermarket.

Investigations history

There have been two archaeological excavations relevant to this section of the original wall: the 1968 excavation of bastion 6 (event 405) and the Brewery site of the same year (event 44353), within the wall. The latter revealed features relating to occupation pre-dating the defences sealed by the stage 5 (late 12th-century) gravel rampart. This was composed of numerous tip-lines, either related to a single phase of construction or to a longer drawn out process by which material derived from regular scouring of the ditch was added to the rampart (Shoesmith 1982, 65). Bastion 6 lay about 30m north of the Eign Gate. A small excavation suggested that it had been built into the side of an earlier ditch, probably simultaneously with the city wall. It was c.6.7m external diameter with walls about 1.2m thick, with 'a chamfer around the outside edge' [chamfered plinth courses] (Shoesmith, *ibid*, 68).

Documentation and historical development

This section belongs to the extended city defences of the late 12th-century and later (Shoesmith stages 5 and 6), commencing with the ditch and gravel rampart of the 1190s, upgraded with the addition of the city wall, and bastions 6 and 7, from the later 13th century.

The Eign Gate (26883) is known only from documentary records and from one surviving illustration made after much of it had already been demolished. An important gate, guarding an important entrance to the town, it appears to have had a flattish two-centred arch of several orders with square or rectangular

towers either side (Shoesmith and Morriss 2002, 178). Like the other Hereford gates, the city wall line was staggered either side, the wall to the south being set some distance back from the wall to the north.

The published documentation relates to its declining years: in the 1630s its bridge was said to be so decayed that water couldn't pass beneath (like the Friars Gate to the south); in the 1640s it could be closed only with a chain; and in 1662 the Eign Ward jurors were taking legal proceedings to recover lead taken from its roof. In 1698 and again in 1700 stone was permitted to be taken from the city wall between Eign Gate and Widemarsh Gate for repairs to a property and to the pound that then stood near the gate (Whitehead 1982, 23). The gate was demolished in two stages. In 1763 it seems that the everything above the first-floor string course was removed, while the ground storey was taken down in 1787 (Whitehead 1982, 24).

The Eign Gate is shown merely as a conventional form on Speed's map of 1610, with a bridge over a watercourse in the ditch outside. Isaac Taylor's map of 1757 shows the ground-plan of the gate in more detail and, by that date, the bridge outside had been colonised or replaced by buildings on both road frontages. Bastion B6 north of the gate was still intact, though buildings had been built against the outside of the city wall fronting onto the predecessor of Edgar Street. By 1858, when Timothy Curley's MS plans were prepared, this section of the wall had been entirely upon by terraced housing facing inwards (east and south) onto Bowsey Lane, the original name for Wall Street, running immediately within the wall. The same situation is shown with greater clarity by the Ordnance Survey 1:500 plan of 1886. This shows two lengths of wall surviving between encroaching buildings, the map making a distinction between the 'city wall', where masonry was still to be seen and 'site of city wall' where its line was evident though no trace of fabric was then visible.

Present condition and issues

The condition of the entirely below-ground archaeological remains of this section of the defences is unknown, no work having taken place since the construction of the inner relief road in 1968-9. It is however probable that the lower fills of the extramural ditch will survive at depth.

Ownership and status

All of this section of the wall is contained within the Hereford AAI and the Central Conservation Area. The southern c.25m of the line of the wall (extending north from the standing Gunners Lane portion alongside the pedestrian subway) is scheduled as part of SAM HE 124, the scheduling extending west from the wall to take in the area of the former ditch. Everything north from this is unscheduled, lying in a gap in the scheduled area – which commences again just south of the Edgar Street roundabout. The reason for this gap in the scheduled area is unknown but may relate to the destruction,

or presumed destruction, of all below-ground remains during construction of the Inner Relief Road in 1968-9.

The original wall line and the site of the medieval Eign Gate lie wholly within/below existing highways.

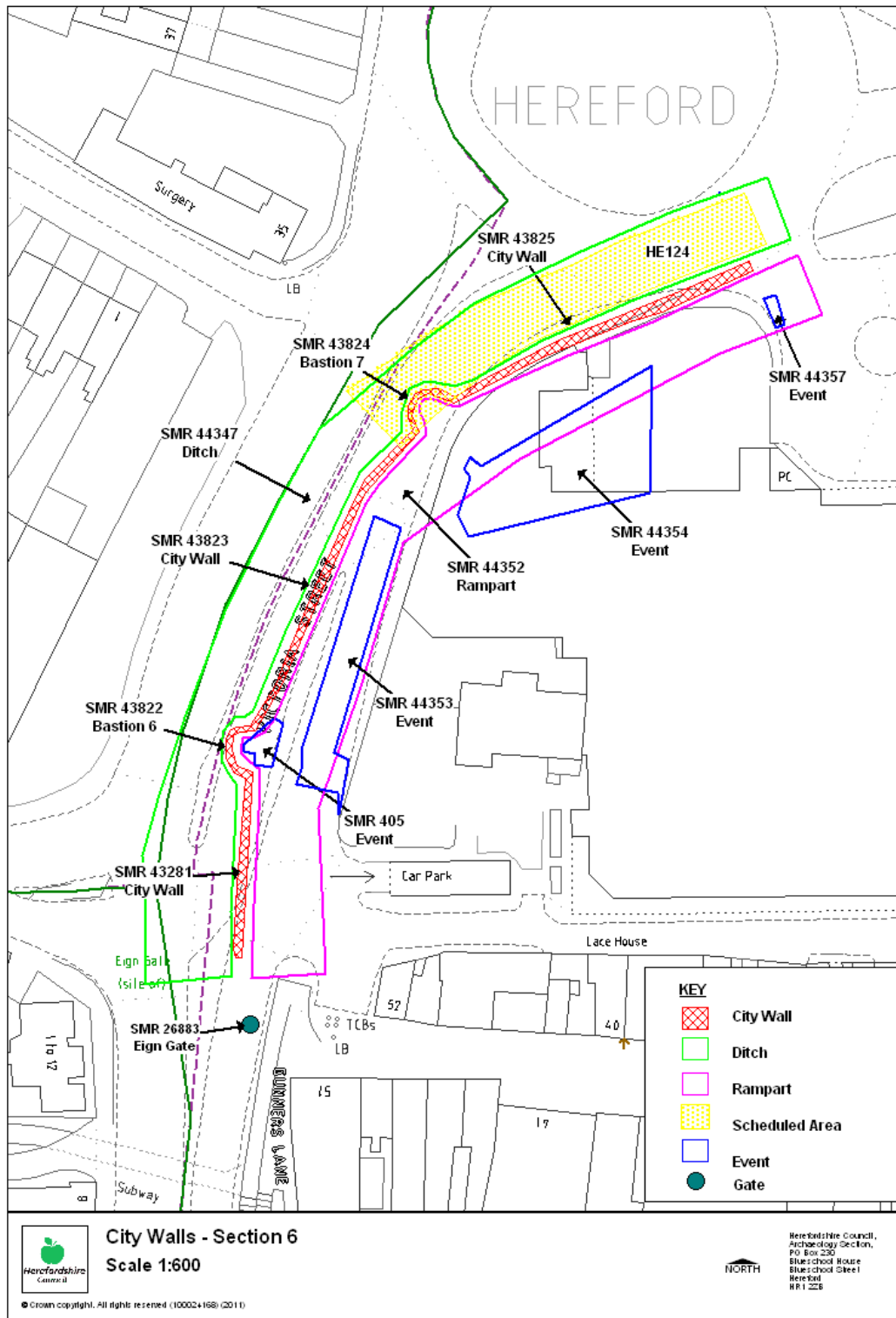
Significance

The significance of this section is uncertain as it resides in the below-ground remains of this section of the larger monument, the degree of preservation of which is unknown.

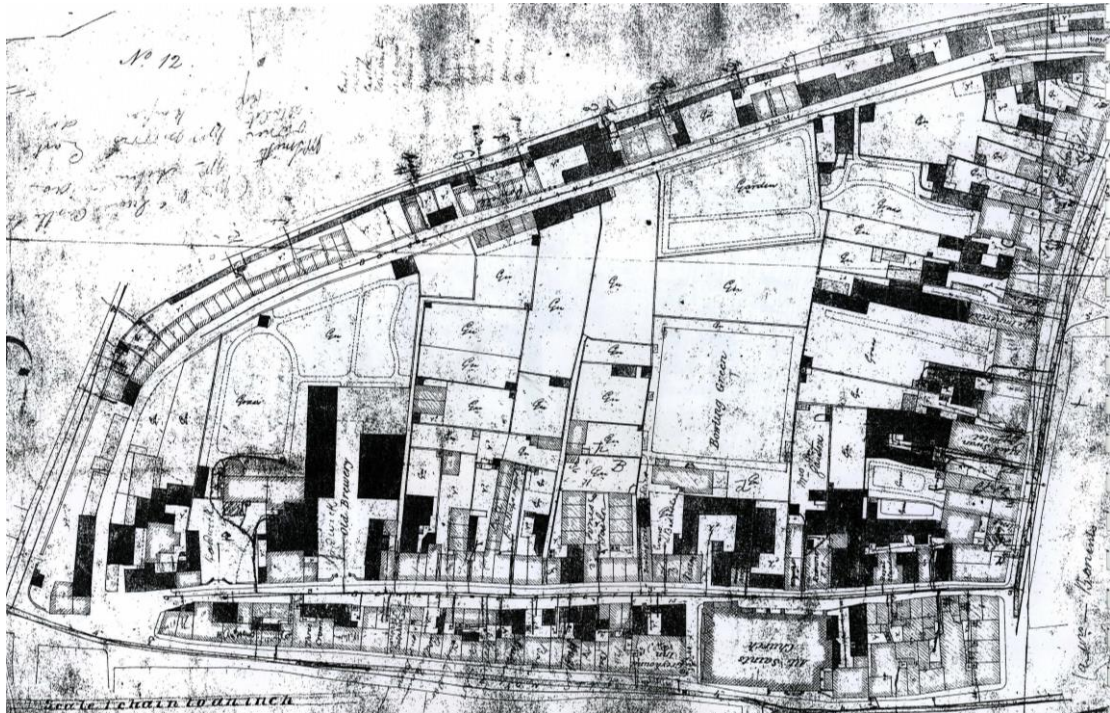
Section Action Plan

- Provision of a 'city gate indicator' to identify the site of the medieval Eign Gate (see part 1 of this report).

Section 6 illustrations



Section 6 and 7 location plan: the city wall shown in red represents the (demolished) medieval wall (section 6) and its two bastions. The present, standing 'Tesco' (reproduction) city wall (section 7) follows the curtilage boundary within this line, passing between excavation areas 44353 and 44354



Curley's 1859 MS plan of the Wall Street quadrant of the city wall (sections 6 and 8). By this time the line of the ditch and the exterior face of the wall were almost fully built up



Photograph of the remains of bastion 6 under excavation in 1968; note chamfered plinth courses (for a comparison see section 16 illustrations). Photo: Ron Shoemith

SECTION 7 Edgar Street and Tesco

Location and summary

This is the section of wall facing the Edgar Street roundabout, sometimes taken to be the finest stretch of Hereford's city walls but in fact a reproduction built on a new line first established in 1968 and rebuilt in the 1980s.

Description

This section of wall runs from just north of Eign Gate to the west of Bewell House, northwards curving to north-east until interrupted by the main lorry and bus access to the Tesco site. The line of the wall was established in 1968 up to 10m within that of the medieval city wall (section 6, see above), the two lines converging again just as this section ends at the access road. The line of the medieval wall is indicated by a strip of cobbling across the access road. The first new wall built in 1968 was constructed with a brick core and faced with randomly coursed sandstone (see photograph, below). This wall stood until the site within was being redeveloped by Tesco in the early 1980s. The wall was then replaced (though a number of courses survive on the east side of the Tesco access road) with a full-height reproduction of the primary city wall, designed by Ron Shoesmith. This is what stands today, and is quite distinctive, using stone (Devonian red sandstone from Buckholt Hill north of Monmouth) of a stronger red colour than the original fabric, though the large square blocks and levelling-up courses are a clear imitation of the medieval work.

Investigations history

The 1968 Brewery site excavation (event 44353) has already been described (see preceding section); this was located immediately outside the new wall line. In 1974, a few metres to the north-east, just within the wall, the Bewell House excavation (event 44354) found occupation of the 11th and 12th century underlying the tail of the late 12th-century rampart and extending across the site. Cut into the top of the rampart were the post-holes and cess-pits of a substantial timber building possibly, the excavator thought, a watch-tower positioned half-way between Eign Gate and Widemarsh Gate (Shoesmith 1982, 56-7). The excavation provides a useful sample of the archaeology underlying the reproduction wall, and a reminder of the importance and potential complexity of timber-built components of the defences. Two further small-scale excavations took place in the area of the bus/lorry entrance in 1980 and 1981. The first (event 3398) found rubble that probably overlay the city wall, which was not itself contacted. The second (event 44357) found a sequence identical to the Bewell House excavation nearby, with pre-defences occupation (pits) and the late 12th-century rampart sealed by a build-up of soil and cut by further pits.

Documentation and historical development

Readers are referred to the sections either side for an account of the historical development of the city wall in this area.

Present condition and issues

This is a modern structure, in generally sound condition.

Ownership and status

This section is entirely contained within the Hereford AAI and the Central Conservation Area. None of this section is scheduled.

None of this section is in Council ownership; it is assumed that it falls within the Tesco site ownership.

Significance

This section is of moderate regional significance as an example of early conservation planning. It arguably makes a strong contribution to the local townscape in that it restored a sense of enclosure and distinctiveness to this part of the city centre that had, through time, been eroded by the gradual disappearance of the city wall as a consequence of piecemeal demolitions and encroachments. Although less than half a century old it is also widely taken (by locals as well as visitors and passers-by on the ring road) to be an original feature and so, thanks to its prominence overlooking the Edgar Street roundabout, draws attention to the less conspicuous but genuine sections of wall to the east and south.

Section Action Plan

The impending (at September 2011) regeneration of the former Cattle Market site on the north side of New Market Street as the new Retail Quarter, and the demand for connectivity between this area and the urban core, places great pressure on the medieval wall line (and its mid-20th-century successors) in this area. There is arguably scope for creative design in making the best use of the existing access through the wall, while enhancing its setting and providing sympathetic interpretation.

Section 7 illustrations

(For detailed location plan, please see plans for sections either side)



The first replacement wall under construction in October 1968, looking north-east across the site of the 1968 Brewery site excavation trench



Looking west towards the north-east end of the section 7 (c.1983) wall beyond the Tesco vehicle exit. The section 8 wall in the foreground consists of base courses surviving from the 1968 wall raised by the addition of the distinctive red c.1983 Tesco-Shoesmith masonry

SECTION 8 Wall Street

Location and summary

This standing section of the city wall extends from the vehicle entrance of the Tesco site c.150m east to a point mid-way along Wall Street (43825, 43826). It is structurally complex and difficult to interpret, a mixture of reproduction masonry of 1968 and 1983, some probably original in situ primary masonry and rebuilt city wall fabric.

Description

From west to east, the section commences with a short length of wall that displays a clear differentiation between a lower build, of uncoursed grey rubble of a variety of block sizes, probably the 1968 work, and the upper courses, of large coursed blocks of red sandstone that is clearly part of the section 7 reproduction masonry of c.1983; this also carries the plaque commemorating the opening of the Inner Relief Road in December 1969. After a few metres the wall doglegs out to a new plane by c.100mm, at which point the reproduction masonry ceases. The section that follows is composed of what appears to be genuine city wall fabric to the full height (c.2m) of the wall, consisting of well-coursed large blocks with levelling-up courses, all quite possibly primary medieval work. This section is partly concealed by a large mat of ivy, after which the previous build pattern – 1983 reproduction masonry superimposed on earlier small rubble – resumes, extending for some metres alongside the west end of the pedestrian underpass ramp. A photograph taken in 1968 at an early stage of the Inner Relief Road work (see below) shows a stretch of the city wall in remarkably intact condition, having been recently exposed by the demolition of buildings on its north side. The location cannot be identified with precision but must (from the landmarks visible) have been towards the western end of this section. It shows classic 'primary build' masonry, large squarish blocks with much smaller levelling-up courses, as seen south of bastion B2, and on this section, partly concealed by ivy – which may therefore be a reduced survivor of the section photographed in 1968.

Further east, the wall height is reduced, the obvious reproduction fabric finally ending. The bulk of the ensuing fabric section is coursed grey small rubble, the slight bowing of the courses suggesting that this is early or even original fabric, though the top three courses are composed of larger blocks and are likely to have been added or rebuilt in 1968. Towards the east end of the pedestrian underpass ramp the lower material comes to an end, to be replaced by more random rubble fabric of uncertain origin. This too terminates after a short distance where, at a quoined vertical corner, the wall plane steps out a few centimetres, suggesting the commencement of a different build. Apart from an area of larger blocks at this junction, possibly work of 1968, the remainder of the section is roughly coursed small rubble of undateable character.

This masonry has not survived in recognisable form, suggesting strongly that the wall has not only been much reduced in height but may in places have been substantially rebuilt: reduction and rebuilding were in fact undertaken for safety reasons (information from Ron Shoemith).

Throughout this section there is a substantial height difference between Wall Street, within the city wall, and New Market Street outside (c.1.2m): this is a direct consequence of the superimposition of Wall Street on the late 12th-century rampart.

Investigations history

There have been a number of small-scale excavation trenches along this stretch, concentrated towards the eastern end. A 1970 trench (event 402) on the south side of Wall Street in the grounds of the Liberal Club found – as did the excavations further west – the tail of the late 12th-century rampart sealing evidence of earlier occupation in the form of property boundaries and pits. A 1976 excavation trench (event 379) on the site of the sheltered housing on Wall Street found pre-rampart occupation including pre-Conquest pottery and the remains of a building – a burnt clay platform surrounded by a gully. Two further trenches in 1987-8 (event 44356) a few metres to the west also found pre-rampart occupation; the rampart itself was particularly well preserved at that point, 1.04m high and composed of tipped soils derived from the digging of the extramural ditch. A deep accumulation of soil had formed behind the rampart on which were the foundations of post-medieval buildings. The most enigmatic feature of this excavation was, however, the earliest. Directly on top of the natural surface and overlaid by soil containing 11th-12th-century material was a pebble surface, probably a trackway running north – south, possibly of prehistoric date.

Documentation and historical development

This section is part of the late 12th-century and later defensive circuit, commencing with the gravel rampart of that date together with its extramural ditch, upgraded with the addition of the city wall and its bastions in the course of the 13th century. Evidence of depredations on the wall begins early here, with a reference to a painter being imprisoned in 1554 for making a breach in the wall at Bowsey Lane (Wall Street) (Whitehead 1982, 21). After the Civil War the jurors of Eign Ward threatened legal action over another breach in the wall at Bowsey Lane ‘where the sally-port door was’. With the gradual demilitarisation of the defences in the course of the 17th century the process of decline accelerated and in 1698 the tenant of the Boothall Inn was permitted to take ten loads of stone from the city wall between Eign Gate and Widemarsh Gate (Whitehead, *ibid*, 23).

Speed’s map of 1610 shows little detail along this section. Taylor’s map of 1757 shows one bastion (B8) then surviving approximately in the centre of this section, directly opposite the present pedestrian subway. The line of the

extramural ditch is shown as a row of trees with a narrow watercourse along its northern edge, bounding the road that was eventually to become Newmarket Street. Bowsey Lane (Wall Street) within the wall was at that time virtually undeveloped. By 1858, when Timothy Curley's plan was made, Bowsey Lane/Wall Street was still virtually undeveloped along its southern frontage; the city wall, in contrast, on its north side had been heavily colonised by buildings and yards fronting the lane and backing onto New Market Street.

Present condition and issues

This section of wall presents two principal challenges, one structural, the other concerned with setting, understanding and interpretation.

- There appears to be a long-term structural issue with the central part of this section where the wall is reduced to the height of the (elevated) Wall Street carriageway. The wall acts as a retaining wall and has in places developed a noticeable outward lean under pressure from the ground behind, and possibly from traffic passing along Wall Street immediately within the wall; deformation of the tarmac behind the wall seems to support this interpretation.
- The remainder of this section of wall is in generally sound condition having been substantially restored in 1968-9. There is some plant growth (a large mat of ivy) requiring control.

The main contextual issues for this section are.

- In its present setting, and with its height reduced to that of an ordinary boundary wall, it is not easily apparent that this is a historic feature. Easy recognition and visibility will only be achieved via an improvement of the setting that gives the wall greater prominence.
- The description above highlights the structural complexity of this wall and the difficulty of distinguishing modern fabric, historic fabric that has been restored or rebuilt, and possibly original medieval fabric. The fabric of this section has (as far as is known) never been analysed, though some stretches of it were photographed in March 1966.
- This section of wall presents other urgent issues in terms of current concerns for greater connectivity between the north-west quarter of the city and the proposed Retail Quarter on the former Cattle Market site. It is recommended that a further study take place of this section of the wall to resolve the issues described above.

Ownership and status

This section of the wall and the strip of land containing it between Wall Street and New Market Street is Council-owned, being part of the Highways establishment.

The wall and the same strip of land are scheduled as part of SAM HE 124, the scheduling extending north from the wall to cover the line of the city ditch. Wall Street, and the rampart it overlies fall outside the scheduled area. The area is contained within the central Conservation Area and the Hereford AAI.

Significance

This section is of moderate to high evidential significance within the overall monument by virtue of having standing, though partly compromised, fabric combined with very well preserved buried archaeological deposits within the wall line. The latter are of importance because they relate not just to the city defences but to preceding domestic occupation, the evidence for which is particularly well preserved by virtue of having been buried and sealed by the late 12th-century rampart. The wall section also has visual/aesthetic significance arising from its considerable length, easy visibility and continuation westwards by the reproduction section 7 masonry.

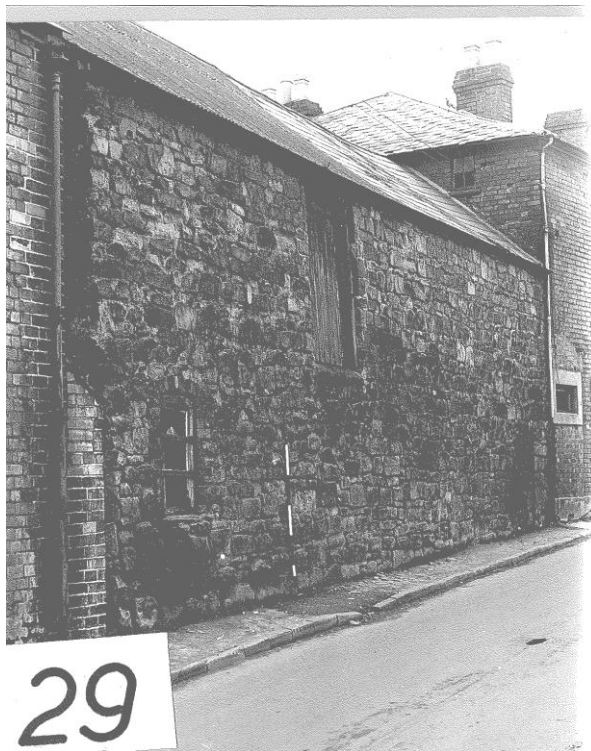
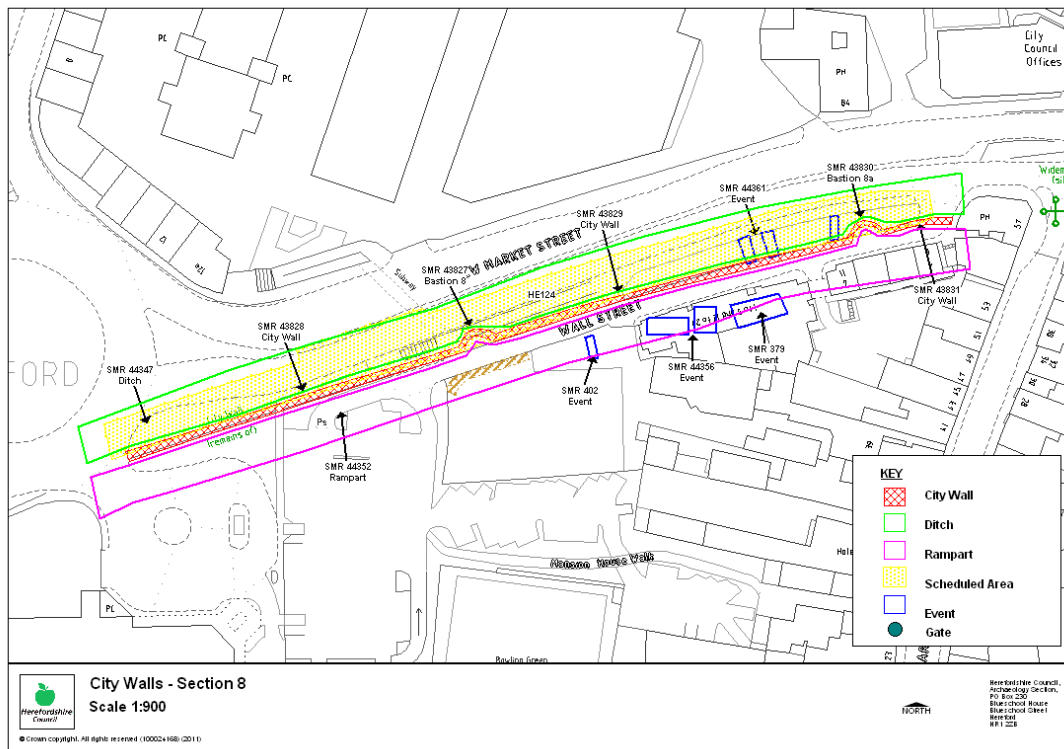
The development of the Retail Quarter will not diminish the significance of this stretch of the city walls. Any future downgrading of the Inner Relief Road will place additional emphasis on the city wall as a townscape 'plan seam', separating and serving to distinguish the historic city from its suburbs.

Section Action Plan

A further detailed study of this section should be undertaken to resolve the issues described above. This should lead to:

- A better understanding of the fabric phases of this part of the monument
- Recommendations for design options for the enhancement of its setting
- An assessment of the structural condition of the wall where it bounds and retains Wall Street at the higher level

Section 8 illustrations



March 1966 record photo of the inside (south) face of the city wall incorporated in a commercial building on Wall Street (courtesy Ron Shoemsmith)



A stretch of the Wall Street wall, with the characteristics of primary city wall masonry, newly exposed by the demolition of buildings on the south side of New Market Street in August 1968 (City Council contract photographs file).



City wall masonry of probable 'primary' character (foreground), possibly as photographed above, to the east of the pedestrian entrance to the Tesco car park



General view of the Wall Street section, looking east. The plaque in the foreground commemorates the opening of the Inner Relief Road in 1969 but is embedded in masonry of the c.1983 build. The lowest courses may be remains of the 1968 wall



The Wall Street section, reduced in height alongside the pedestrian underpass. The eastern termination of the 1983 reproduction masonry is visible



The Wall Street wall looking west alongside the New Market Street pedestrian underpass. The date of this masonry is unknown but is likely to represent a long history of ad hoc repairs in the post-medieval period with an uncertain degree of rebuilding c.1968; the blocks in the foreground may represent re-set primary facing masonry

SECTION 9 Widemarsh Gate

Location and summary

A buried section of the city wall with almost no surviving above-ground fabric, extending c.80m west (43829, 43831) and c.60m east (43832) of Widemarsh Street and the site of the demolished Widemarsh Gate (414). The Farmers' Club on the east side of the street incorporates rebuilt city wall masonry in its north elevation.

Description

The only remaining city wall masonry left in situ above ground is in the north elevation of the Farmers' Club (42 Widemarsh Street), at ground level and to the left (east) of a doorway with the inscription 'TC 1626'. Large blocks of squarish proportions suggest that the fabric here is or was of the same, probably primary, build as that found to the south-west on Victoria Street (sections 1 and 3) and further east at the back of Maylord Orchards (section 10). Support for this may be found in photographs taken by Alfred Watkins during the demolition of the former Wellington Inn c.1899 on the opposite side of Widemarsh Street, on the site of the present JD's bar (Watkins 1919, 162). This clearly shows the distinctive large square-proportioned blocks with intermittent levelling-up courses; a second photograph shows an inserted doorway through the wall of probable 15th- or 16th-century character.

Investigations history

There have been no archaeological investigations on the site of the Widemarsh Gate other than a structural investigation of the Farmers Club building (42 Widemarsh Street) which incorporates city wall masonry in its north elevation.

To the west of Widemarsh Street, three trenches were excavated in 1989 (event 44361) northward from the line of the city wall to the edge of the New Market Street carriageway. The first two trenches were one metre deep and dug through purely modern deposits dating from the road construction work in 1968-9. The third was 1.35m deep and contacted 19th-century deposits under the modern disturbance.

To the east of Widemarsh Street there have been two small-scale excavations relevant to this section. The first, trenches dug by machine in 1966 (event 408) located the remains of bastion B9 under a 19th-century forge. The semi-circular bastion was found to be bonded with the city wall and cut into the side of the extramural ditch. In the second excavation, three trenches were dug for water main replacement (event 30049). Within the excavation depth limit of 0.8m only modern deposits were encountered.

Documentation and historical development

This section is part of the late 12th-century and later defences, strengthened by the addition of the city wall. When first built it cut through the existing built-up area extending along Widemarsh Street.

Watercolours of Widemarsh Gate made just before it was demolished in 1799 (see illustrations, below) show a tall, narrow building with the carriageway passing under a two-centred arch between narrow, forward projecting square towers. On the external elevation a string course indicated the division between the first- and second-floor chambers, though the latter may have been added, as a row of corbels above the string may have derived from removed machicolation (Shoesmith and Morris 2002, 178). As at the other gates, the city wall line was staggered either side of the Widemarsh Gate, the wall to the west being set well forward of the wall to the east. Again, like the other gates, the Widemarsh Gate was becoming indefensible by the time of the Civil War: in 1643 it was said to be protected 'only by a chain' and by 1663 its roof was deemed unsafe (Whitehead 1982 23).

A strong visible link with the former Widemarsh Gate survives today in the form of the adjacent Farmers' Club building, whose northern gable is instantly recognisable from the late 18th-century illustrations of the gate. The dated and initialled door ('T.C. 1626') can be identified from historical evidence as the consequence of an application in 1582 by Thomas Church (a dyer, and owner of the property) to insert a small door through his wall to give access to the city ditch where he 'may better wash his coloured clothes' (Whitehead 1982, 22). The elevation was for many years covered by a later lean-to structure but was re-exposed when that was demolished in the 1960s.

Speed's map of 1610 shows this section of wall and the Widemarsh Gate in conventional form with little detail. Taylor's map of 1757 is of a different order altogether and shows a number of interesting features. Firstly, the wall to the west of the gate is shown varying considerably in thickness along its length, as if it had already been subject to localised rebuilding – though these features are well clear of encroaching buildings. The wall is shown built upon for some distance either side of Widemarsh Street by the rear ranges of the buildings immediately within the gate, but there was very little encroachment outside the wall over the ditch (44347) – indicated, as further west, by a line of trees bounded by a narrow watercourse. This had changed radically a century later (Curley's plans of 1858). The line of the ditch had been substantially built over on both sides of the (now demolished) gate: bastion B8a (43830) to the west of the gate had gone, though bastion B9 (43833) to the east survived.

Present condition and issues

The only standing section of wall is part of the standing (listed) building 42 Widemarsh Street, and is in relatively sound condition. There is no on-site interpretation to indicate the significance of the wall, nor of the former presence of the Widemarsh Gate immediately adjoining. In 2011 a large

'Welcome to Hereford' city plan and vending machine was installed on the site, but was placed immediately in front of the dated and initialled doorway.

Ownership and status

The grass verge between Wall Street and New Market Street containing the line of the demolished wall is in Council ownership as part of the Highways establishment, as is the access road connecting the two streets just west of Widemarsh Street. The line of the wall then passes through JDs pub to the site of the gate before stepping forward to a new line represented by the north elevation of the Farmers' Club. The ground in front of this is in Council ownership (Highways establishment) and this ownership continues to the east along the wall line into the next section.

This section of the wall is scheduled as part of SAM HE124. West of Widemarsh Street the scheduling forms a strip, roughly coincident with the grass verge and extending north from the line of the wall to take in the former ditch (the rampart within the wall is therefore excluded from the scheduling). There is a gap in the scheduled area that extends from the junction of Wall Street with New Market Street and across the width of Widemarsh Street, thus excluding the site of the gate. East of Widemarsh Street, the scheduling resumes at the north elevation of the Farmers Club building, extending out to the centre of the westbound carriageway of Blue School Street and continuing eastwards along the line of the wall and the former ditch. This section of wall is entirely contained within the Hereford AAI and the Central Conservation Area.

Significance

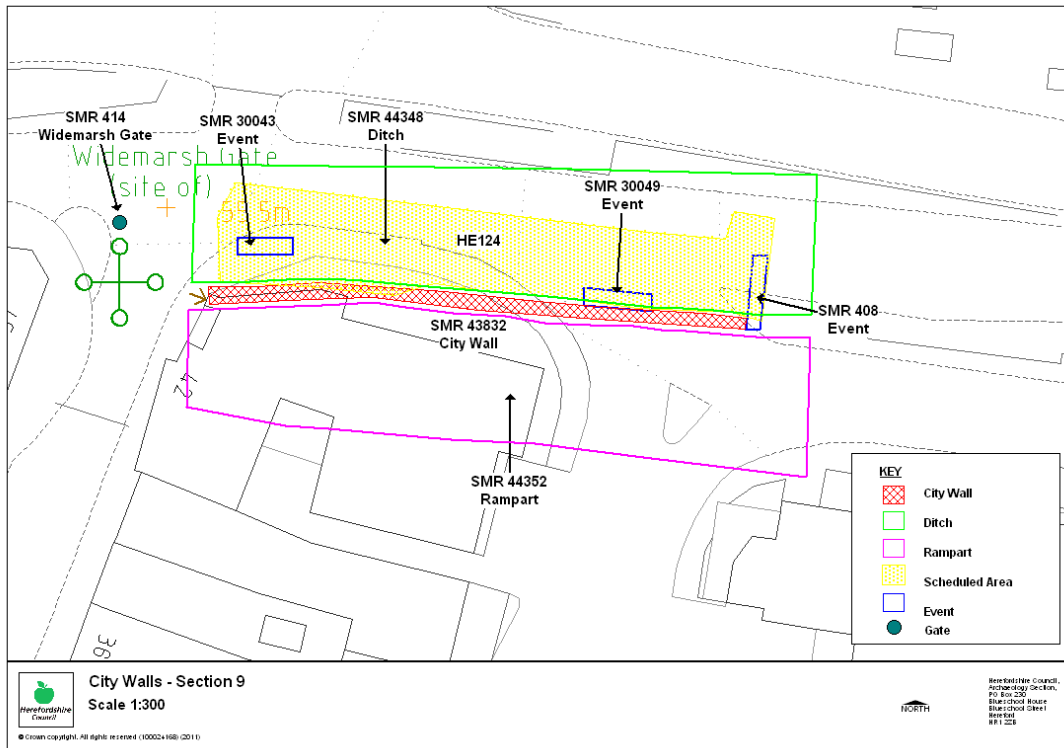
This section in general is of low to moderate significance within the overall monument by virtue of its almost complete demolition. Ground investigations have also shown modern disturbance down to about one metre below present ground level, though there is no reason to believe that archaeological deposits and structures will not survive at greater depth. However, recent roadworks in Widemarsh Street suggest that there has been massive disturbance by services below the carriageway. Of rather greater significance than the remainder of this section is the Farmers' Club building:

- It incorporates apparently intact city wall masonry that was immediately adjacent to the Widemarsh Gate.
- The north elevation is clearly recognisable from the late 18th-century watercolours of the Widemarsh Gate by James Wathen, including the clearly dated postern doorway of 1626, a neat exemplar of the 'demilitarisation' phase of the city defences and the development pressures upon them. The watercolour with the easily recognisable Farmers Club elevation should be a key feature of any interpretation of the site as it immediately locates the missing gate.

Section Action Plan

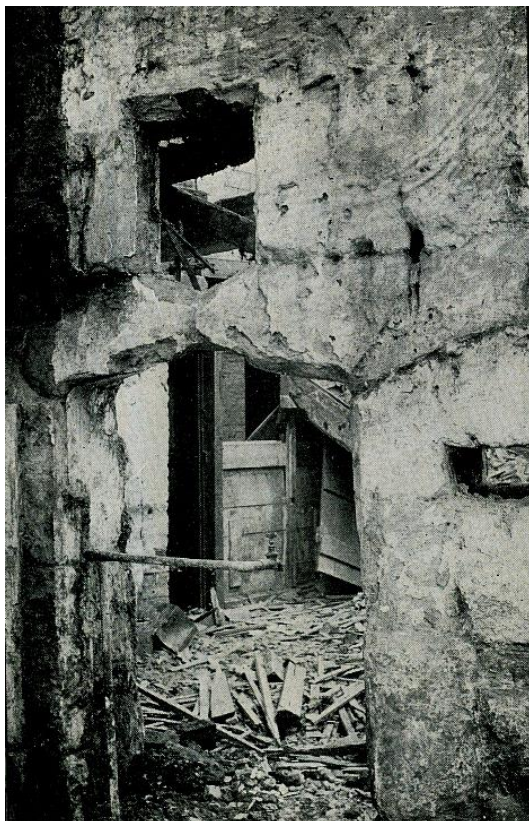
- The Widemarsh Gate site is a critical nodal point in access between the historic city centre and the new Retail Quarter developed on the former Cattle Market to the north. The gate site and its immediate surroundings are in need of repaving and redesign and currently contrast unfavourably with the recently repaved Widemarsh Street. Any redesign should recognise the former existence of the gate by means of a 'city gate indicator' conceived within an over-arching design scheme (see part 1 of this report).

Section 9 illustrations





Alfred Watkins' photographs of the demolition of the city wall on the Old Wellington Inn site (now JDs) c.1900 immediately west of Widemarsh Street. The masonry was of 'primary build' type with large square blocks and small levelling-up courses. The photograph below shows a doorway found in the wall, probably late medieval





The Farmers' Club, Widemarsh Street. The lower part of the north elevation (foreground, below window-sill level) contains stonework of characteristic city wall type. The stone gable (right) would have been built to replace the end wall of the medieval Widemarsh Gate on its demolition in 1799



James Wathen's watercolour of the Widemarsh Gate in 1798, shortly before its demolition. The Farmers' Club gable elevation (left) is little changed

SECTION 10 Maylord Orchards

Location and summary

Two adjacent sections of wall (43834) on the reservation separating the shopping centre bus and vehicle exit lanes from the main Blue School Street carriageway stand to a maximum height of c. 2.5m. While the outer face appears to be largely original medieval fabric, with later insertions and blocking, the inner face has been substantially rebuilt in brick, though some coursed sandstone sections may be original.

Description

A free-standing block of modern ashlar work marks the western end of these standing sections of wall, located on the grass reservation between the main carriageway of Blue School Street and the bus lane and vehicle exit lane of the Maylord Orchard shopping centre. The wall fabric of the outer face is composed of squared rubble blocks with intermittent levelling-up courses of smaller stones, and appears to be original, primary fabric of the type evident in the preceding sections on Victoria Street. A breach in the wall c.7m long is filled with coursed sandstone rubble of fairly uniform size, set back from the main plane of the outer face; it appears to be a readable repair in the SPAB tradition. The larger coursed rubble, again probably primary, resumes and stands c.2.5m/8 courses high. This fabric is interrupted by a blocked doorway with quoins to its west side only and blocking of small coursed rubble. Beyond (east of) this doorway the assumed primary fabric is again interrupted by two low, blocked openings or holes, each about one-metre square at ground level and about a metre apart. There is a vertical quoined end to this standing stretch. The inner (south) face commences with a c.5m long section of modern brickwork backing the probably primary masonry of the outer face. Sandstone masonry then resumes in the form of coursed rubble, composed of small blocks with flat/long proportions over a length of c.5m before recent brickwork resumes for a further c.5m. The length concludes with further coursed sandstone rubble of similar character to a height of c.1.5m with brickwork on top.

A gap of approximately 20m is filled by a hedge. The standing wall resumes with an area of sandstone-quoined brickwork, followed on the outer face by a c.15m long stretch of primary fabric standing to a height of between 1m (east end) and 2m (west end). The inner face here is composed of coursed sandstone rubble, probably of more missed character than the stretch to the west, but this is largely concealed by ivy and is mostly obscured.

Investigations history

There have been two archaeological excavations here. In 1986 a narrow strip was excavated behind the wall in advance of the construction of the present

bus lane (event 44362). The deposits excavated were mostly of post-medieval date, though the 12th-century gravel rampart was present, sealing an earlier buried soil.

The first of the many excavations associated with the Inner Relief Road construction in the 1960s took place in 1965 at the eastern end of this section on the site of Bastion B10 (43825, event 407). The excavation, by Helen Sutermeister, revealed the semi-circular footings sunk into the side of the earlier ditch with traces of a timber walkway to give access around the outer face. As elsewhere, the bastion was found to be contemporary with the city wall (see illustrations, below).

Documentation and historical development

This section is part of the late 12th-century and later defences, strengthened by the addition of the city wall in the course of the 13th century. Speed's map of 1610 shows no detail at all between the Widemarsh and Bye Street gates and so it is only with Taylor's map of 1757 that the state of this part of the monument can first be gauged without primary documentation. This particular section (easily identifiable as that between bastions B9 and 10) is shown as having been intensively encroached upon by buildings built at the back of the plots stretching from Maylord Street, then called St Thomas Street. Some of this development is still evident in 1859 (Timothy Curley's plans) though by then most of the building against the wall was on the outside/north face, by properties facing Blue School Street. More detailed comparison of the properties shown on Curley's plans and on the 1886 1:500 Ordnance Survey would probably yield insights into the present state of the wall and the features it contains. For example, the hedged gap between the western and eastern standing wall sections relates to the position of the former Railway Bell Inn and Blue School Passage (a thoroughfare connecting Blue School Street to Maylord Street) passing down its west side.

Present condition and issues

Until the autumn of 2009 this section of wall was so overgrown (mostly by ivy) that it was virtually unrecognisable as a masonry structure. The outer face is currently clear of undergrowth though further work remains to be done on the wall top (western section, east end). There is also an issue with potential root damage into the masonry wall footings and underlying rampart from the mature cherry trees planted along the inner face of the wall, probably contemporary with the completion of the shopping centre c.1986.

The issue of over-riding, long-term concern is that of setting. The wall currently stands on a narrow grass reservation between the shopping centre bus lane and the main Blue School Street carriageway. The verge in front of the wall is up to c.3m wide, that on the inside is substantially less, with traffic

virtually brushing against the masonry in places. The inadequacy of its setting is not mitigated by floodlighting or any form of interpretation.

Ownership and status

The standing wall and the whole of the reservation on which it stands are in Council ownership.

This section of the wall is scheduled as part of SAM HE 124. The scheduling continues from the west as a strip that includes the standing wall and a band to the north in front of the wall that takes in the line of the former ditch. The earlier rampart within the wall here, as elsewhere around the north side of the city, is excluded. It is included within the Hereford AAI and the Central Conservation Area.

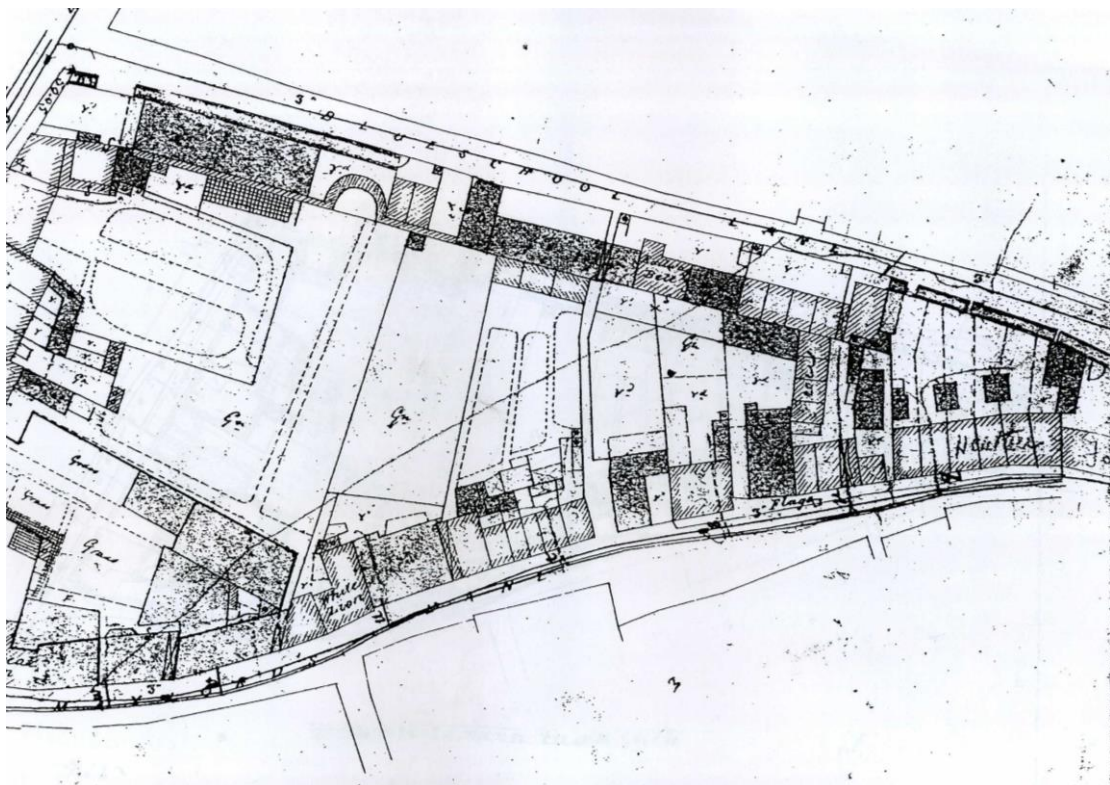
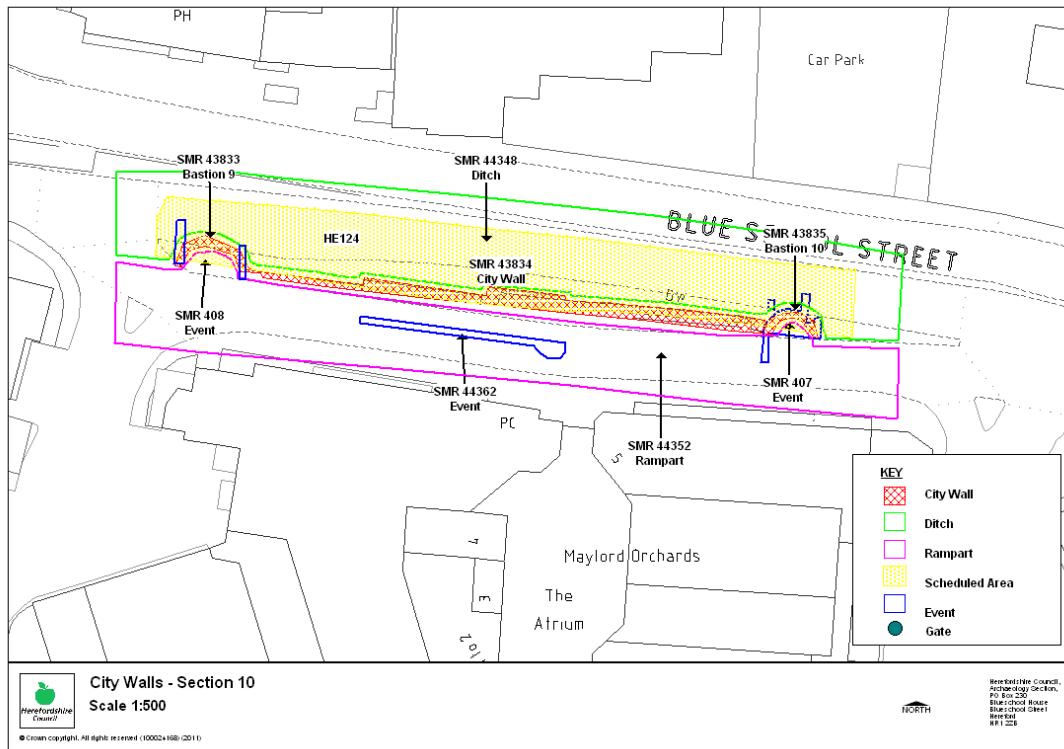
Significance

The section is of moderate significance within the overall monument as a standing length that exhibits apparently primary fabric and clearly identifiable openings inserted through it, probably in the early post-medieval 'demilitarisation' phase of the monument. It has visual (aesthetic) significance as a substantial stretch of wall linking the stretches either side: Wall Street to the west, Bastion Mews to the east, though this significance is greatly compromised by the unsatisfactory setting, the wall being sandwiched between dense traffic, by being - from time to time - heavily overgrown, and by the lack of any signage, interpretation or floodlighting.

Section Action Plan

- A re-design of the setting of this section of the wall should take place in the context of any downgrading and re-design of the inner relief road (Blue School Street). An improved setting for the wall would highlight (literally and figuratively) rather than detract from its significance. On-site interpretation should be placed in conjunction with any new pedestrian routes passing through this area.

Section 10 illustrations



Timothy Curley's MS plan of 1859 showing the wall between Blue School Street and Maylord Street. Bastion 9 can still be seen; the extramural watercourse is still partly open though the line of the ditch is heavily developed



Blueschool Street in the 1960s, looking east, after the demolition of buildings on its south side revealed substantial sections of the city wall (Derek Foxtan)



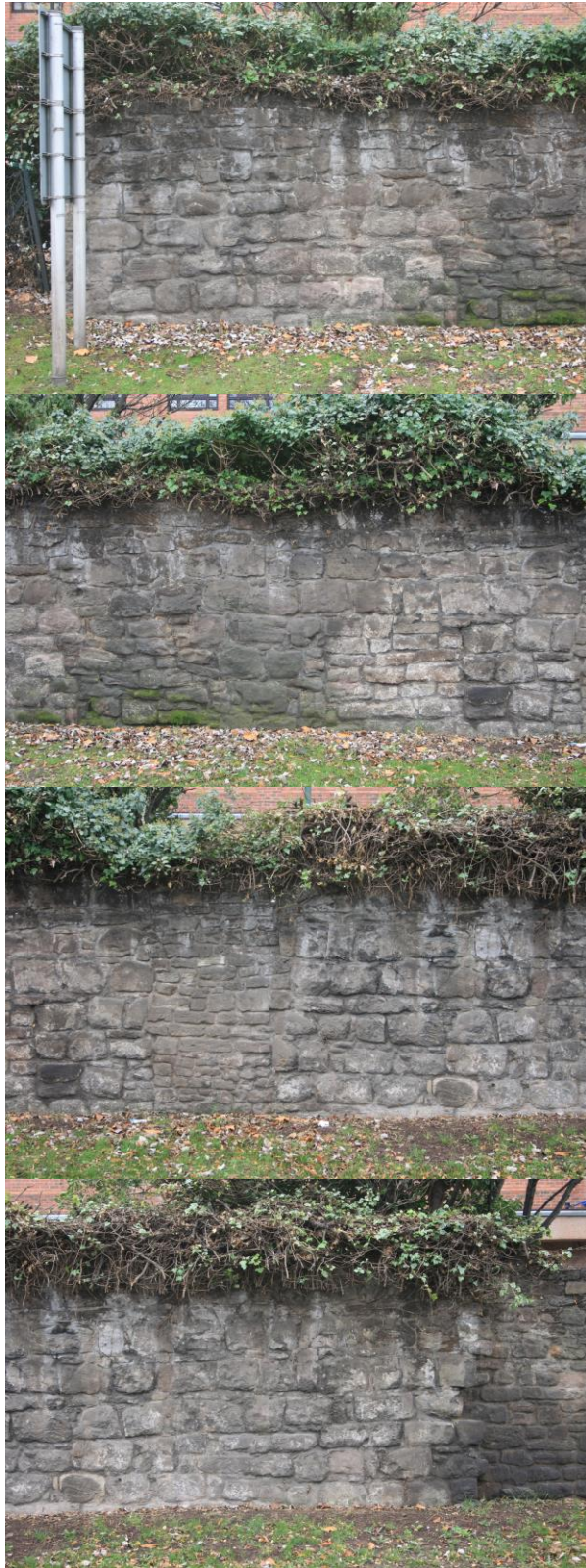
The current setting of the Maylord Orchards city wall (2008). Looking east



The western end of the Maylord Orchards wall, exterior face



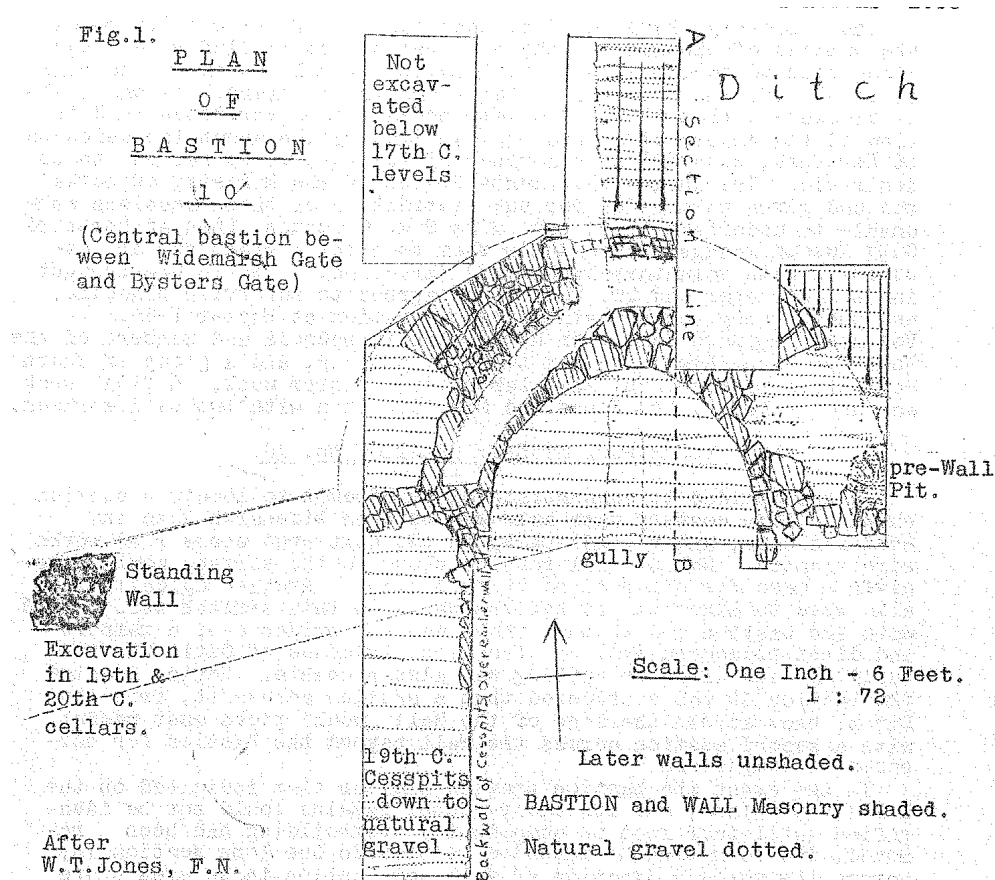
Detail of the probably primary medieval outer-face masonry



Sequential overlapping photographs of the outer face of the Maylord Orchards wall (western section) showing blocked openings in the primary type masonry. From east (top) to west (bottom). The last change in build shows the beginning of a set-back face, probably a repair in the 'SPAB' tradition



The inner face of the Maylord Orchards wall, looking east from the west end (2009). The problem of ivy, tree growth and the proximity of traffic to the wall face is apparent



Interim plan of the Bastion 10 excavation, 1965 (courtesy Jean O'Donnell)

SECTION 11 Commercial Square

Location and summary

A buried section of the city wall, with no remains left above ground, to the west (43838) and the east (44331) of the Bye Street (Commercial Street) Gate (413), extending from the Maylord Orchards shopping centre to Bastion Mews.

Description

No standing fabric survives of this section.

Investigations history

The line of the wall runs well out into the westbound carriageway of Blue School Street. Here, in 1966 a trench (event 44363) found the 1.8m wide footings of the city wall at less than a metre depth, cut into earlier ditch fills. A further 20m to the east, directly opposite the entrance to the Franklin Barnes building yard, another excavation the same year found the footings of bastion B10a (43837). Again, it was bonded into the city wall and cut into the earlier rampart; but here, uniquely, the bastion was found to have been rebuilt to a square plan on top of the old semi-circular footings, probably, the excavator suggested, in the course of the Civil War.

Documentation and historical development

Bastion 10a was known in the 18th century as the Jew's Chimney, a name derived from the proximity of the pre-1290 Jewish quarter in the Maylord Street area. The city minute books record that it was rebuilt in 1743 by John Phillips, a tanner, and it may be this structure that was recorded in the 1966 excavation. David Whitehead (1982, 23) also notes an earlier reference to the bastion dating from 1633 when a single woman 'great with child' claimed she had been 'attempted' by a carpenter in the Jew's Chimney, suggesting (probably) that the bastion was then unoccupied.

This section is part of the late 12th-century and later defences, strengthened by the addition of the city wall. When first built, like the section around the Widemarsh Gate, it probably cut through the existing built-up area on Bye Street (Commercial Street) and may even have led to the diversion of the original course of Maylord Street, which began life as a back lane servicing the rear of the plots in High Town and along Bye Street (Shoemith and Morriss 2002, 176). The implications of this relationship between the defences and the medieval built-up area, in terms of this conservation plan, are simply that a greater degree of complexity may be expected in the buried

archaeology here, and around Widemarsh Street, than will be the case where the defences were built across open ground.

The Bye Street Gate was demolished in 1798, though watercolours of its external elevation survive and its plan is indicated on Taylor's map of 1757. Like the other gates of Hereford, the city wall line was offset either side of the gate, the wall on the west set well forward from the line of the wall to the east – the former joined onto the front of the gatehouse, the latter some way back. It appears to have been a mid-13th-century building with many later additions. Controlling the road to Worcester, it was the most elaborate of the city gates. The gateway had a tall two-centred arch and was flanked by towers with elaborate roll-mouldings; the first floor room was lit by an ornate window, and there were niches containing statues in the outer wall (two statues survive: Shoemith and Morriss 2002, 180-1). By c.1500 the gate was in use as the city gaol, perhaps initially within the medieval structure, but before long in a stone building (38849) attached to its south-east side. By the end of the 17th century the gaol had become notorious for the ill treatment of prisoners and for the unsanitary conditions in which they were kept, and there is little evidence of improvement before 1798 when the medieval gate was demolished, the gaol buildings continuing in use until 1842 (Shoemith 1994, 102-3). The judicial functions once present in the gatehouse live on in the vicinity in the form of the Magistrates' Courts opposite and the Shirehall nearby.

By 1858 (Timothy Curley's plans) the stretch of wall to the west of the gate, including Bastion B10a, had been demolished and gardens belonging to a row of houses at the end of Maylord Street laid out across it. East of the gate the wall had been demolished for a row of houses on Union Street though it survived further to the south-east as a property boundary. On both sides of the former gate, along Blue School Street and Bath Street, the site of the ditch was occupied by gardens and occasional buildings though the eastward-flowing watercourse following the outer edge of the ditch was still open.

Present condition and issues

This section of the defences is now only represented by below-ground structures and deposits: there are no above-ground standing remains. All of the extramural ditch and the line of the wall lie well out under the Blue School Street and Bath Street carriageways and the uppermost archaeological levels and structures may well have suffered significant damage from the road construction process and from services. The site of the Bye Street Gate too is partly under the 1968-9 road, though at least part of the rear/inside of the gate lies beneath the paving in front of the Kerry Arms. There is presently no interpretation on the spot, nor any way of drawing attention to the significance of the site.

Ownership and status

The line of the wall on both sides of the gate, lying within Blue School Street and Bath Street, is Council owned (Highways Establishment). The site of the gate, under the road and the paved area in front of the Kerry Arms, is old Highways land.

The line of the wall to the west of the gate is scheduled as part of SAM HE 124, the scheduling forming a narrow strip down the middle of Blue School Street ending opposite the centreline of Union Street. All of the site of the gate, the line of the wall immediately to the south-east and the first part of the next standing wall section (Bastion Mews, see below), all fall outside the scheduling. A small rectangular block of ground in this gap is however scheduled, though it includes only a random area of the former ditch, missing the wall line. It is assumed that the scheduling boundaries here are anachronistic, relating to building cover pre-dating the demolitions of 1965-6 and the road construction that followed. The wall line and the site of the gate fall within the Hereford AAI and the Central Conservation area.

Significance

The significance of this section within the overall monument is, in general, low to moderate, based on the non-survival of above-ground remains and on the likely poor survival of buried archaeological remains beneath the carriageway of the Inner Relief Road. The gate is nevertheless of rather greater significance, principally in terms of townscape character. As at Widemarsh Street, the site of the Bye Street (Commercial Street) Gate is apparent from the abrupt transition in townscape character that persists here – from the broad width and low buildings of Commercial Road to the higher buildings and narrower carriageways of Commercial Street and Union Street. The convergent courses of these streets also imply a gate, and the early 19th-century Gothic of the Kerry Arms appears to commemorate it.

Section Action Plan

- Some kind of ‘city gate indicator’, conceived within an over-arching scheme (see part 1 of this report) on the site of the former gate should be part of any future redesign of this road junction and should draw attention to the transition from the suburbs to the walled historic city and would ideally provide a visual link with the standing wall on the Bastion Mews site to the south-east.
- The boundaries of the scheduled ancient monument need reviewing in this section.



The exterior of the Bye Street (Commercial Road) Gate in the 1790s, from Duncumb's *History & Antiquities of the County of Hereford*



Commercial Square, shortly before the commencement of the Inner Relief Road. The site of the gate lies in front of the Kerry Arms (bottom left). From Graham Roberts *The shaping of modern Hereford*

SECTION 12 Bath Street and the Police Station

Location and summary

This section consists of standing, but rebuilt, lengths of city wall (44332, 44334). It extends from Bastion Mews south-eastwards across the front of the Bath Street Police Station and into the Bath Street car-parks, with a single gap.

Description

This section commences c.20m south-east of Union Street with the highest stretch of wall (estimated at c.6m) around the circuit, where it forms the boundary to Bastion Mews. Here, the outer (north) face is composed of coursed grey sandstone rubble, of various sizes though the courses do not generally exceed c.0.2m in height, pointed with a very gritty khaki mortar to its full height. The internal face uses even smaller sandstone rubble, roughly coursed, with extensive use made of brick, and brickwork dressings, mostly around former chimney positions. The wall has no core, and is only c.0.4m (two blocks) thick, suggesting strongly that the city wall fabric has been taken down and rebuilt in the post-medieval period. A bastion (B11) (44333) has also been removed, probably at the same time. This is also the conclusion reached in an assessment of the Bastion Mews buildings, including Bastion House, probably built in the mid-19th century with recycled stonework taken from the demolished City Gaol attached to the Bye Street Gate (Boucher 2008).

East of Bastion House the height of the wall drops to around 4m but the character of the masonry – small coursed rubble – continues unchanged. At the extreme SE end of this stretch, close to the Police Station, the size of the rubble in the outer face decreases further to an average of c.100 x 200mm, over a base course of larger rectangular blocks, possibly indicating the survival of earlier, though still probably rebuilt, fabric.

To the south-east, the city wall is incorporated in the front elevation of the Police Station and the character of the fabric changes to well-coursed small rubble with some larger rectangular blocks; this section also bears a plaque with the inscription 'This wall belongs to the land on this side 1845', which may well be the date at which this particular section was rebuilt.

South-east of the Police Station, after a gap for a vehicle entrance, sandstone fabric on the city wall line resumes in the form of a car-park boundary wall standing to a height of c.2m. It consists of uncoursed rubble with distinctive bricks with pointed ends bearing the stamp 'Hampton Park, Hereford' in the frogs. The pointing is a distinctive grey mortar with black inclusions. Again, the standing wall has no great thickness and appears to be a post-medieval rebuild, on the line of the city wall and making use of materials salvaged from it.

Investigations history

There have been a number of below-ground investigations in this area. The earliest, which cannot be located with precision, took place in 1886 before the construction of offices for the Industrious Aid Society on the site of the city ditch (event 44366). The brief but evocative report described the sides of the ditch 'sloping downwards like the sides of a ship, and the stump of an old willow tree was dug up which had once grown on its banks'.

Within the city wall, boreholes drilled in the Bastion Mews site in 1998 to check for ground contamination were monitored archaeologically (event 30054). A layer of gravel between 0.7m and 2.0m below ground level was interpreted as the buried 12th-century gravel rampart; four further boreholes drilled for archaeological purposes confirmed the identification.

An investigation behind the Police Station in 1997 (event 38206), although impinging on the back of the rampart, found only 19th-century features and deposits. Archaeological monitoring of a CCTV cable trench running north-south past the south end of the Police Station (event 32276) saw no trace of the city wall or its associated archaeology within the 0.6m depth of the trench.

Documentation and historical development

This section is part of the late 12th-century and later defences, strengthened by the addition of the city wall. As with the preceding wall sections, Speed's map of 1610 shows absolutely no detail here. Taylor's map of 1757 shows this part of the wall in a complete state, with the bastions B11 (44333, opposite the present Bastion House) and B12 (44335) both intact. The line of the extramural ditch is shown planted with trees with the watercourse limited to a narrow channel on the outer edge. The route following the edge of the ditch – the Sally Walk, later enlarged as Bath Street – was at that stage little more than a footpath. There was at that date no colonisation of the wall by buildings. A century later (Timothy Curley's plans of 1859) the situation was very different. Bastion 11 had gone and buildings had been built on its site and the present Bastion House had been built inside the wall. Further east the wall survived as a boundary between the garden of the new City Prison on Gaol Street and yards and gardens on the site of the ditch (44349), though it had been broken through to provide a new access to the prison (later De Lacy Street) from Bath Street. By 1886 (1st edition Ordnance Survey) almost the whole of the site of the ditch had been built over for an iron works

Present condition and issues

The present condition of the lengths of wall comprising this section is generally good, though the easternmost length – the car-park boundary wall – is in an eroded state and in need of re-pointing.

The principal issue here is one of setting and readability. This section is composed of three discrete stretches of wall: the high wall bounding Bastion Mews, the low wall incorporated in the Police Station frontage, and the boundary wall of the car-park to its east. Although there does not appear to be any original medieval city wall fabric in situ anywhere in this section, the Bastion Mews wall in particular is perfectly readable as the lineal successor of the city wall by virtue of its material (sandstone rubble), height and lack of openings. This readability would be transferable to the lower, less distinctive wall lengths further east were it not for the interruption of the external view of the wall by the electricity sub-station built in front of it. The small public garden area in front of the eastern part of the Bastion Mews wall offers an appropriate setting for on-site interpretation of which, at present, there is none. Immediately in front of the Police Station is a further small garden with a park bench; at present this is poorly maintained and the garden in general is prone to littering, particularly from adjacent fast-food outlets. The easternmost stretch is simply a car-park boundary wall and, isolated from the adjacent walls, is not able to be read as a successor to the city wall.

Ownership and status

All of the ground outside this stretch of the city wall is Council owned: Highways Establishment from Bastion Mews to the end of the Police Station and Council Establishment (car-parks) from there south-east to the end of the section.

Most of this section of wall is scheduled as part of SAM HE 124 though the scheduling is not continuous and bears the hallmarks of having been designated to conform to building cover that has since gone. The scheduled area appears to start a few metres east of the commencement of the Bastion Mews standing wall. From Bastion House eastwards the scheduling takes the form of a block that, apart from an area just west of the sub-station is wide enough to take in the line of the extramural ditch. A small section of the city wall line immediately behind the sub-station lies outside the scheduled area. Further south-east the scheduled area stops short of the end of the Police Station frontage; there is then a gap before the scheduling starts again leaving about half of the car-park wall outside the scheduled area.

All of this section is contained within the Hereford AAI and the Central Conservation Area.

Significance

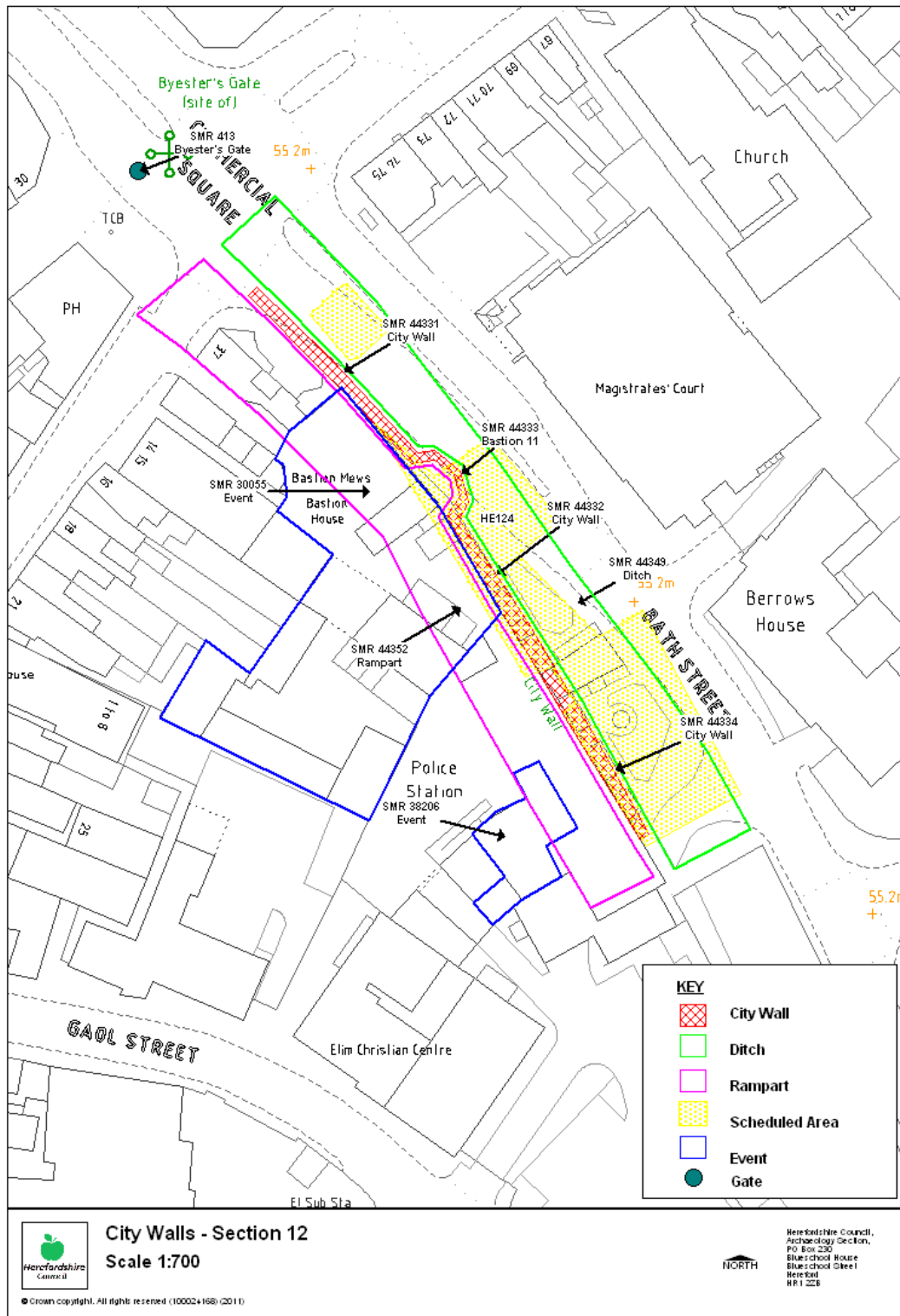
At present this section may be judged to be of medium significance in terms of the monument as a whole by virtue of its standing components, the almost certainly post-medieval origin of the standing fabric being offset by the impressive height of the Bastion Mews wall, which leaves little doubt that this was, in origin, a defensive rather than a domestic feature. In terms of its buried archaeology, the borehole survey (event 30054) and investigations in

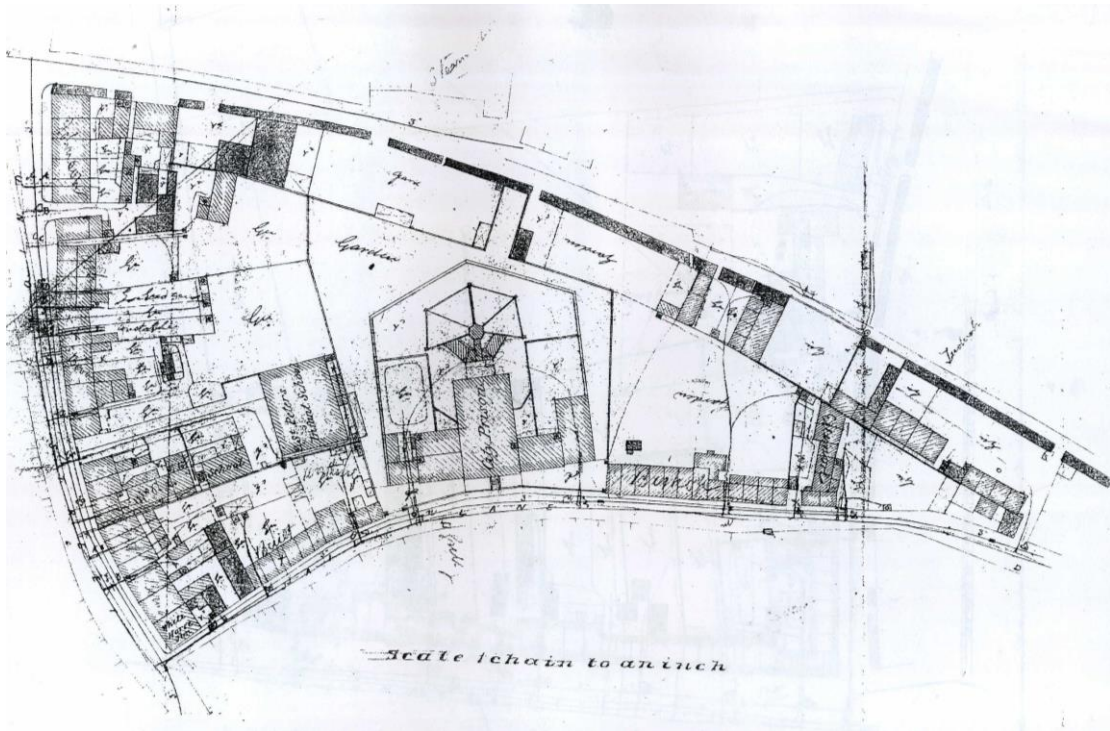
the next section shows that preservation below ground is at least as good as other sections of the northern (12th-century and later) defences and probably far superior to those parts that have been overlaid by the Inner Relief Road of the 1960s.

Section Action Plan

- There is currently no on-site interpretation of this section of the wall, despite the prominence of the Bastion Mews wall and its proximity to the busy Bath Street/Commercial Road junction. On-site interpretation, conceived within an over-arching design scheme, could effectively be placed in the present garden area outside the Bastion Mews wall.
- There are currently (late 2011) plans for the replacement of the present, unsightly, electricity sub-station, which shows signs of subsidence cracks over the infilled city ditch. The replacement structure is proposed to be smaller than the existing, and to stand clear of the city wall, making its line much more readable than at present.
- The boundaries of the scheduled ancient monument need reviewing in this section.
- Herefordshire Council and West Mercia Police will work positively together in relation to the Bath Street Police Station, in order that an effective balance is achieved between protecting the operational needs of the station and the conservation of the city wall. In the longer term, in the event of West Mercia Police re-locating to premises elsewhere, removal of the building from the wall should be encouraged.

Section 12 illustrations





Timothy Curley's 1859 MS plan of Bath Street and Gaol Street. The line of the city wall is intact (bounding the north side of the prison yard) though bastion B11 has gone; the ditch watercourse is still open along the Bath Street frontage



The Bastion Mews wall (exterior)



The Bastion Mews wall: internal face



The Bastion Mews wall, east end, looking east towards the Police Station. The present (2011) electricity sub-station (overgrown wall, left) interrupts the view of the wall and disguises its continuity from Bastion Mews eastwards



The Bath Street Police Station and the wall incorporated in its front elevation. The wall to the right is the electricity sub-station



The (rebuilt) wall in front of the Bath Street Police Station. The plaque reads 'This wall belongs to the land on this side [ie the former ditch] 1845'



The wall and its setting to the east of the Bath Street Police Station



Detail of the rebuilt wall section making extensive use of 19th-century brick at the rear of the car-park east of the Bath Street Police Station

SECTION 13 Bath Street car park

Location and summary

This is the longest gap in the city defences, extending from the surface car park immediately south-east of the Bath Street Police Station to the John Haider building, with no surviving standing masonry. Archaeological excavation has shown that, though the internal rampart and external ditch are well preserved below ground, much of the wall has been removed by the cellars of 19th-century housing.

Description

No standing fabric remains in this section and there is no change in elevation (as, for example, between Wall Street and New Market Street) to mark the wall line.

Investigations history

In 1995 two archaeological evaluation trenches were excavated across the line of the wall (44336, 44332) and its internal rampart (event 35659). In the first trench (south) the rampart was found to survive but all later deposits had been removed in the 19th century. In the second (north) trench there was better survival of late deposits over the rampart, but in both trenches the city wall itself was found to have been entirely removed by the cellars of 19th-century cottages. A further evaluation took place c.25m further north on the Godsell's Garage site in 1998 (event 30060). Three trenches were excavated across the gravel rampart behind the wall. 13th-century pits were found cut into the top of the rampart and were interpreted as the remains of domestic activity at the back of plots fronting onto Gaol Street (then Grope Lane); the rampart itself sealed a buried soil created by the original stripping of turf and topsoil when the defences were first built.

Larger-scale excavation following-up the 1995 evaluation took place in 2007-8 and found a medieval building associated with metalworking residues built just behind the rampart. It was rebuilt with stone-founded timber-framed walls in the 13th century, replacing the earth-fast posts of the earlier building. At that time tanning was probably taking place in the vicinity. The presence of an instrument tuning peg, together with bear bones is (at least to this writer) highly suggestive of a tavern that, in this location on Grope Lane, may well imply a close connection with the local medieval red light district.

Documentation and historical development

This section is part of the late 12th-century and later defences, strengthened by the addition of the city wall. As with the preceding wall sections, Speed's

map of 1610 shows no detail in this area other than occasional buildings behind the wall along Gaol Street (Grope Lane). Taylor's map of 1757 shows this part of the wall in a complete state, with bastion B13 (44337, just north of the John Haider building) still intact. The bastion had already gone by 1859 (Timothy Curley's plans), its site occupied by a row of cottages facing out onto Bath Street, although much of the former ditch had yet to be built upon and the watercourse still flowed in an open channel alongside the street. The situation had changed radically by 1886, with much denser building along Bath Street on the site of the ditch following the culverting of the watercourse. The wall line was however still perfectly evident as a continuous property boundary throughout the block north of the unnamed lane connecting Bath Street to Gaol Street, leaving a question mark over the absence of the wall in the archaeological excavations. Had it been removed by the construction of the 19th-century housing, or by the demolition process?

Present condition and issues

This is the only substantial gap in Hereford's medieval defences, but it is a complete gap – unmitigated by any residual change of level, and the wall line built over by the John Haider building in the 1930s. A case can be made for re-inscribing the line of the wall on the townscape again in any future development, as a differentiator between the historic city within and the 19th-century suburbs without, either by direct re-instatement in some form, indirectly through the positioning and massing of new buildings, or (the least ambitious option) by floorscaping to indicate where the wall once stood. Any of these options would make the surviving sections of wall either side easier to understand. The line of the wall through the 2009 apartment block known as The Embankment has been indicated by differential paving, supported by a small and discrete plaque on the Bath Street frontage.

Ownership and status

The northern part of this section of the defences is in Council ownership (car-park – Council Establishment). Further south, through the Embankment and the John Haider building, it is in private ownership.

Most but not all of this section is scheduled as part of SAM HE 124. The scheduling commences part way across the car-park wall of the previous section (see above) and continues as a broad strip south-eastwards extending out from the line of the wall to cover the site of the ditch, as elsewhere around the defences. The SAM boundary following the wall does however contain an irregularity that appears to relate to former building cover and excludes small parts of the wall line from the scheduled area. As the scheduled strip crosses the boundary with the Embankment flats (14-24 Bath Street), its width is reduced, leaving the ditch partly within the scheduled area and the line of the wall outside. The scheduling ends at the boundary of the John Haider building plot leaving a gap of about 20m before it resumes (see below).

This section is included within the Hereford AAI and the Central Conservation Area.

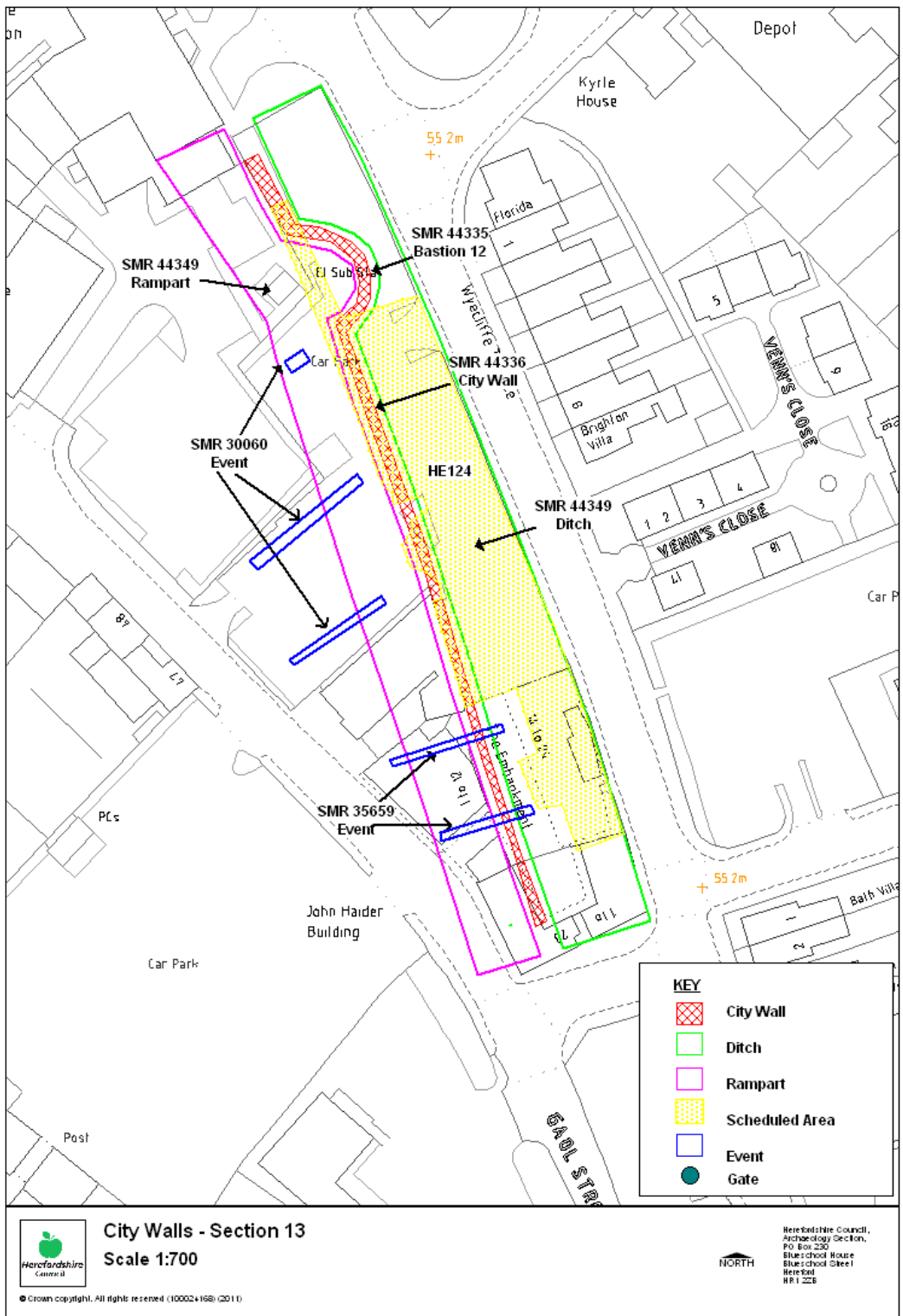
Significance

- The significance of this section arises directly from the absence of standing fabric over a distance of roughly 200 metres and the absence of easily recognisable standing fabric over some 300 metres. This is the longest physical and perceptual gap in Hereford's medieval defences, and the reinstatement, by whatever means, of the wall line here would add or restore significance to the monument as a whole.
- The below-ground archaeological resource has been tested here and, particularly in terms of medieval industrial activities taking place on and immediately behind the rampart, and a domestic building, it has been shown to be as informative here as anywhere else around the circuit.

Section Action Plan

- Consideration of re-inscribing the line of the wall in any redevelopment of this area should form part of any development brief or strategic planning for this area.
- The boundaries of the scheduled ancient monument need review.

Section 13: location plan



SECTION 14 Gaol Street

Location and summary

A (roughly) 100m long stretch where the city wall partly survives where its line is incorporated in a low retaining wall bounding the surface car park at the lower level and Gaol Street at the upper level behind.

Description

The Bath Street car park, south of the John Haider building, is bounded against Gaol Street by a low stone retaining wall of coursed unsquared rubble of various sizes set in a gingery mortar. The course of the city wall (44338) here was established by excavation in two trenches in 1966 (see below), and these show that the car park retaining wall picks up the line of the city wall about 25 metres from the north end of the car park, at which point the masonry of the car-park wall becomes noticeably more regular and better coursed; further south the coursing becomes more random and the block sizes more erratic. There also appears to be a higher proportion of red sandstone towards the southern end of this stretch – which gradually diminishes in height to zero as it approaches the rear of the Barrels pub. There is however at one point a fairly clear construction break evident in the fabric, suggesting that – even if no obvious primary fabric with parallels elsewhere around the circuit is visible – this section should not be written-off as a recent rebuild throughout its length.

Investigations history

This section was investigated by Stan Stanford in 1966 (event 423) by means of two widely spaced trenches. Trench 2 was positioned in the roadway in front of the John Haider building and cut a section through the wall and the rampart, the latter being found to consist of successive quarried deposits from the digging of the city ditch. Trench 1 to the south was cut parallel to and outside the city wall and found the robber trench left by the removal of the masonry of the south wall of bastion B14 (44339).

Documentation and historical development

This section is part of the late 12th-century and later defences, strengthened by the addition of the city wall. Again, Speed's map of 1610 provides no detail for this area other than for intermittent building along Gaol Street and it is Taylor's map of 1757 that provides the earliest detail. This shows bastion B14 still intact, located about 70m north of the junction with St Owen Street. The distinguishing feature of this section was the convergence of the city wall with Gaol Street, then Grope Lane, the latter running along the inside of the wall, on top of the rampart, from a point just south of bastion B13. A thickening in

the line of the wall shown by Taylor at this point may be indicative of encroaching buildings. These were certainly present by 1859 (Timothy Curley's plans), by which date the whole of the Gaol Street frontage from this point south was built up with three rows of terrace houses, their gardens extending across the line of the ditch to the watercourse still flowing in an open channel along the side of what is now Bath Street. It is this intensity of development that must account for the reduction of the wall here, or more likely a successor structure on the same line, to a few courses retaining the street at the higher level against the lower car park surface. There was little change and no intensification of building here between 1859 and 1886.

It has been suggested that Gaol Street/Grope Lane, like Maylord Street, was initially conceived as a rear service lane to the St Owen Street plots before the construction of the northern defences in the late 12th century, and that, when the defences were built, the lane was interrupted and diverted south to run along the new rampart (Shoemith and Morriss 2002, 176). The archaeological implications of this model may simply be that of a metalled surface passing diagonally under the gravel rampart between bastions 13 and 14 before presumably being truncated by the city ditch.

Present condition and issues

The wall here is in fair condition: there is some ivy growth on the exposed face and a need for re-pointing in some areas. The principal issue here is a lack of interpretation: there is no clue that this low retaining wall is part of the city wall circuit, leaving it more vulnerable than it would be were its significance to be more easily apparent.

Ownership and status

Ownership. The wall forms the boundary between the highway (Gaol Street) and the Council-owned surface car parks.

Status. The wall forms part of scheduled monument SAM HE 124. The wall is followed by the western boundary of the scheduling which extends eastwards for c.17m forming a broad continuous strip that fairly accurately takes in the line of the extramural ditch, while excluding the core of the city wall and the earlier rampart to its rear, assumed to lie beneath the carriageway of Gaol Street.

There are no listed buildings associated with this section, which is wholly contained within the Hereford AAI and within the Central Conservation Area.

Significance

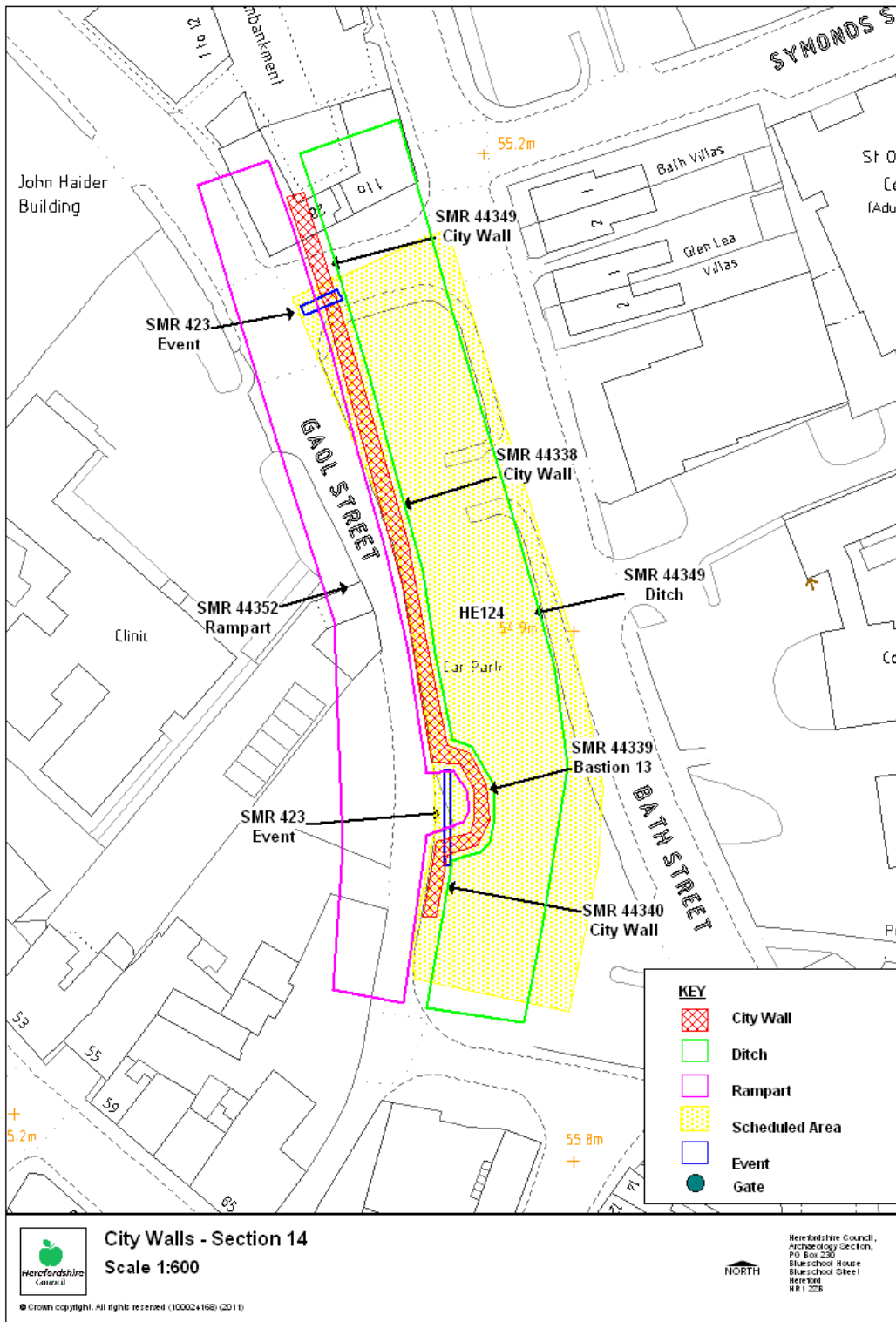
The significance of this section may be assessed as low to medium in the context of the monument as a whole on account of the limited above-ground

survival of fabric. However, like the preceding section, any enhancement of this section of wall, particularly by sympathetic rebuilding but also (possibly) to an extent by on-site interpretation, will benefit and restore significance to the monument as a whole by helping fill this physical and perceptual gap in the circuit. Some survival may also be expected below ground level

Section Action Plan

- Provision of on-site interpretation to draw attention to the existence of the wall
- Provide for sympathetic rebuilding of the wall following the city wall line in any future redevelopment by means of a design or development brief (long-term)

Section 14 illustrations





The Gaol Street/Bath Street car park wall, looking west (above), east (below). The wall beyond the lamp-post (above) is entirely modern; in front of the lamp-post the more regularly coursed masonry picks up the line of the medieval city wall. Gaol Street behind is at a higher (rampart-top) level than the car park (in the ditch)



SECTION 15 St Owen's Gate

Location and summary

Two separate standing sections are considered here, each incorporated in later buildings either side of St Owen Street and the site of the demolished St Owen's Gate.

Description

North of St Owen's Street, a length of about 15m of wall (outer face) (44340, 44341) is visible bounding the west side of the back yard of the Barrels public house (69 St Owen Street) where it forms the rear wall of the neighbouring property, no.67. The outer face of the wall, seen in the yard, stands 3-4m high (estimated) and consists of very well coursed squared rubble verging on ashlar-like quality, tending to longish, flat proportions, average block size c. 500mm x 200mm. Towards its south end, closer to the former gate, there is a chamfered ashlar plinth course, the only such feature now surviving around the circuit. The wall is supported at intervals by a number of modern brick buttresses, inserted before 1982 to counteract a very substantial outward lean. The wall continues to the St Owen Street frontage as the party wall between nos. 67, a restaurant, and 69, the Barrels pub. It is not exposed within the standing buildings nor is it visible in the cellar of the Barrels.

Although not on the city wall line, the Gaol Street frontage wall of no. 67 St Owen Street also needs to be mentioned. It is built of coursed sandstone rubble, larger blocks (up to c.300 x 250mm) employed in the St Owen Street frontage range, smaller in the Gaol Street range behind. This material is presumably derived either from the reduction of the city wall or from the demolition of St Owen's Gate, though Shoesmith and Morriss suggest that the building started life as a single-storey porter's lodge serving the gate, and that it is identifiable as such in an illustration of 1784 (Shoesmith and Morriss 2002, 182). In 1735 permission was given to a Mr Smith to use loose stones from the city wall in this area and reduce its height in order to build his own wall nearby (Whitehead 1982, 23). Even if this is not a reference to the property in question, it illustrates the likely process by which it was probably built.

On the south side of St Owen Street, city wall fabric (44342), possibly in situ, forms the lowest c.2m of the gable wall of no. 60, currently the Jalsagor Restaurant. It consists of well-coursed squared sandstone rubble (block size up to c. 470 x 300mm), the larger blocks being similar in size/proportions to those employed in the fabric identified as primary work in the west and north sectors (sections 1 and 10, above). This masonry is quite distinct from that on the opposite side of the former gate, on the north side of the street. It is also distinct from the uncoursed rubble used to build the upper part of the gable wall of no.60, and from the much smaller, very roughly coursed rubble with brick, used in the garden wall that continues the city wall line to the side/rear

of no.60 before it turns along the rear boundary through ninety degrees to follow the Anglo-Saxon circuit. A small part of the former outer face of the wall is exposed within the restaurant.

Investigations history

Two archaeological investigations are recorded for this section. When the buttresses were installed to prop the city wall in the yard of the Barrels pub (the former Lamb Hotel) archaeological excavation showed that the natural gravel in front of the wall lay at a depth of 0.7m and that a berm at least 2m wide lay between the wall face and the edge of the ditch (event 44364). Excavation in the property next door (67 St Owen Street) showed that the wall was cut into the earlier (late 12th-century) gravel rampart and that, as might be expected, it is the pressure of the rampart material behind that has pushed the wall out of plumb (pers. comm. Ron Shoesmith). This is contrary to a persistent local legend that has developed around this section of wall, heard from more than one source, which insists that the outward lean is an original design feature.

In 1999-2000 the renewal of a water main down St Owen Street was accompanied by an archaeological investigation (event 32112) which revealed the top of a red sandstone arch, under the roadway, in a position consistent with a bridge in front of St Owen's Gate crossing the city ditch; a stone weight found nearby was interpreted as the counterweight from the medieval gate's drawbridge mechanism.

Documentation and historical development

This section represents the final leg of the new, medieval (late 12th-century and later) defences before they link back into the much earlier Saxon defensive circuit on the south side of St Owen Street (see section 16).

St Owen's Gate was fairly certainly one of the four unnamed gates referred to in the Pipe Rolls for 1190 when timber was bought for their construction; it, like the others, was probably still a timber structure in 1216 (Whitehead 1982, 18, 20). Three illustrations of the medieval stone gate that succeeded the timber original are known. They show a rectangular gatehouse building with buttresses on the inside corners and the gateway itself with a two-centred head of two orders with a drip mould over on the inside face, framed within a much larger segmental arch on the outer face. There was a single room above the gate passage, lit by a simple centrally placed two-light window in the inner wall. The parapet was crenellated on all four sides. The usual arrangement of the Hereford gates, with the flanking walls offset on each side, was followed here too, the wall approaching the gate from the north abutting the middle of the gatehouse, the wall leaving the gate southwards doing so from the front of the gatehouse (Shoesmith and Morriss 2002, 181-2).

The character of the wall to the north of St Owen's Gate, standing in the yard of the Barrels pub, is sufficiently distinctive to require comment. There seems little doubt that the masonry visible there is mostly of medieval date, to judge from its general quality, consistency, careful coursing and the presence of the chamfered ashlar plinth. But the latter feature in particular – while a common feature of contemporary town walls elsewhere, as in Shrewsbury and Worcester – is rare in Hereford. A chamfered plinth was present on the excavated bastion 6 (see section 6, above) and may be what is represented on an 1804 engraving of a (now demolished) bastion south of St Owen's Gate (section 16, below), but does not occur on any of the other standing wall sections. It appears as if the St Owen's Gate area was accorded special treatment. This was not the most important of the main roads leaving Hereford so some other reason for such treatment of this wall should be sought. One possibility may be that the gate and at least this adjacent section of wall were not built as part of the 'main city wall contract' but were accounted for separately and built in the course of expenditure on the nearby castle. This is, however, purely speculative, and would only be confirmed by future excavation at the castle locating similar masonry and detailing on buildings or curtain walls constructed there in the later 13th or 14th centuries.

Present condition and issues

The exposed sections of city wall either side of St Owen's Street are in generally sound condition and are maintained as they form components of party walls between adjacent properties. The substantial outward lean (about 300mm out of plumb in a wall of c.3m height) of the wall in the Barrels yard appears to have been stabilised by the buttresses, though these are most unattractive and are substantial enough to obscure much of the monument. More sympathetic and less obtrusive buttressing would improve the monument and its immediate setting.

Ownership and status

Ownership of this section of the monument is divided between at least four private owners, whose properties it bounds.

The wall here forms part of the Scheduled Ancient Monument HE 124. The scheduling here is complex and idiosyncratic and appears to reflect the footprints of buildings that have long been demolished. North of St Owen Street the scheduling of the wall is indicated only by a single line coincident with the outer face. Outside it, the berm is outside the scheduling, as is a strip of the ditch across the north end of the Barrels yard. This appears to reflect the outline of demolished outbuildings. South of St Owen's Street the frontage buildings (including the city wall incorporated in no.60) are outside the scheduled area; the yard behind is scheduled, including what is now an extension to the rear of no.60.

Listed buildings. The wall is incorporated in the following listed buildings:

67 St Owen Street, LB 372472, II*

69 St Owen Street, the Barrels, LB 372473, II

60 St Owen Street, Jalsagor Restaurant LB 372470, II*

This section is wholly contained within the Hereford AAI and within the Central Conservation Area.

Significance

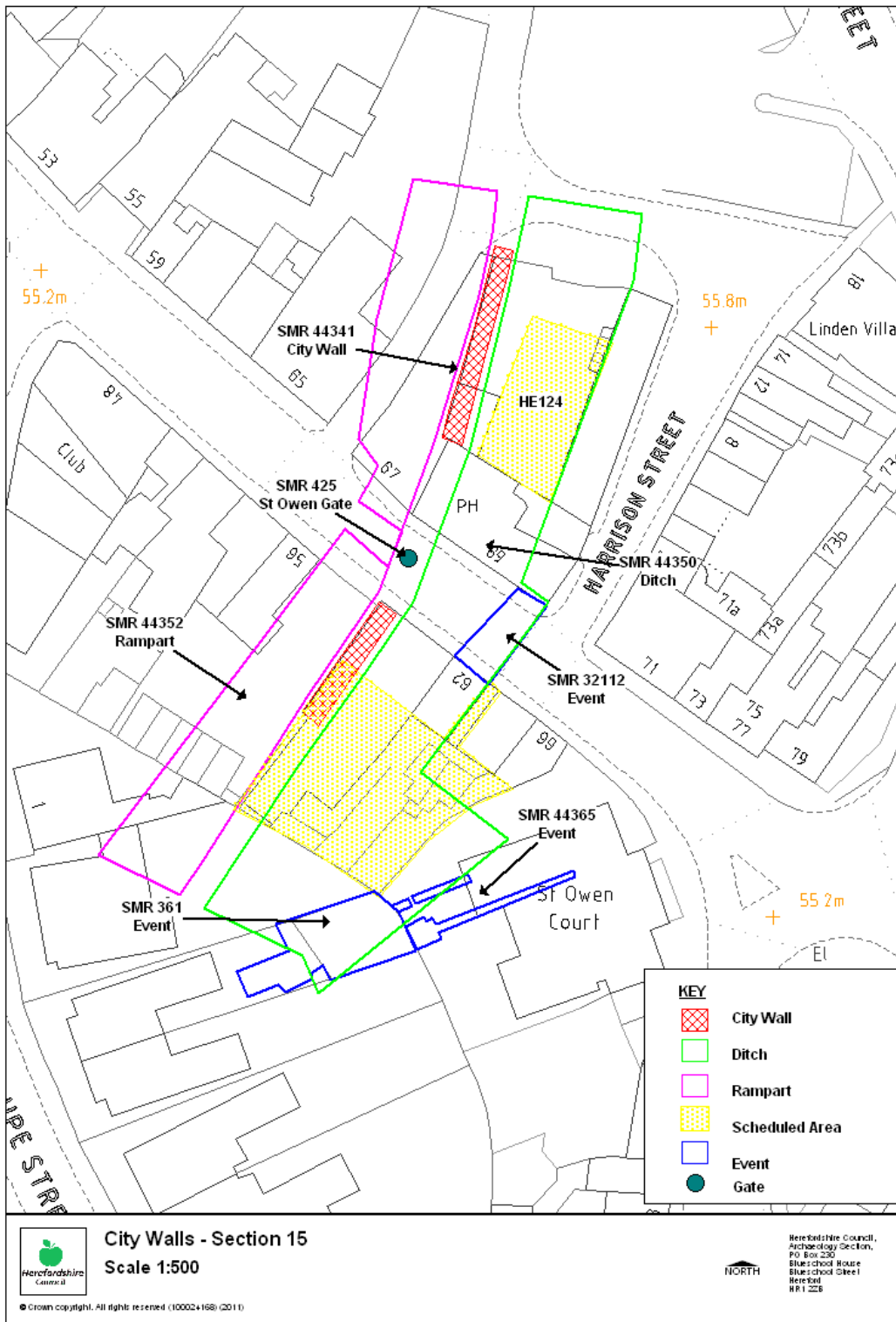
The aesthetic and community significance of this particular section of wall may be assessed as medium to high within the context of the monument as a whole. The significance arises from:

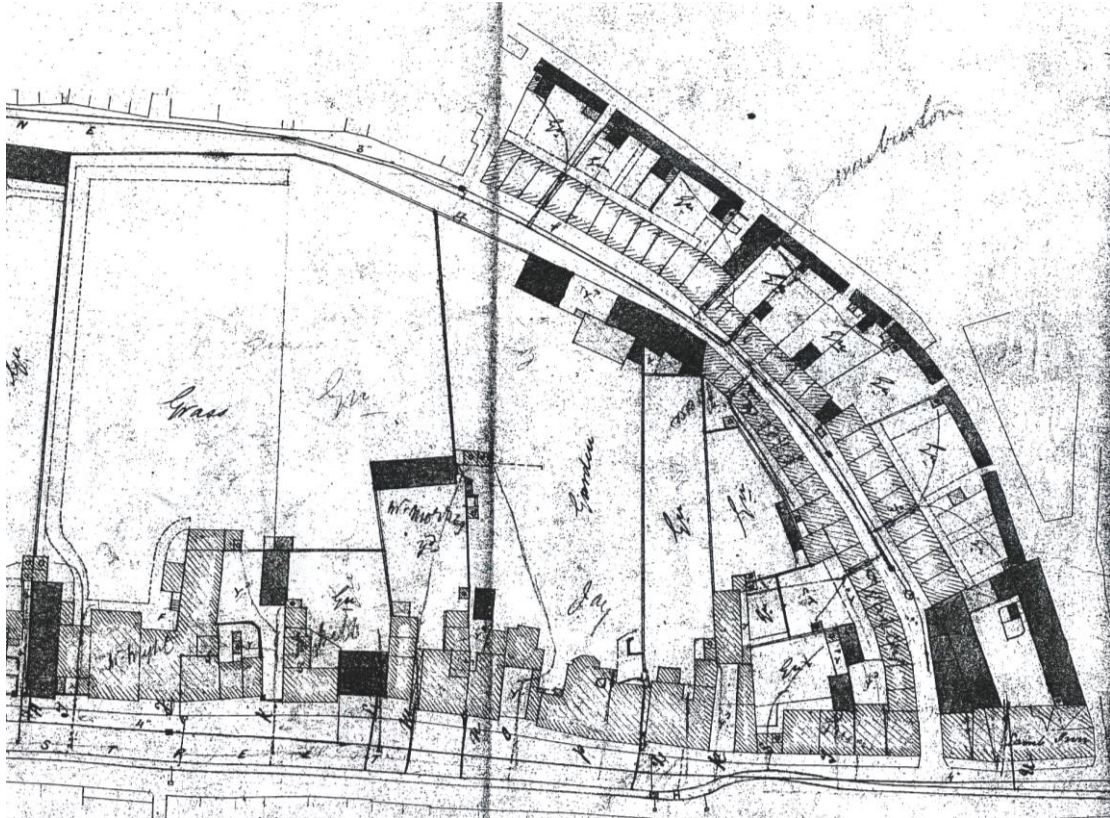
- The virtually full-height survival of the wall in the Barrels yard together with the high quality masonry exclusively found there.
- The display of the city wall within a tight cluster of food-and-drink outlets: the back yard of the Barrels pub; a wall panel in the Jalsagor restaurant opposite; another wall panel in the restaurant in 67 St Owen Street. The latter is actually mistaken in identifying the west (Gaul Street) wall as the city wall, though this wall appears to be part of the story too (see above) and the opportunity for according the opposite/east wall, the real city wall, the same treatment, remains.

Section Action Plan

- Installation of on-site interpretation relating to the former St Owen's Gate as part of a city-wide scheme.
- Encouragement of the Barrels' owner to install improved, less intrusive buttressing and on-site interpretation for pub customers.

Section 15 illustrations





St Owen Street and the east end of Gaol Street on Curley's 1859 MS plan. The wall line along Gaol Street is continuously built up with terrace housing; the ditch watercourse still open at the bottom of their gardens on Bath Street



The city wall (outer face) in the yard at the rear of the Barrels pub on St Owen Street (2008). The modern buttressing hides much of the unique masonry of this section



Detail of the wall in the Barrels, showing the extreme outward lean and the chamfered ashlar plinth with foundation courses below



The city wall (inner face) on the south side of St Owen Street. There are clear differences between the ? primary masonry at ground-floor level, the upper floor of the frontage building, and the garden wall to the rear on the city wall line

SECTION 16 Mill Street-Cantilupe Street

Location and summary

Standing section of wall (44343) running south-east and south from the rear of 60 St Owen Street as far as the rear of 15 Cantilupe Street. It is coincident with the pre-Conquest defences and acts as a terrace wall, retaining the higher ground within.

Description

This standing section forms a common rear boundary commencing to the rear of 60 St Owen Street, curving south to the rear of St Owen's Court and nos.4-14 Mill Street, and terminating in the garden of 19 Cantilupe Street, probably just short of the point where it was carried on an arch over the castle ditch to join the bailey curtain wall. Because this section follows the 10th-century defences, the wall being built within the backfilled Saxon ditch, it supports much higher ground levels within, acting as a retaining wall as well as a common boundary to the gardens of properties on Cantilupe Street.

Immediately to the rear of St Owen's Court, as it enters the property from the north the city wall is built of carefully coursed squared rubble, with quite large blocks (up to c.500mm x 250mm or 400 x 300mm) of squarish or short rectangular proportions. Immediately south of the inserted entrance through the city wall into the displayed excavation site there is a buttress-like dog-leg at which the wall adopts a new plane set back a short distance from that to the north. From here southwards through the property (rear of 4-8 Mill Street), although the coursing runs through, the wall is constructed of much smaller (commonly 250 x 200mm or 200 x 200mm), roughly coursed mixed rubble including some much smaller and flatter stones. The wall is a retaining wall to its full height, standing to a height of c.2m. This section has been re-pointed in the recent past and, from the contrast with the section to the north, the facing stones may have been taken down and rebuilt.

The wall is last visible at the back of the garden of 14 Mill Street where it takes the form of a retaining wall with a garden boundary wall on top (bounding 15 Cantilupe Street within). Its construction is similar to that at the rear of St Owen's Court next door, is of coursed rubble, generally unsquared above the bottom metre, with a high proportion of long, flat stones.

Investigations history

There have been four archaeological investigations along this section, commencing with the most important, the 1972 and 1975 excavations at the rear of 5 Cantilupe Street (event 361). Initial exploratory trenches located the pre-Conquest defensive sequence within the city wall, and were expanded into an area excavation occupying the full width of the garden of 5 Cantilupe

Street in 1975. Further trenching (event 44365) outside the city wall located and sampled the city ditch. The medieval city wall stood to a height varying from 2.7m to 4m, and had footings up to 2.6m thick, probably to counteract the soft, unsupportive fills of the old Saxon ditch in which it was built. It was roughly coursed inside and out but its construction was found to be complex, with various steps and changes in the coursing on the inside face; the excavator (Ron Shoesmith) suggested that two different building gangs met in this area. Stone chippings mixed with the gravel of the rampart behind the wall suggested that masonry was being dressed while the ditch in front of the wall was being dug. The wall was found to have collapsed outwards at the north end of the excavated area and to have been rebuilt twice, possibly at the time of the Civil War and subsequently. The second rebuild incorporated curved stones taken from a large arch. In the course of this work no trace was seen of bastion B15 (44344), a further indication of the extent of post-medieval rebuilding of this section of the wall (Shoesmith 1982, 42-45).

The full sequence of later pre-Conquest defences was excavated beneath the garden within the city wall. This commenced with the timber-revetted turf and clay rampart (Shoesmith's stage 2) of c.900 AD, reinforced early in the 10th century by the addition of a substantial stone wall (stage 3); a second stone wall was built at this time along the back of the rampart, possibly to provide a footing for a timber fighting platform behind the front wall. The defences were later strengthened and then underwent a phase of apparent decay (stage 4) before another phase of restoration (stage 5) possibly in the mid-11th century (Shoesmith 1982, 36-41; Thomas and Boucher 2002, 8-11).

Further to the south, an evaluation trench in 1989 at the base of the city wall (event 20122) exposed the berm in front, between it and the ditch, whose upper fill was exposed. Further work in 1992 on the same site (the building footprint and garden of 14 Mill Street) examined the city wall itself and demonstrated three construction phases: the original wall, a post-medieval rebuild and a 19th-century rebuild. In 1997 salvage recording (event 26403) took place on an area excavated a short distance to the north and identified 19th-century backfill deposits in the upper part of the ditch.

Documentation and historical development

This section of the wall appears with its curves and angles crudely represented on Speed's map of 1610, which omits the bastion B15. It was nevertheless there as it appears on Isaac Taylor's 1757 map. At that date the external ditch (44350) had been reduced to a narrow watercourse close to St Owen's Street, expanding in width as it flowed southwards until it regained what would have been more or less its original width as it joined Castle Pool, the castle moat, which at that time was still open around the north and east sides of Castle Green, the former bailey. This situation was unchanged a century later when it was surveyed by Timothy Curley (1859), whose map also shows the line of the city wall still bridging the castle moat on its way to join the bailey curtain wall, though that had long gone.

Curley's survey was undertaken as part of the reforms enabled by the 1854 Hereford Improvement Act. The Castle Pool figured prominently in these years as a notorious local health hazard. According to Dr Henry Bull, the city's most prominent physician during this episode, 'the most glaring evil is the Castle Mill-pond, which receives the drainage of St Owen's Street, Widemarsh Street, Eign Street and the line of houses on either side of the Town Brook, throughout the extent of nearly a mile round the city. The vicinity of St Owen's Gate was the unhealthiest spot of all, where the problem of raw sewage in the city ditch watercourse was compounded by poor housing and a nearby overcrowded burial ground; outbreaks of typhus, smallpox, diarrhoea and scarlet fever all occurred in the years between 1848 and 1852 (Roberts 2001, 108-9). The city ditch watercourse was culverted, the ditch filled in and, by the time of the 1886 Ordnance Survey, the Castle Pool reduced to its present extent. By this time Cantilupe Street had also been inserted as part of the gentrification of this area and the city wall had been truncated to its present extent.

Present condition and issues

The city wall to the rear of St Owen's Court, adjoining the displayed excavation site, is in good condition with its pointing intact and vegetation growth on the face and top recently removed, though subject to rapid re-growth if not kept in check. The wall within the garden of 14 Mill Street to the south is, in contrast, in poor condition, in need of re-pointing, with voids and missing stones. The wall in the back garden of 66 St Owen Street, immediately north of St Owen's Court, appears to be derelict, or at least largely concealed by earth, rubble and rubbish: the property is currently empty and the garden overgrown. The condition of the wall behind its neighbours, 62 and 64 St Owen Street, was not determined.

This section includes the only site anywhere in the city where the defensive sequence is accessible to the public, laid bare and interpreted, with the stage 3 pre-Conquest wall exposed together with a reconstruction of the stage 2 oak revetment. While the site itself has recently been renovated and undergrowth removed, there is no external signage and – given that this area is well off the beaten track for most visitors and tourists and the site itself hidden behind the St Owen Court flats – there is a clear need for guidance to it, most local residents being unaware of its existence.

Ownership and status

With the exception of the displayed archaeological excavation site at the rear of 5 Cantilupe Street (accessed via the garden at the rear of the St Owen Court flats), which is in Council ownership, this section of the wall is entirely in private ownership. It forms a party wall between (on the outside) nos. 60, 62, 64, and 66 St Owen Street, St Owen Court, and nos. 4, 4a, 6, 8, 12 and 14 Mill Street; and, on the inside, 56 St Owen Street and 1, 3, 5, 7, 9, 11 and 15 Cantilupe Street.

Most of this section is scheduled as part of SAM HE 124. The scheduling is eccentric and discontinuous and is assumed to reflect former building cover. The wall and the line of the ditch are scheduled at the rear of 60-66 St Owen Street. Next door, at the rear of St Owen Court, the city wall is scheduled along with a block of land within the wall at the rear of 5-11 Cantilupe Street covering the Anglo-Saxon ramparts extending south from the displayed excavation. Only a portion of the ditch outside, coincident with the south-west corner of the flats is scheduled. Immediately to the south the houses/shops of 4-12 Mill Street and a narrow strip of land to their rear is scheduled but most of the ditch and a short section of the wall lie outside the scheduled area. The footprint of 14 Mill Street lies in a gap in the scheduling which then resumes as a block extending south along the remaining stretch of wall and ditch as far as 19-21 Cantilupe Street on the Mill Street/Cantilupe Street corner.

This section is entirely contained within the Hereford AAI and the Central Conservation Area.

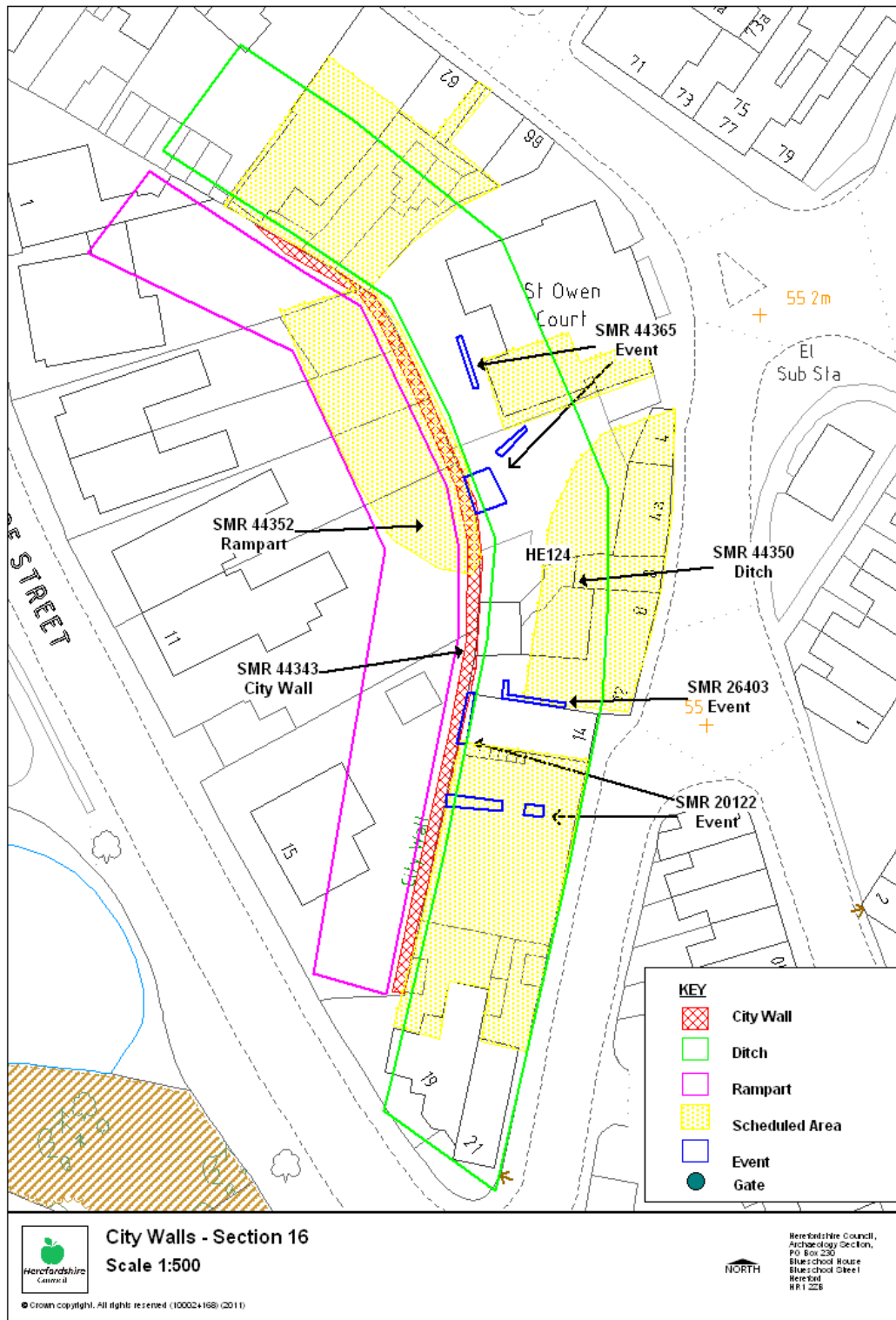
Significance

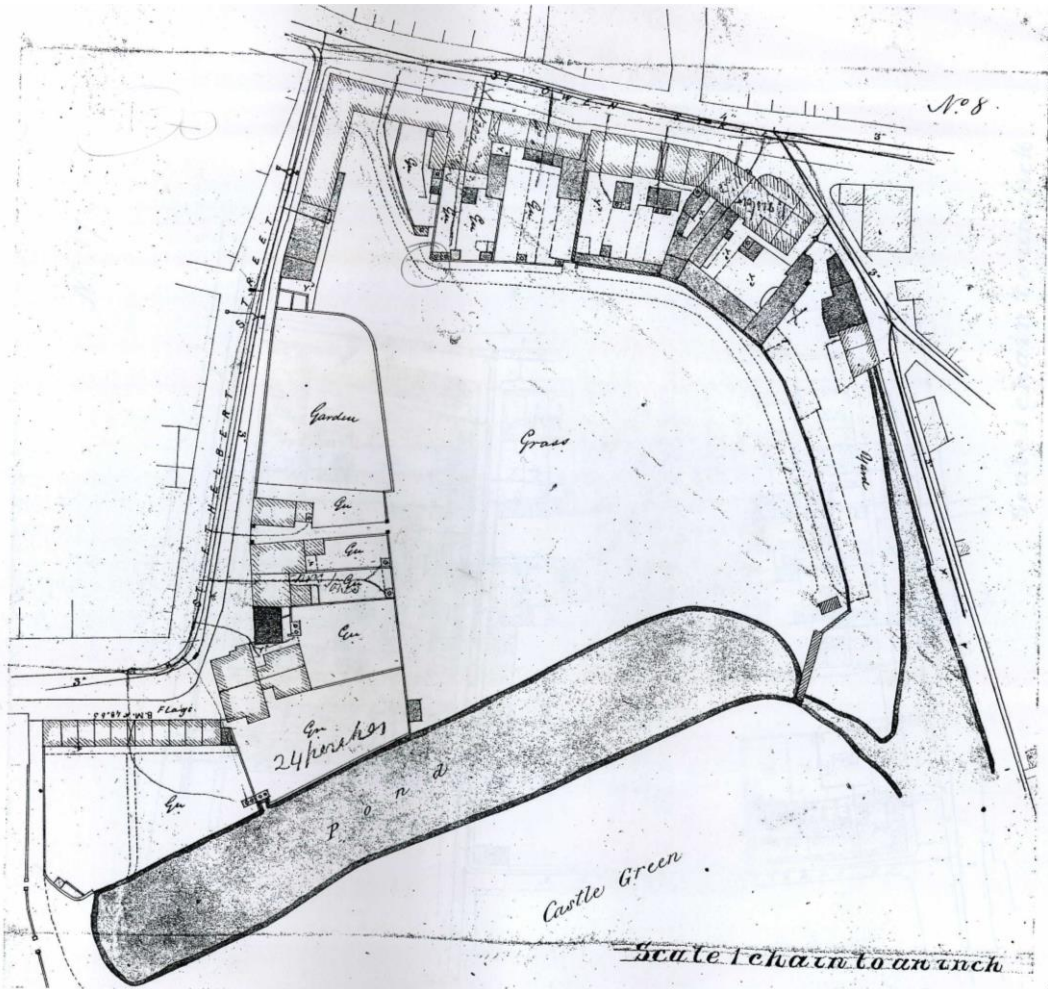
This section is of high significance on several counts. In strictly evidential/archaeological terms its significance is that it is a well-researched sector of the city defences with an excavated sequence spanning the period from before the 10th century to the present day. As an example of a permanently accessible and displayed section of Anglo-Saxon urban public defence, it is almost unique in England – paralleled as a masonry structure only by lengths of Roman city wall with identifiable repairs from the pre-Conquest period at Exeter, and by the well-preserved earthworks of the southern English Alfredian burhs. The displayed excavation site is, so far, virtually the only example of permanently accessible public archaeology in Hereford and the only such facility on the city defences. This communal significance is reduced only because the site is so little known.

Section Action Plan

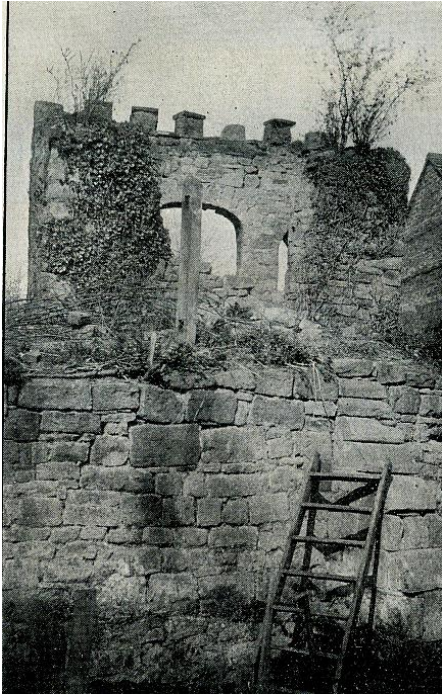
- Develop signage/guides to raise awareness of and direct visitors towards the Cantilupe Street excavation site.
- Encourage/facilitate repairs to the city wall standing in the garden of 14 Mill Street.
- Encourage/facilitate the clearance of debris from and necessary repairs to the city wall in the back garden of 66 St Owen Street

Section 16 illustrations

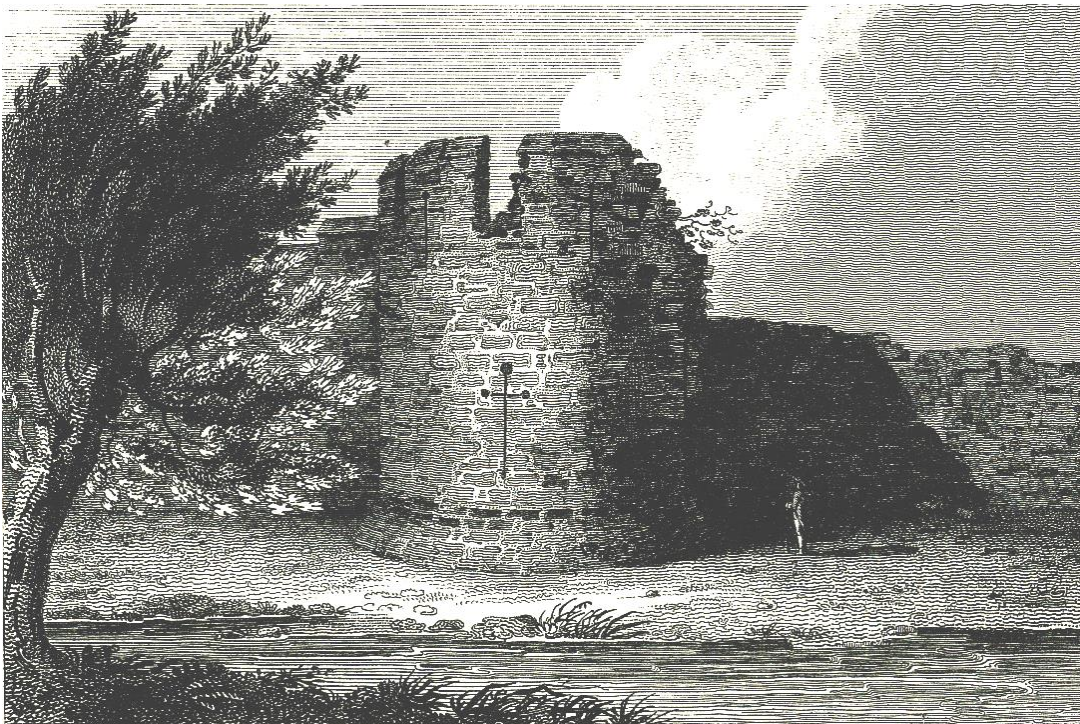




Curley's 1859 MS plan of the wall curving from St Owen Street to Mill Street. The ditch watercourse is shown increasing in width towards its junction with the two arms of Castle Pool, the former moat of Hereford Castle



A photograph by Alfred Watkins of a summerhouse in the Gothic style on the wall in the Cantilupe Street area



'Part of the city wall near St Owen's Gate'. An engraving from Duncumb's *History and Antiquities* (1804) showing an unidentified bastion, probably either B15 on this section or B14 on Gaol Street.



The city wall between Cantilupe Street and Mill Street prior to the excavation of 1972 (photo: Ron Shoemith)



Photograph of the Mill Street – Cantilupe Street wall after removal of collapsed debris, immediately prior to excavation in 1972. (Photograph: Ron Shoemith)



The preserved Cantilupe Street excavation site. The city wall is in the foreground; the 10th-century (stage 3) pre-Conquest wall is in the background below the reconstructed stage 2 palisade



The city wall to the north of the entrance to the Cantilupe Street excavation. Excavation showed the face in this area to have been substantially rebuilt, possibly in the Civil War



The wall, retaining the higher ground of the pre-Conquest ramparts, to the south of the Cantilupe Street excavation site



The wall in the garden of 14 Mill Street. The offset ledge marks the transition from the retaining wall to the garden wall on top. The condition of the wall in terms of missing and eroded stones, voids and lack of pointing is evident

SECTION 17 The Bishop's Meadow Row Ditch

Location and summary

This section of the city defences lies on the south bank of the Wye crossing the open ground known as the Bishop's Meadow and enclosing the suburb of St Martin's. It is a purely earthwork feature, never strengthened by the addition of a wall. Recent excavation suggests that it is of 11th-century, possibly pre-Conquest date.

Description

The Row Ditch is a recent (19th-century) appellation given to this section of the city defences, which was historically known simply as the King's Ditch, a common term applied to suburban boundaries of royal towns. The standing monument consists of sections of bank (6002) with an external ditch (47266), now silted up, extending c.400 metres east from St Martin's Street opposite Drybridge House to the bank of the Wye directly opposite the south-east corner of the castle. Cartographic evidence – property boundaries shown on Taylor's map of 1757 and the 1st edition Ordnance Survey of 1886 – indicates that the feature returned northwards from Drybridge House up the west side of St Martin's Street where it formed the rear boundary to the west-side plots and would have returned to the river opposite the south-west corner of the main city defences. This part of the monument was entirely obliterated by the A49 approach to the Greyfriars Bridge in the 1960s, though the fall in level towards the ditch at the rear of the plots is still evident in Drybridge Walk.

From east to west, the end of the monument opposite the castle is obscured by the formal arrangement of paths radiating out from the Victoria footbridge. The eastern section of the Row Ditch consists of a low bank, standing c.1.0 – 1.5m high and c.14m broad, carrying a made-up path (St Martin's Avenue) across the park on its summit. Further west, after a short gap where the ground is more or less level, the monument resumes with a higher (up to c.2m) and better defined bank, offset on a line slightly to the north of the eastern stretch of the bank, the asphalt path running immediately in front. A few stones are visible in the front face of the bank where they seem to have been part of a former revetment. At its west end the bank loses definition and merges with the recent flood defence banks. Further west, amongst the housing, the bank has been levelled, though a slight drop in level persists from the front of Prospect Place down towards the car park and public conveniences occupying the line of the former ditch to the south.

A few metres to the south of the eastern section, just beyond the infilled ditch, lies a separate earthwork, sometimes interpreted as a Civil War battery. This takes the form of a series of c. 1m high banks forming an irregular semi-circle, open to the south, with what appears to be an enlarged rectangular terminal at its west end. The feature is undocumented and has not been formally investigated but there is a report of metal detector finds of musket balls

concentrated on its north side. This is consistent with the interpretation of an artillery position coming under fire from the castle, though it has also been suggested that the remains are those (or partly those) of a small swimming pool of the 1930s (pers. comm. Tim Hoverd).

Documentation and historical development

The Row Ditch, or Rowe Ditch, is first referred to as the King's Ditch in a cathedral document of 1422. David Whitehead suggested (1982, 19) that, as it enclosed the suburb of St Martin's which suffered badly in the Civil War of the 1130s, it may have been a product of the later 12th century, roughly contemporaneous with the earthwork extension to the city defences of c.1190. At about this time it defined the southern limit of the city's jurisdiction, beyond which forest law applied – the royal forest of Heywood starting at the south bridge of Hereford (*suthbrugge*), which can later be identified as Drybridge (*druyebrugge*), the name still commemorated in Drybridge House on St Martin's Street. The bank was also the outer boundary of the King's Orchard, also known as 'the garden of Hugh de Lacy beyond the Wye'. Its extent was recorded as 10 acres in the 15th century, suggesting that it was more or less coterminous with the present Bishop's Meadow north of the earthwork. The Drybridge or South Bridge was also the site of one of the suburban bars (Whitehead 1982, *ibid*).

The earthwork featured in the 17th-century Civil War when the besieging Scottish Army used it for cover in 1645. The 18th-century historian of Herefordshire, John Duncumb recorded that 'The Row-ditch line was continued through the meadows leading to St Martin's Street, beyond Wyebridge: this part more immediately served as a protection against the cannon of the castle, and enabled the besiegers to attack the south side of the city; some traces of it are still discernable...Human skeletons have frequently been met with in levelling these parapets' (Duncumb 1804, 272-3). The prominence of its role in this action led to later confusion as to the Row ditch's origin, and it (and its opposite number in Bartonsham, see below) was labelled by the Ordnance Survey as 'intrenchment...constructed by the Scotch Army AD 1645'.

Investigations history

There have been a number of archaeological investigations of this monument, concentrated at its western end, on and close to St Martin's Street where it has been most subject to development pressures. The earliest of these took place between 1975 and 1977 at Drybridge House (event 47265). Evaluation trenches and test pits located the ditch, which was found to have been 12m wide and 4m deep with (in that location at least) a line of pointed wooden stakes in the bottom. The black, waterlogged fill contained shoes and leather scraps. Within the ditch (on its north side) were layers of redeposited silt that were interpreted as the rampart. In 1992 a watching-brief took place on repairs to the Row Ditch embankment in Bishop's Meadow in response to the

erosion of the monument by walkers and cyclists (event 34542). No excavation took place, the bank being built up from the existing profile; two embedded stones were noted as remains of a possible facing wall.

The latest investigation took place in 2007 in advance of construction of the St Martin's flood defences (event 44518). On the north side of the bank or rampart a shallow ditch was found, filled with gravel that probably derived from the erosion of the bank; its function was uncertain but it may have been a Civil War feature raising and strengthening the bank. The external ditch was found to be c.15m wide and 4m deep, measured from the present ground surface. Its upper fill was recent (the line of the ditch is still clear on Isaac Taylor's plan of 1757). Its lowest fill was undated at the time of the excavation, though recent C14 dates have been obtained on a piece of oak and a piece of bone. The former was dated at 950AD-1050AD (90.8% probability), the latter at 1020AD-1170AD (95.4% probability), dates broadly consistent with an 11th-century construction, possibly (but by no means certainly) identifiable with Harold Godwinson's documented refortification of the city in 1055 (pers. comm. Andy Boucher).

Present condition and issues

The monument is currently in fairly sound condition, grassed, though the erosion taking place on the steeper slopes of the bank rectified in 1992 has continued. The summit path is flanked by an avenue of mature trees (beech, possibly chestnut, and others), which will already have caused root damage. The Row Ditch is fully accessible along its length but, despite being a well-used route for walkers, commuters, dog-walkers, cyclists and the public in general, there is a complete lack of on-site interpretation, both for the Row Ditch and for the possible Civil War battery to its south.

The monument is subject to periodic flooding.

Ownership and status

East of St Martin's Street and Prospect Place the monument runs through the public park known as Bishop's Meadow, entirely in Council ownership. To the west of St Martin's Street the line of the bank and ditch pass through the Drybridge House property before swinging north directly under the elevated carriageway of the A49 bypass approaching the Greyfriars Bridge.

Parts of this monument are scheduled as SAM HE 47, the same scheduled ancient monument as the (physically separate) Bartonsham Row Ditch on the opposite side of the river (see below). Two separate rectangular blocks are scheduled, one each on the western and eastern sections of the bank. The line of the former ditch is excluded from the scheduling throughout.

This section of the defences is included within the Hereford AAI and falls within the Central Conservation Area.

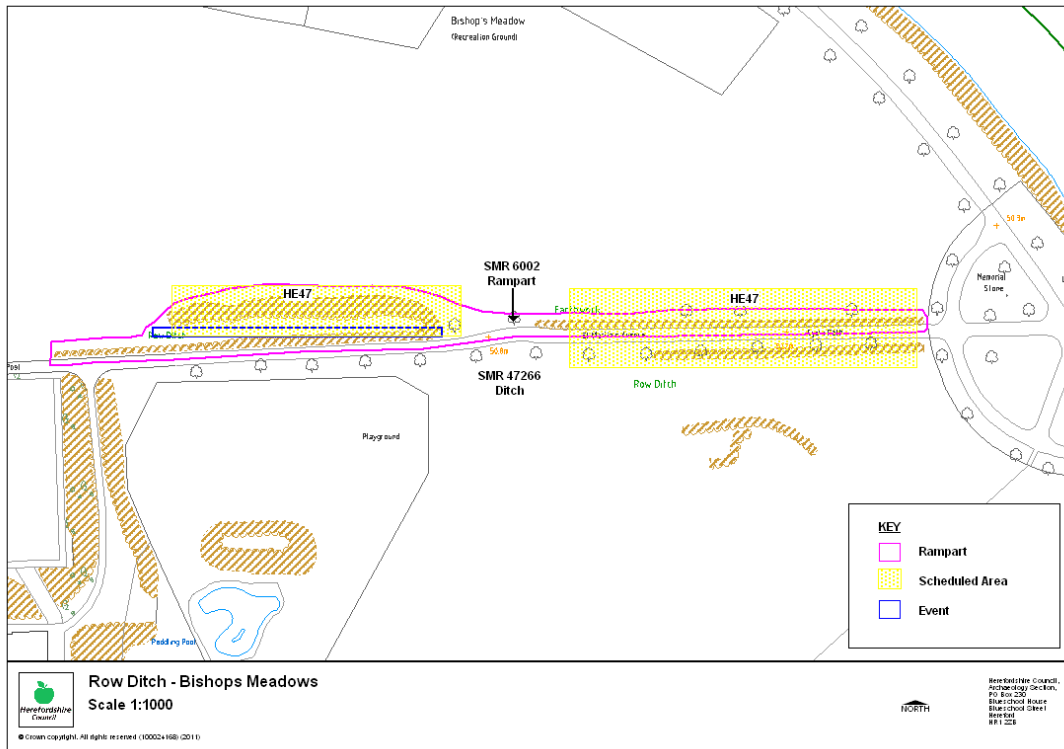
Significance

While this feature has always been seen as a component of Hereford's medieval defences, together with an additional component dating from the 17th-century Civil War siege, its precise archaeological significance has only recently become apparent. This stems from the C14 dates from organic materials in the ditch indicating a probable origin in the 11th century, quite possibly the documented refortification of the city in 1055. Seen in this light, the importance and significance of the Bishop's Meadow Row Ditch increases substantially, as the only known example in Hereford of a fortification newly built at this time and not modified by or subsumed within the later city refortification episodes of the late 12th century (the northern earthwork defences) and the 13th century (construction of the city wall). Of high significance in the context of the city defences as a whole, the Row Ditch also assumes high significance in a national context as a rare example of a surviving (standing/visible) urban public fortification post-dating the principal phase of burh construction in the late 9th and 10th centuries and pre-dating the great age of town-wall building from the late 12th and 13th centuries.

Section Action Plan

- Provision of on-site interpretation to take account of the most recent discoveries on this monument.
- Consideration should be given to a revision of the scheduling of this section of the defences: (1) to extend the designation over a larger part of the monument, including the line of the ditch; (2) to separately schedule this and the Bartonsham Row Ditch monument.

Section 17 illustrations





The Bishop's Meadow Row Ditch: general view from the castle, looking south-west across the river



The Bishop's Meadow Row Ditch: eastern section, looking west



The Bishop's Meadow Row Ditch: western section, looking west



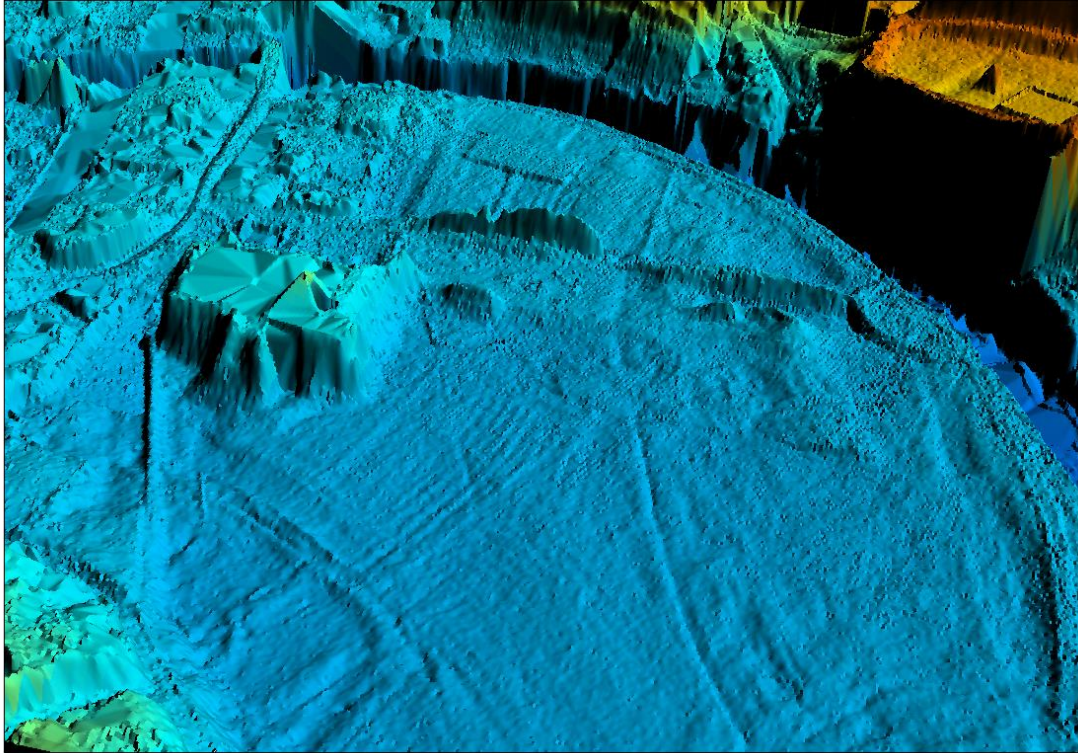
Possible Civil War battery earthwork to the south of the eastern section of the Bishop's Meadow Row Ditch



The line of the Bishop's Meadow Row Ditch heading west under Drybridge House. The rampart lies under the 18thC house; the ditch was investigated below the extension to the left (south). Levels dropping from right to left (foreground)



Levels dropping into the infilled ditch of the Bishop's Meadow Row Ditch to the north of Drybridge House at the rear of the St Martin's Street plots



LiDAR 'bare earth' image (with buildings digitally removed) of the Bishop's Meadow, looking north. The raised rectangular platform centre/left is a swimming pool and leisure centre. Beyond it, the Row Ditch banks cross from top left to the riverbank centre/right terminating with a semi-circular arrangement of footpaths. The irregular earthworks of the possible Civil War battery can be seen in front of the eastern section of the Row Ditch banks. The infilled ditch is not visible, except possibly as a faint counter-scarp bank on its outer lip and as a dip in the surface of St Martin's Street. Ridge and furrow had not previously been detected in the Bishop's Meadow (copyright Geomatics Group, Environment Agency).

SECTION 18 The Bartonsham Row Ditch

Location and summary

A linear earthwork (31823) of unknown date running from Bartonsham Farm on the Wye riverbank eastwards to Crozens Lane off Eign Road.

Description

This is a linear earthwork that now runs from Bartonsham Farm, east for a distance of c. 600m to Crozens Lane. It takes the form of a lynchet-like bank increasing the steepness of the natural rise in ground level up to the north-west at the edge of the floodplain. Immediately east of Bartonsham Farm it appears as described above, the bank standing about a metre high. Further east it forms a common property boundary at the rear of the houses on Park Street, and in this situation has on many properties been given a retaining wall. The height differential between the floodplain outside and the gardens inside varies greatly from property to property, from c. 0.4m to 2.0m. The external ditch (clearly shown on the 1st edition Ordnance Survey plan of 1888) has now largely silted up, surviving as only a very slight linear depression which bears more prolific nettle growth than the floodplain meadows. Towards its east end, the line of the ditch appears to run immediately alongside Crozens Lane; at this point there is a substantial but low and broad bank outside in the floodplain, standing up to c.1.5m higher than the surface of the lane.

There is no obvious sign of a continuation of the monument east of the Hereford – Abergavenny railway line, except that there is a substantial rise in ground level immediately within (north-west of) the railway bridge over Eign Road, and it is this rise that the monument appears to be enhancing. In its original form it seems most likely that the Row Ditch continued a few metres further east to link to the Eign Brook, thus forming a continuous barrier linking major obstacles – the Wye at its west end and the brook at its east end – and reinforcing the floodplain edge to form part of an outer perimeter around the city.

Investigations history

No archaeological investigations of this monument are known to have taken place, and the SMR monument record (31823) contains scheduling information only.

Documentation and historical development

As the date of this feature has never been established it is difficult to comment on its place in the evolution of Hereford's defences, or to completely exclude

the possibility that it is actually of prehistoric origin and has no place, even as a re-used feature, in the evolution of the city. The best account of it appears to be a footnote by Margaret Lobel: 'The eastern Row Ditch on the north side of the Wye by Bartonsham Farm may have been a boundary ditch round the Liberty; the 'Customs' of Hereford (13th-14th century mention a site at 'Rough Ditch' as a place for holding the bailiffs' inquisitions (Lobel 1969, 4, n.45).

The traditional view of this monument, articulated by the historian John Duncumb and repeated by the 1st edition Ordnance Survey (a view shared by Ron Shoesmith FSA), is that it dated to the siege of 1645 and was built by the besieging Scottish army. He wrote that 'a strong parapet, or breast-work of earth, was thrown up across a neck of land, from a point of the river Wye, in the *Below-Eign* suburb, to another point of the river, about three hundred yards below the castle, being an extent of eight hundred yards, nearly in a right line from east to west: the parapet, in its original state, measured twenty feet in height from the bottom of the *fosse*. With this work in front (which imperfectly remains, and is termed the Row-ditch) and with the river encircling their rear, the intermediate position must have been one of considerable security' (Duncumb 1804, 272).

Present condition and issues

As noted above, the ditch is largely silted up. The condition of the bank varies greatly, having been treated differently in each of the fifty-eight or so Park Street properties to which it forms the back boundary.

Ownership and status

Ownership of the monument has not been investigated in detail. However, the bank will be included within the curtilage of almost sixty separate properties on the south side of Park Street (nos. 2-120 Park Street, even numbers). The infilled ditch lies within the three floodplain grass meadows to the south.

The monument is scheduled for most of its length as SAM HE 47, sharing the number with the Bishop's Meadow Row Ditch across the river.

Significance

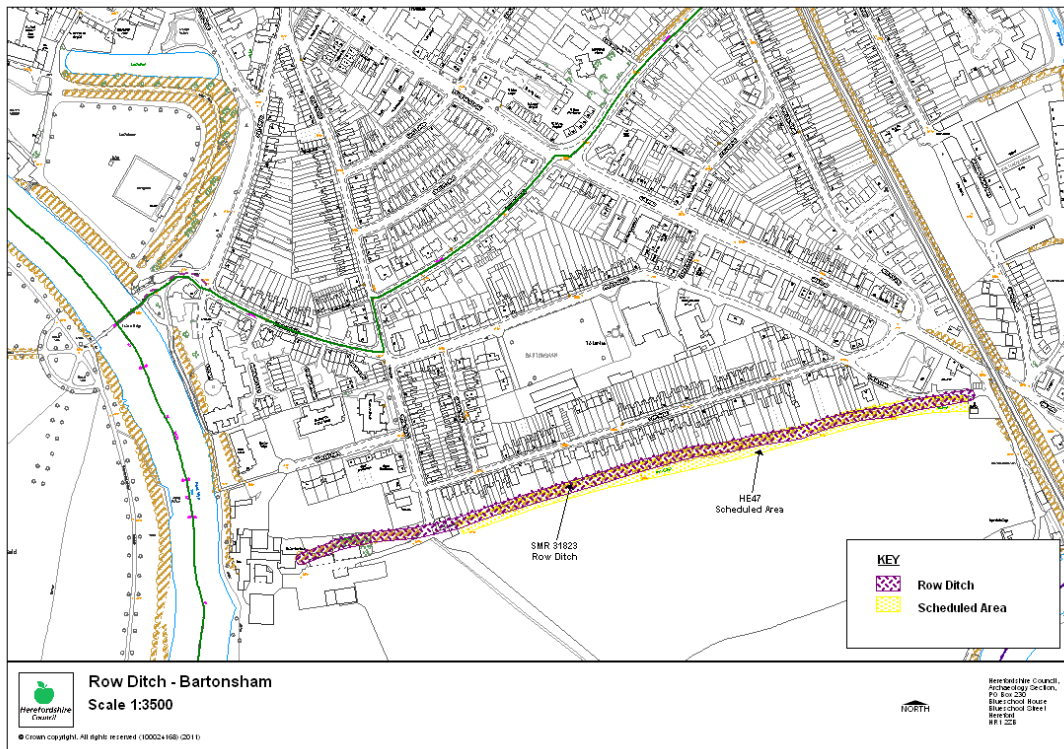
It is difficult to assess the significance of the Rowe Ditch because of the lack of information as to its origins or context. It is nevertheless a substantial linear earthwork that has had a clear role in the definition of a substantial territorial block around the site of Hereford, linking the Eign Brook to the River Wye and excluding the area of potential settlement from the floodplain beyond. While a prehistoric origin cannot be ruled out, it is demonstrably of early medieval or earlier date, as recent LiDAR survey results clearly show extensive ridge and furrow cultivation in the floodplain outside respecting the line of the lane issuing from the gap in the earthwork at the end of Greer Street (Green Lane

on Taylor's map of 1757). The scale of the monument suggests a military function, or at least an origin in a period when boundaries might be delineated by substantial linear earthworks. It may possibly belong to the same 11th-century episode as the Bishop's Meadow Row Ditch (see above).

Section Action Plan

- Although too far out of the city centre to be included within most tourist itineraries, the Bartonsham Row Ditch is nevertheless part of the fabric of the historic city and should be interpreted for the benefit of local residents, who make extensive use of the monument as a footpath along the edge of the built-up area.
- The greatest problem with interpreting this monument is however, the complete absence of information regarding its date of origin and construction. It is therefore suggested that consideration be given, as a medium-term aim but preceding the installation of any interpretation panel, to mounting a community-based research excavation by means of more than one trench, located to sample both the ditch, and the internal bank and any buried surface under it that might improve the chances of recovering scientific dating evidence and yield ecological data from the city's immediate hinterland.
- Consideration should be given to scheduling this monument separately from the Bishop's Meadow Row ditch.

Section 18 illustrations





Extract from the 1st edition O.S. 1:2500 map showing the location of the Bartonsham Row Ditch to the south of the city



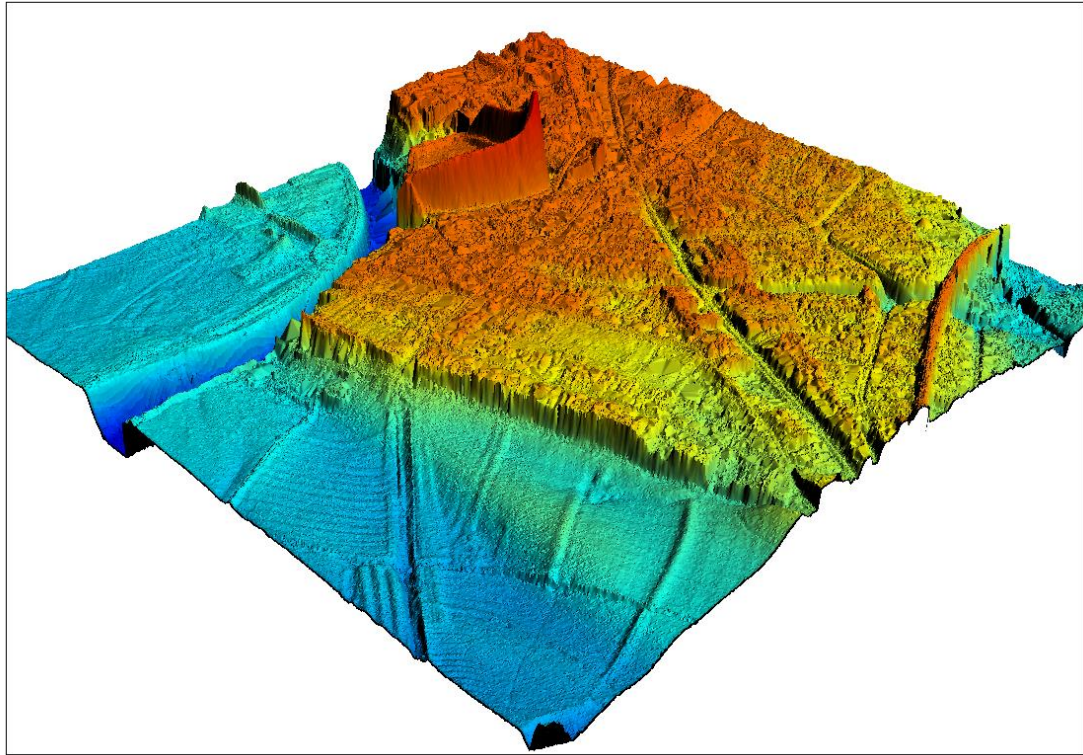
The Bartonsham Row Ditch, looking west from towards the east end of the monument



The Bartonsham Row Ditch: the rampart, west of Bartonsham Farm



The probable line of the Bartonsham Row Ditch crossing Eign Road, reinforcing the rise in ground level up from the Wye/Eign Brook floodplain



LiDAR 'bare earth' image of the Bartonsham Row Ditch, looking north- west. The Row Ditch is the cliff-like feature crossing the foreground and separating the built-up higher ground from the floodplain outside, marked by ridge and furrow. The Bishop's Meadow Row Ditch can be seen across the river in the background. (copyright: Geomatics Group, Environment Agency)