

A conservation management plan for Hereford's city defences

Part two: Gazetteer



Herefordshire Archaeology
Report 000 (internal consultation draft)
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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:

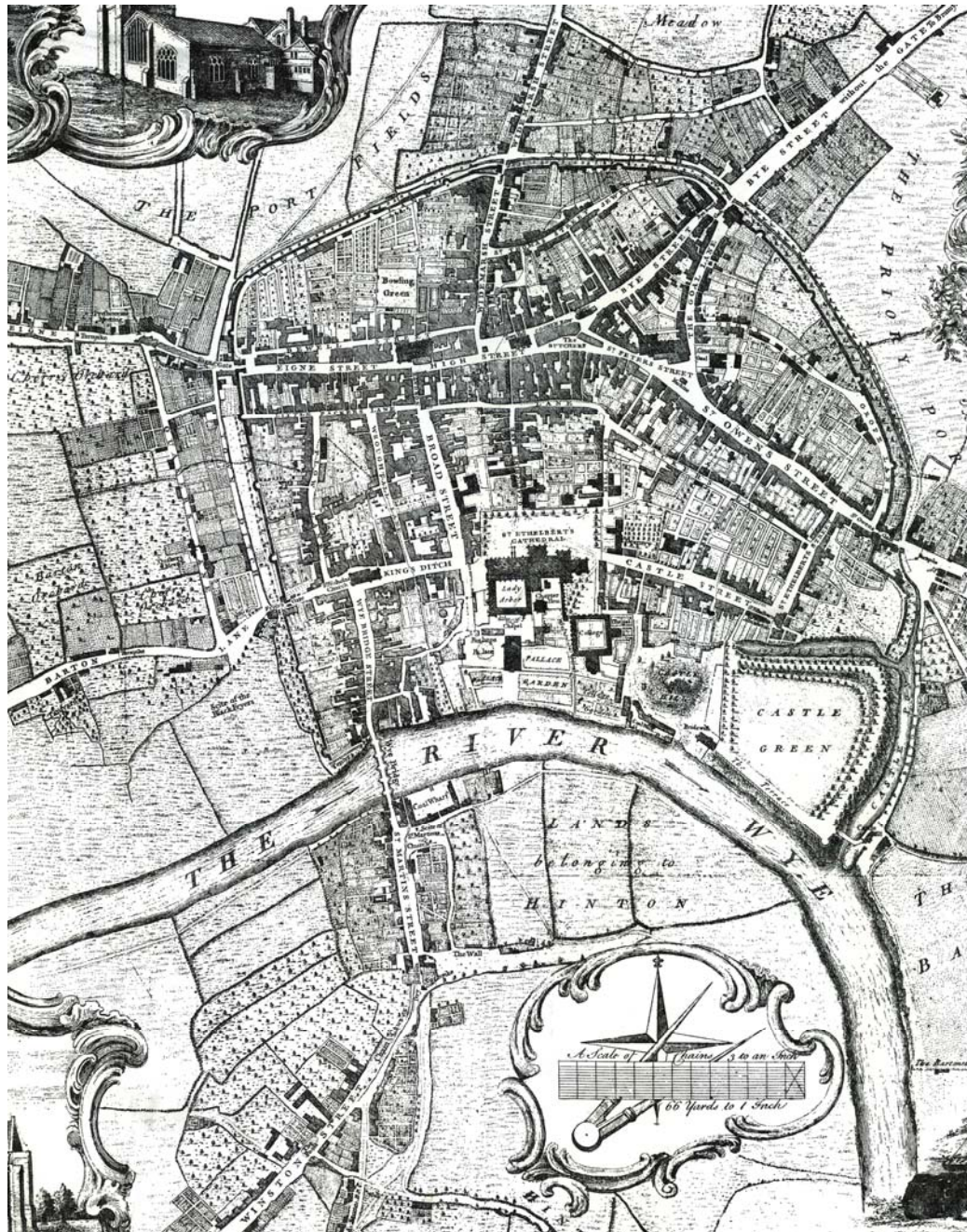
- location and summary
- physical description
- history of local archaeological investigations (below and above-ground)
- historical development summary (from all sources)
- present condition and issues (including presentation and access)
- ownership and status (designations)
- significance
- illustrations

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.

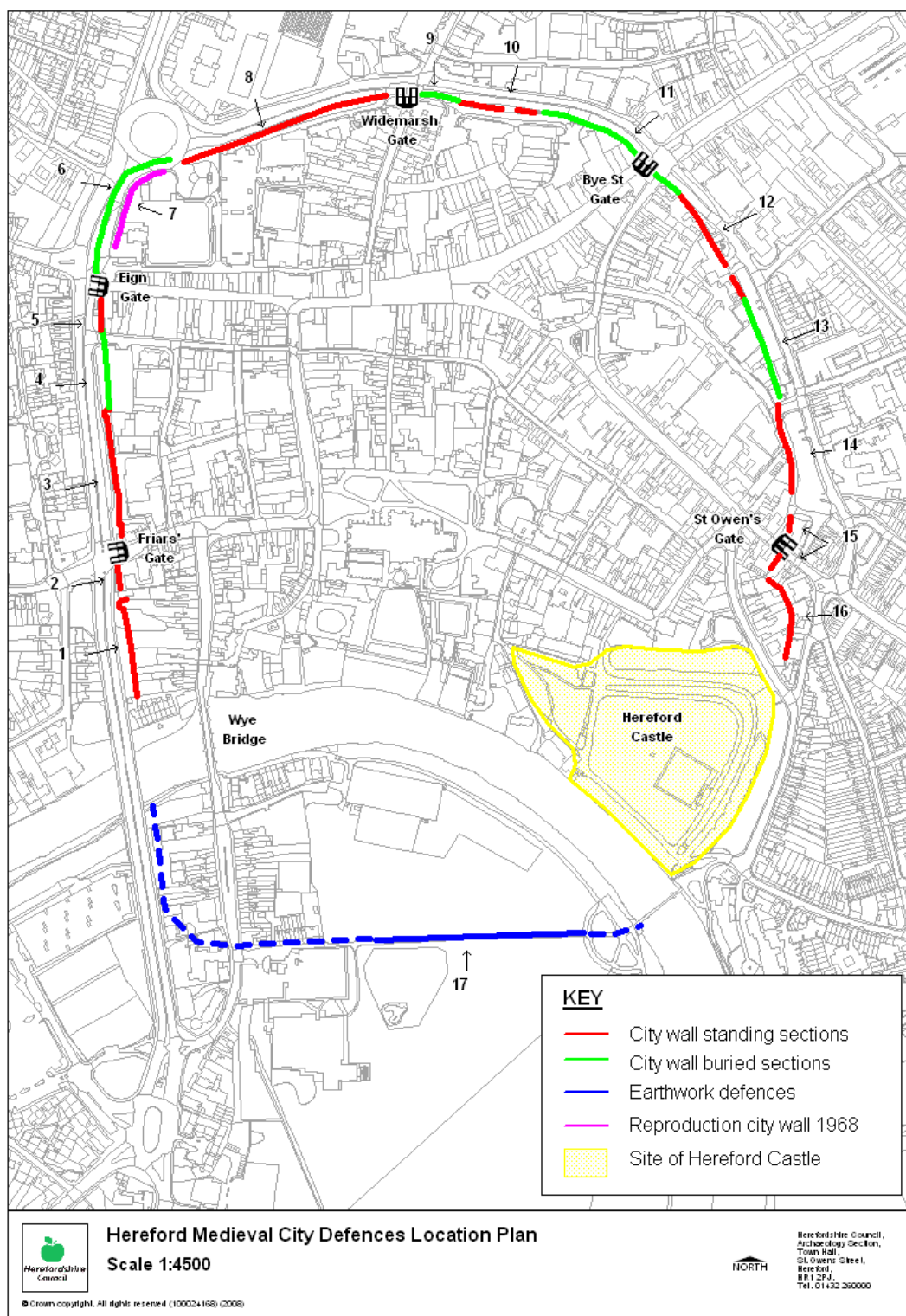
The numbering scheme for the bastions (B1-B15, clockwise) is the same as that used in Ron Shoesmith's 1982 volume *Excavations on and close to the defences* (p.8) and by subsequent commentators. The numbering scheme for the city wall sections departs from that used by Hereford City Council's 1996 *Management 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

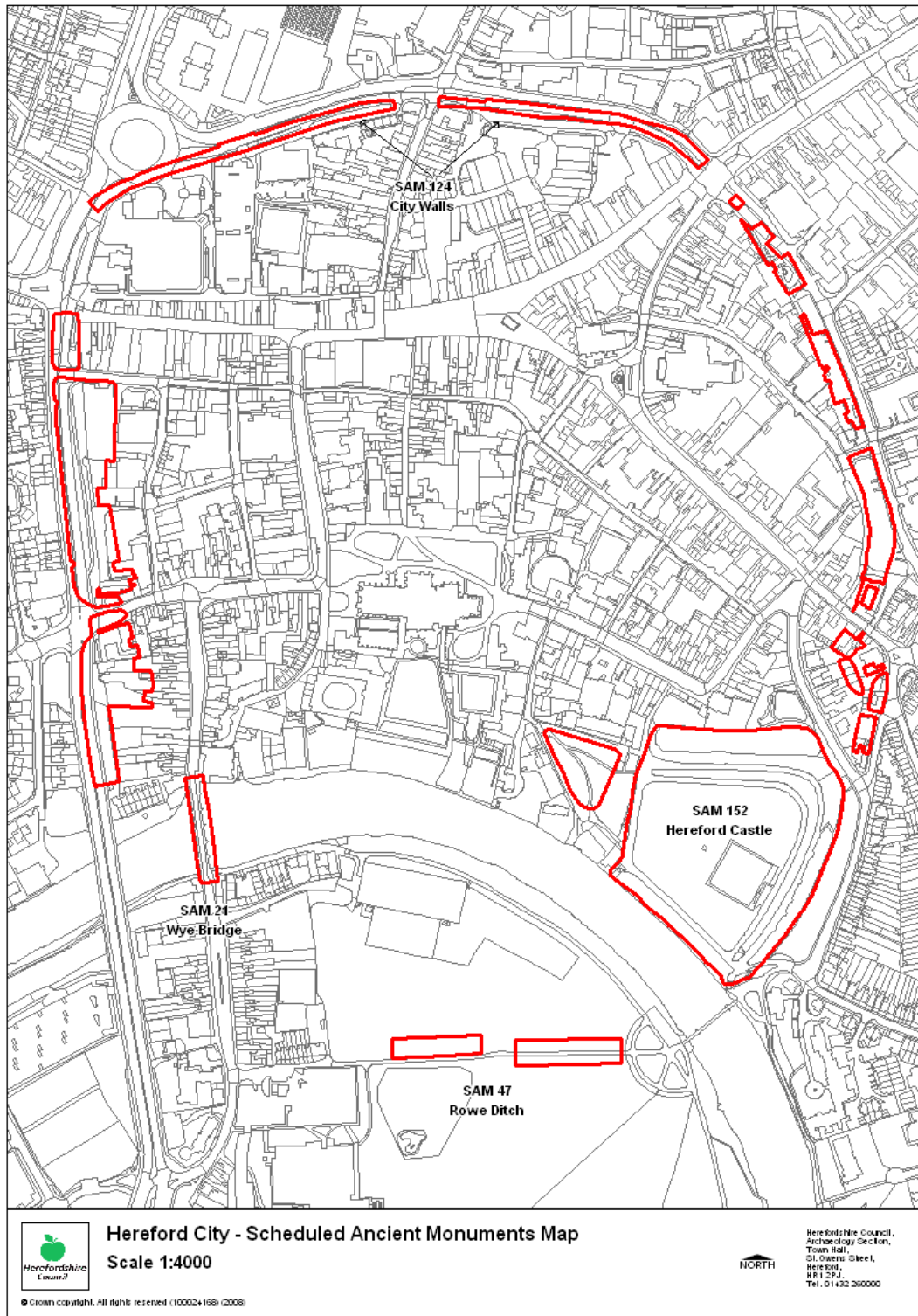
monuments) appear at the beginning; photographs and other illustrative material relating to particular sections appear at the end of each section commentary.



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.

At the rear of the next property to the north (solicitors' offices) the stonework is reduced to three courses in height under eroded, probably 19th-century, brickwork in poor condition and currently propped (see below). 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 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 Shoesmith 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. 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. 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 H 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' office, 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.

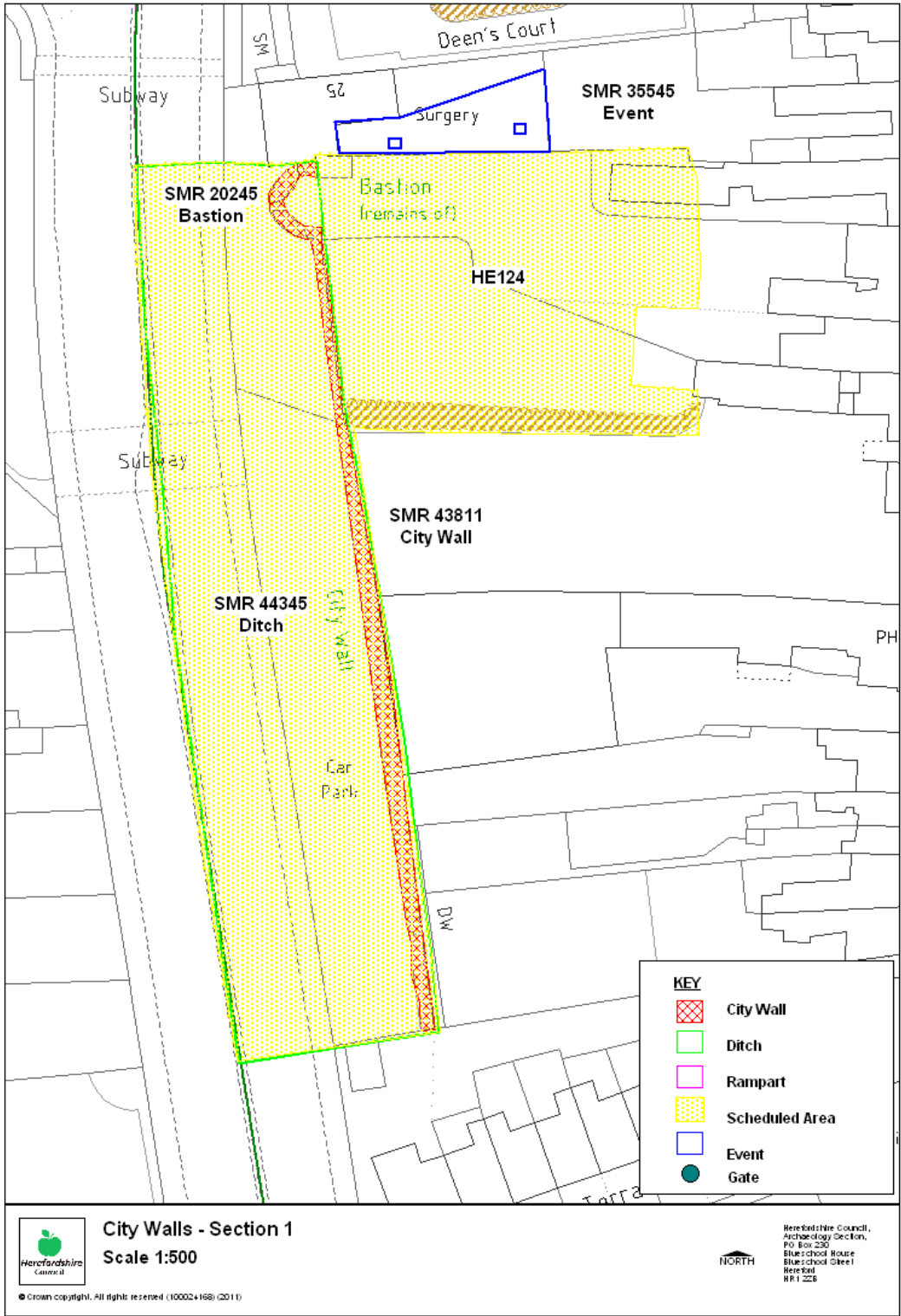
Section Action Plan

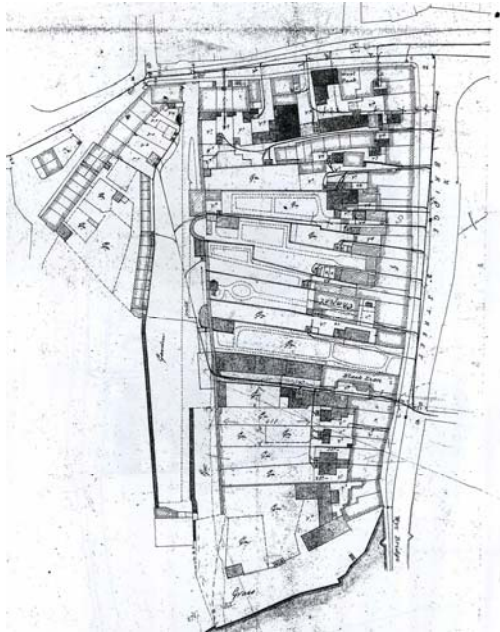
- Responsibility for the maintenance of the wall south of the Greyfriars Surgery property needs to be determined urgently so that appropriate repairs to the failing brickwork, currently propped, can take place.

The ivy mats overhanging the wall immediately south of bastion 2 need careful removal with provision in place both for immediate repairs to loose masonry and for archaeological recording of the repairs process.

- 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. 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.

Section 1 Illustrations





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



The failed brickwork stretch of wall immediately north of the Black Lion plot



Bastion 2, adjoining the south side of the Greyfriars Surgery. The large ivy mat (right) is problematic, potentially concealing loosened masonry.



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.

Investigations history

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 H124. 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.

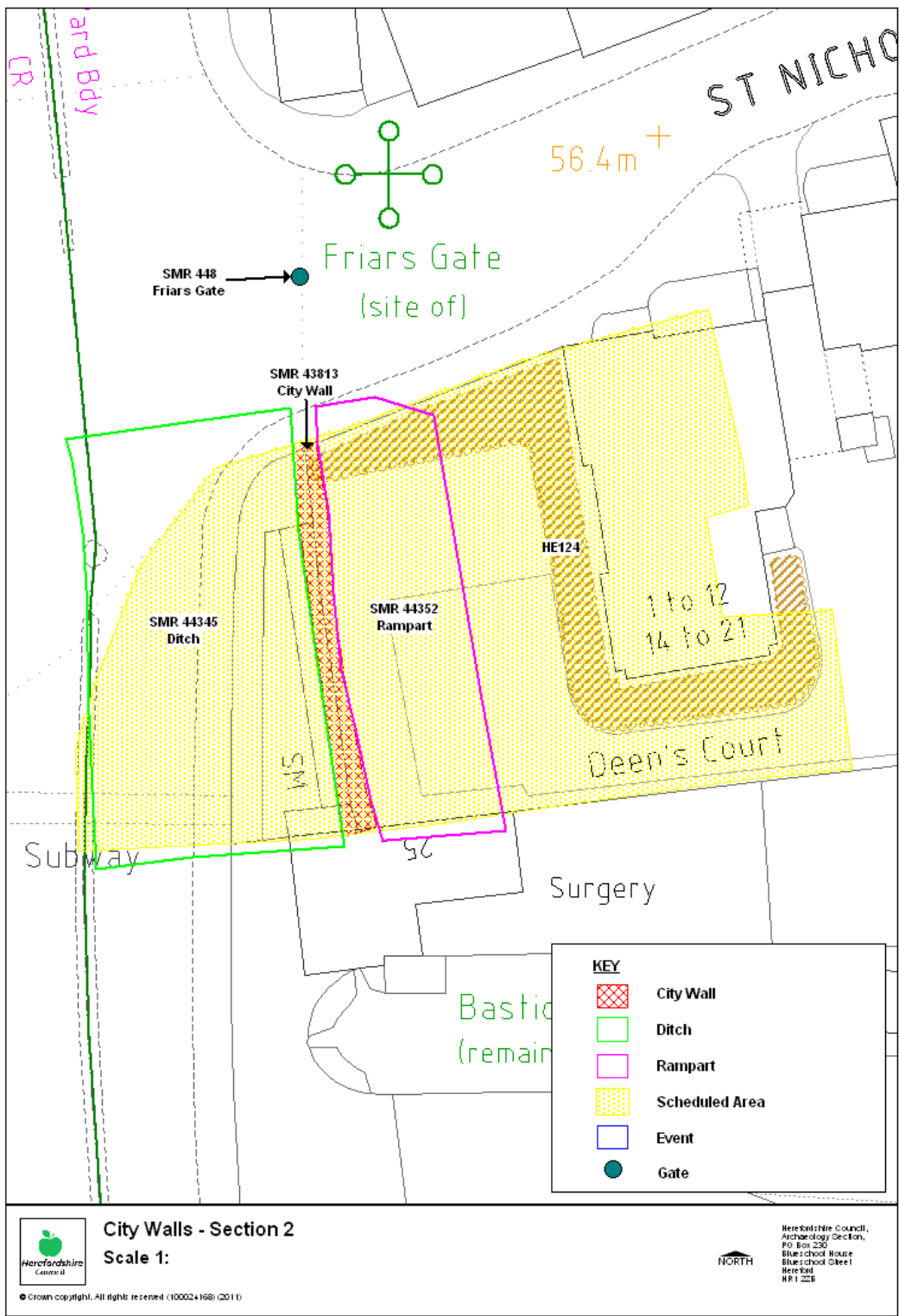
Significance

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 basic signage (conceived within an over-arching design) to indicate the site of the medieval Friars' Gate.

Section 2 illustrations





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. 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 (Shoesmith 1982, 67-8).

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.

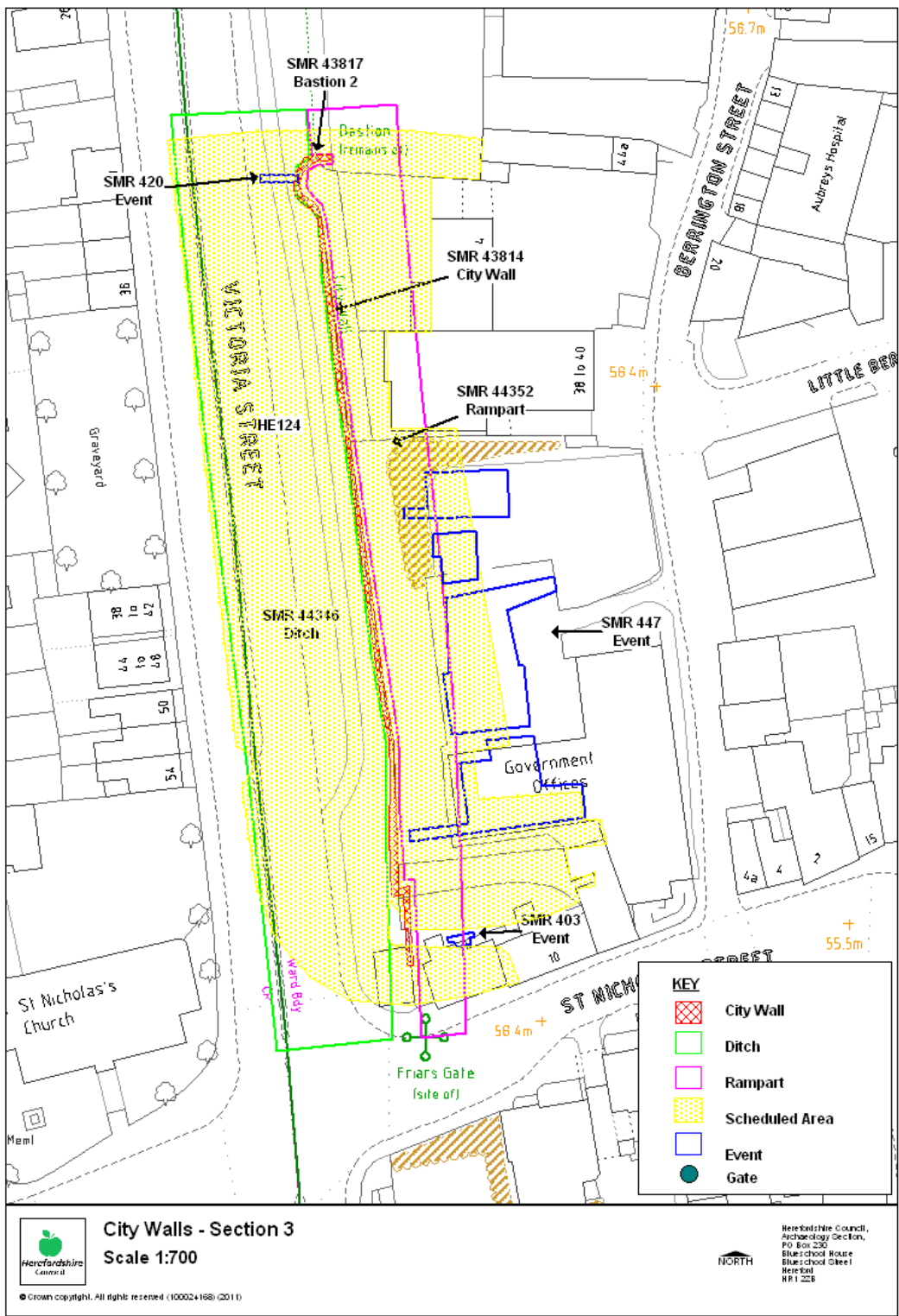
This section of wall includes the only easily accessible length of rampart and parapet anywhere around the circuit.

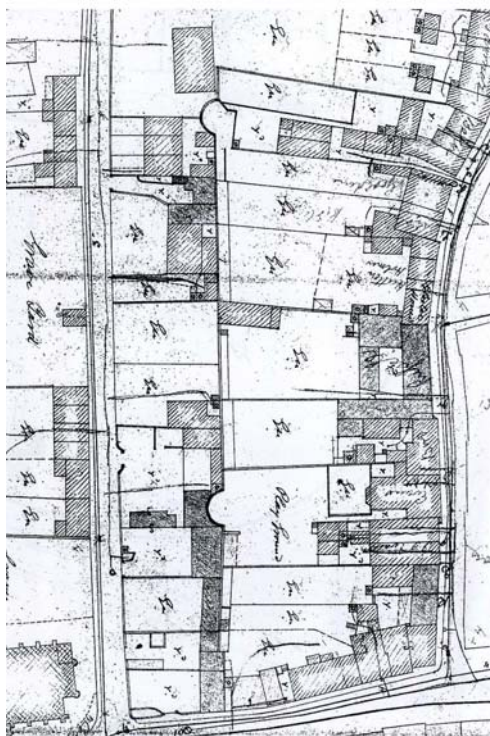
Section Action Plan

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 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





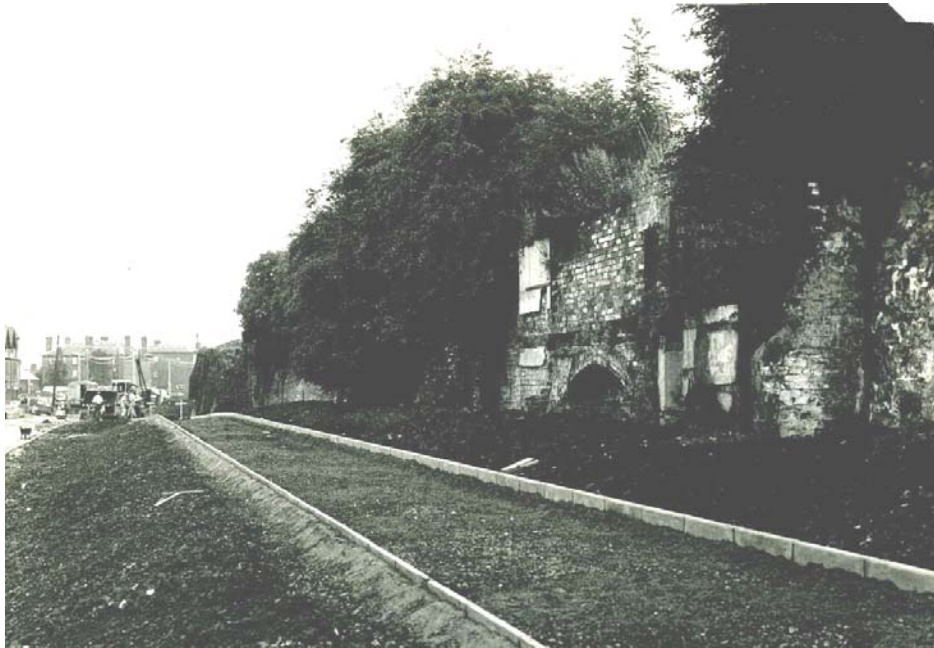
Section 3 of the city wall as surveyed by Timothy Curley for his map of 1858. Both bastion B3 and B4 survived though the outer face of the wall was fast becoming encumbered with buildings. One plot north of B4 the wall had already been removed (see section 4).



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



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 Shoesmith 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.

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 H124. 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.

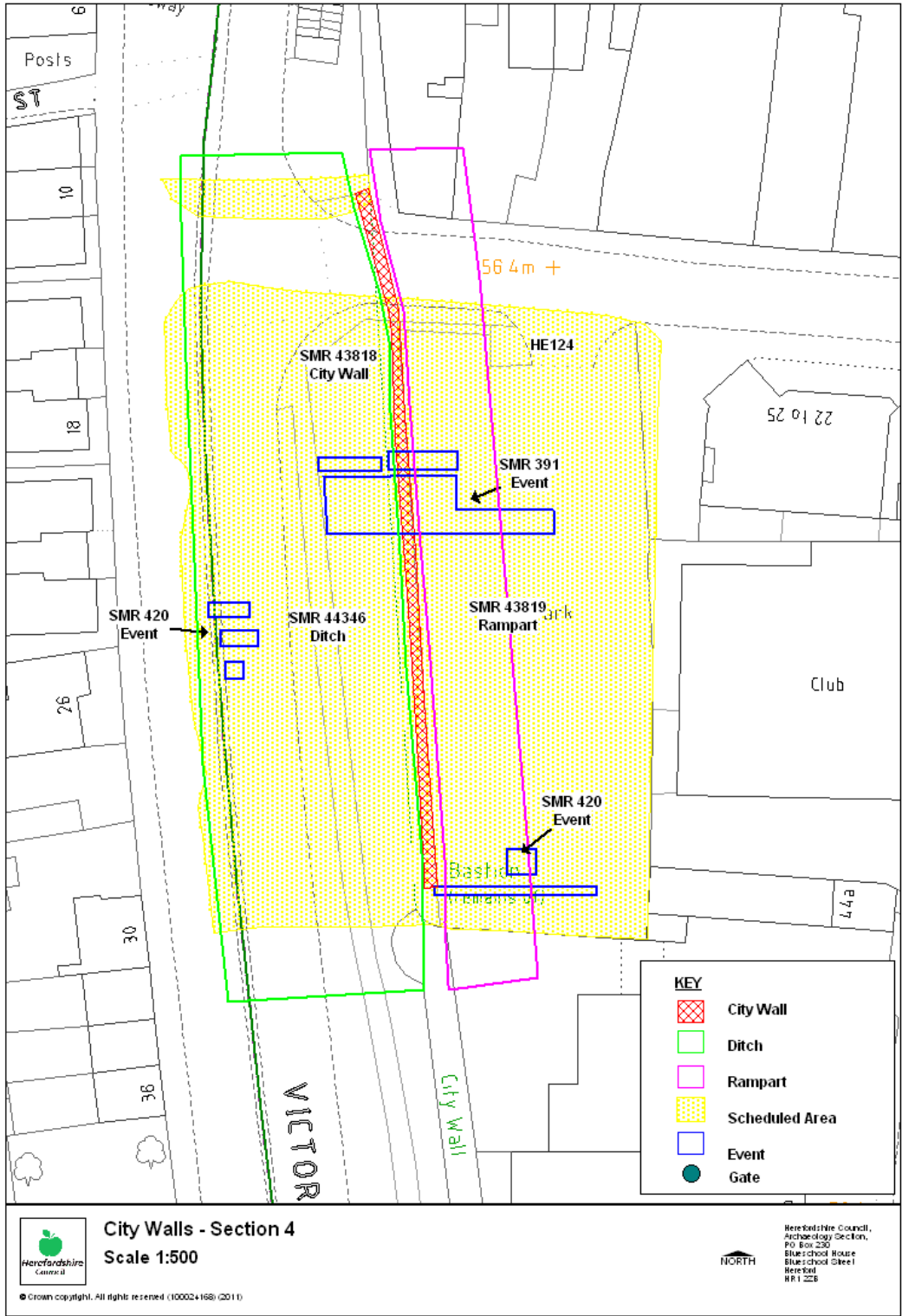
Significance

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

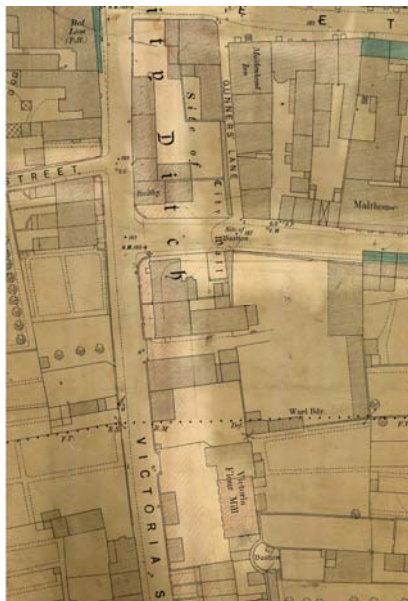
No action is proposed for this section.

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 (Shoemith 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.

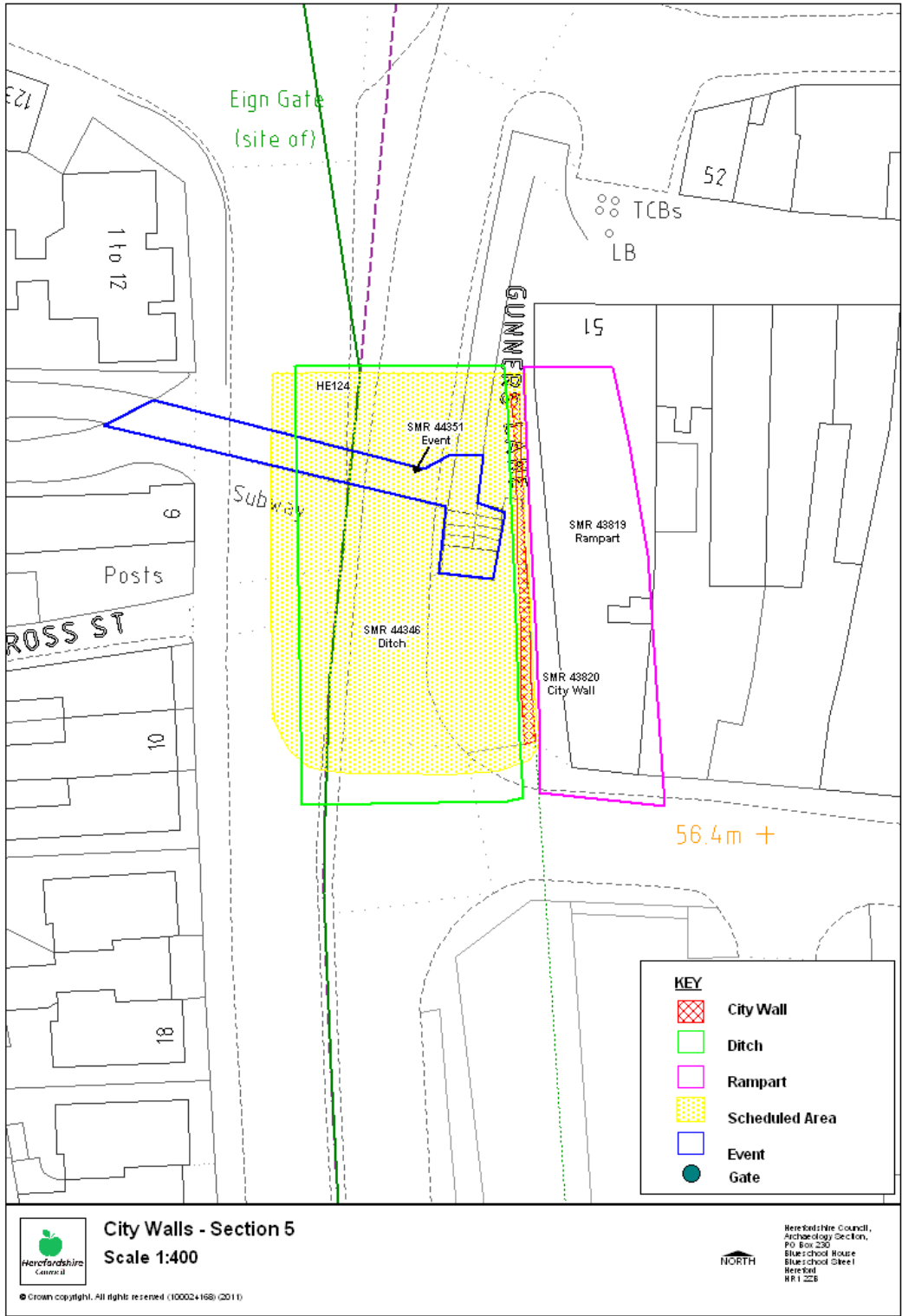
Significance

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

On-site interpretation is needed to 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 late 1960s (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 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.

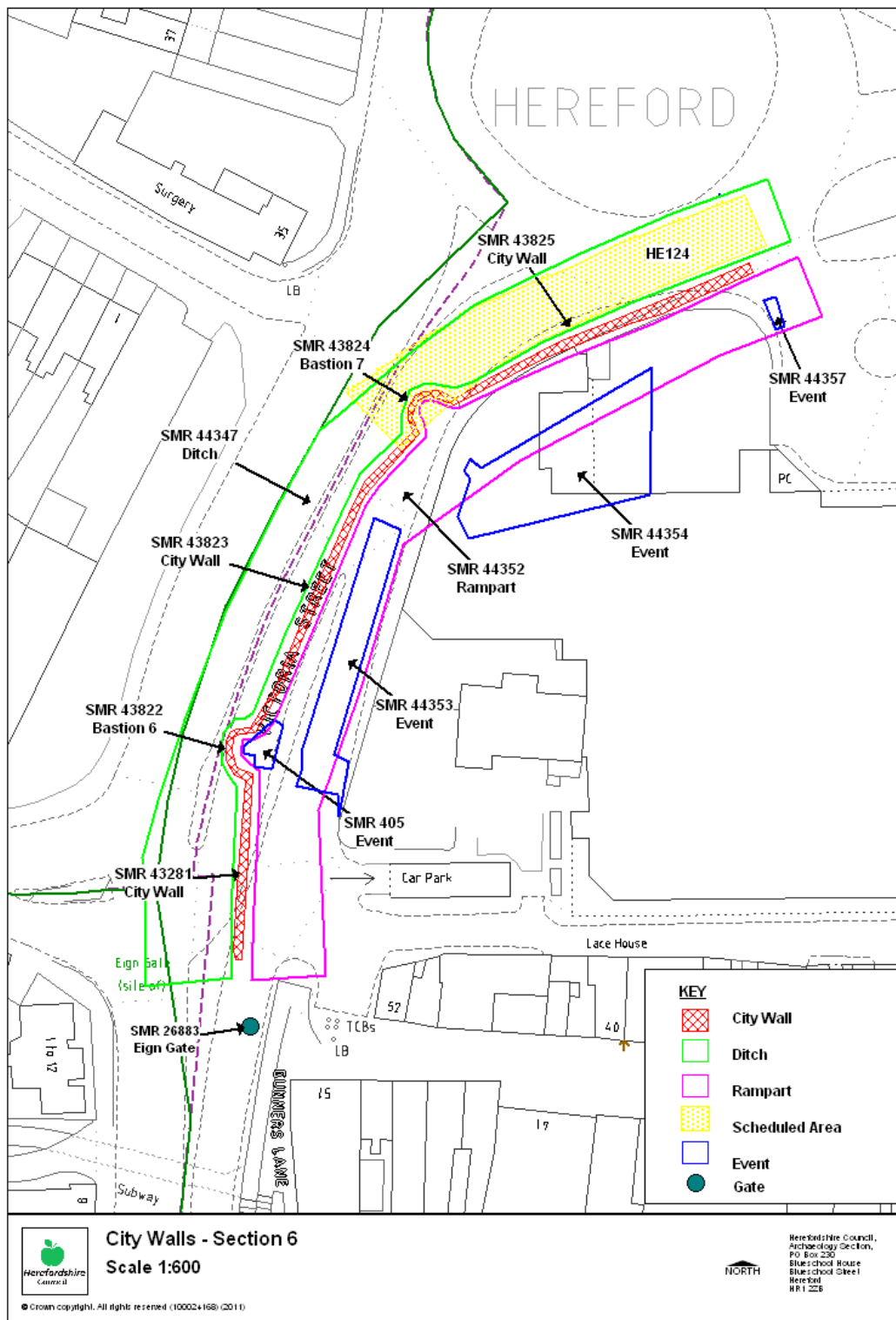
Significance

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.

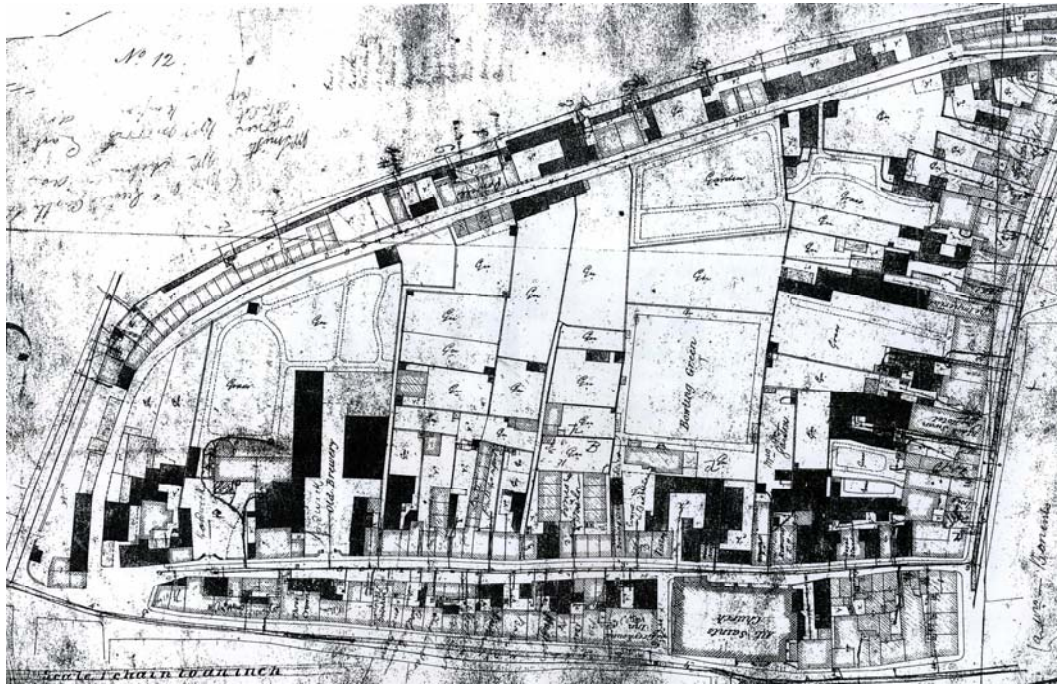
Section Action Plan

- Provision of interpretation signage or information (within an overarching design) on the site of the Eign Gate.

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 Shoesmith

SECTION 7 Edgar Street and Tesco

Location and summary

This is the section of wall facing the Edgar Street roundabout, widely assumed to be the finest stretch of Hereford's city walls but in fact a reproduction built on a new line in 1968.

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. This section of wall was built in 1968 on a new line 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 wall is indicated by a strip of cobbling across the access road. On the east side of the access road 'early' (undated but pre-modern) wall fabric is again visible though the wall has been raised in height by the addition of a number of courses of the distinctive 1968 work.

The wall here was constructed with a brick core and faced with sandstone (see photograph, below). The masonry is distinctive: it has a stronger red colour than any of the 'real' city wall fabric, though the predominance of large squared rubble blocks suggests that it was conceived as an imitation of the primary city wall fabric visible to the south-west (section 1) and east (section 10). The Tesco supermarket building was opened in 1983 within the wall complete with timber-framed gables inserted into the masonry.

Investigations history

The 1968 Brewery site excavation (event 44353) has already been described (see preceding section); this was located immediately outside the line then earmarked for the reproduction wall. 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 success of this section of wall in being mistaken for medieval work underlines the need for local interpretation within a wider scheme. In particular, the evolving requirement for a pedestrian link northwards to the proposed retail quarter of the ESG regeneration scheme suggests an opportunity for on-site interpretation (that should include an account of the late 60s work) in the area immediately east of this section.

Section 7 illustrations

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



The reproduction 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 (1968) wall beyond the Tesco vehicle exit. The section 8 wall in the foreground consists of (probably rebuilt) city wall masonry raised by the addition of the distinctive red 1968 masonry