

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, some probably original 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, and the upper courses, of large coursed blocks of red sandstone that is clearly part of the section 7 reproduction masonry of 1968; 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 – 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. Further research is required to elucidate exactly what was done in 1968-9 and what the existing fabric today really represents.

Throughout this section there is a substantial height difference between Wall Street, within the city wall, and New Market Street outside: 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 is in generally sound condition having been substantially restored in 1968-9. There is some plant growth (a large mat of ivy) requiring removal. The main issues for this section are setting, understanding and interpretation.

- 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, probably by a combination of landscaping, lighting and interpretation.
- 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 recorded or analysed.
- 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 of the ESG regeneration area on the present 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.

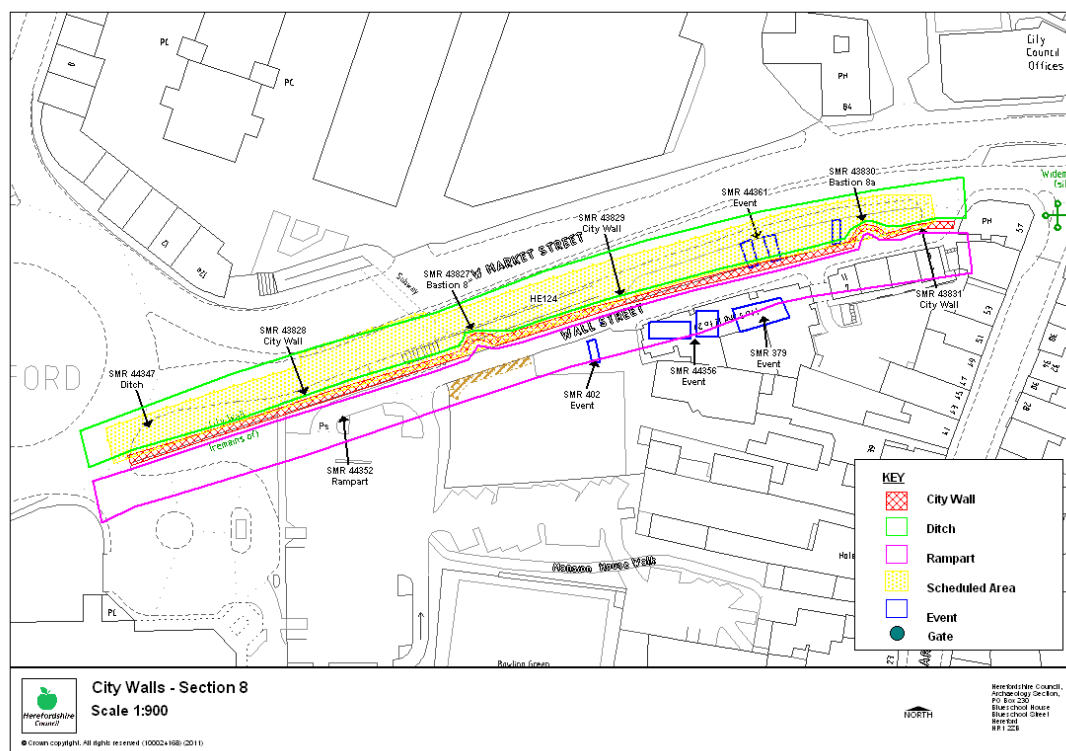
The development of the ESG retail quarter will not diminish the significance of this stretch of the city walls. The proposed downgrading of the Inner Relief Road will place additional emphasis on the city wall as a townscape 'plan seam', separating and serving to distinguish the historic city from its 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 and the potential for improved permeability without loss of significance
- Recommendations for on-site interpretation

Section 8 illustrations





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 and, appropriately, is built into a section of 'reproduction' city wall masonry



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



The Wall Street wall looking west alongside the New Market Street pedestrian underpass. The bowing of the courses is apparent. The date of this masonry is unknown but is likely to represent a long history of ad hoc repairs in the post-medieval period; 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 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).

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.

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

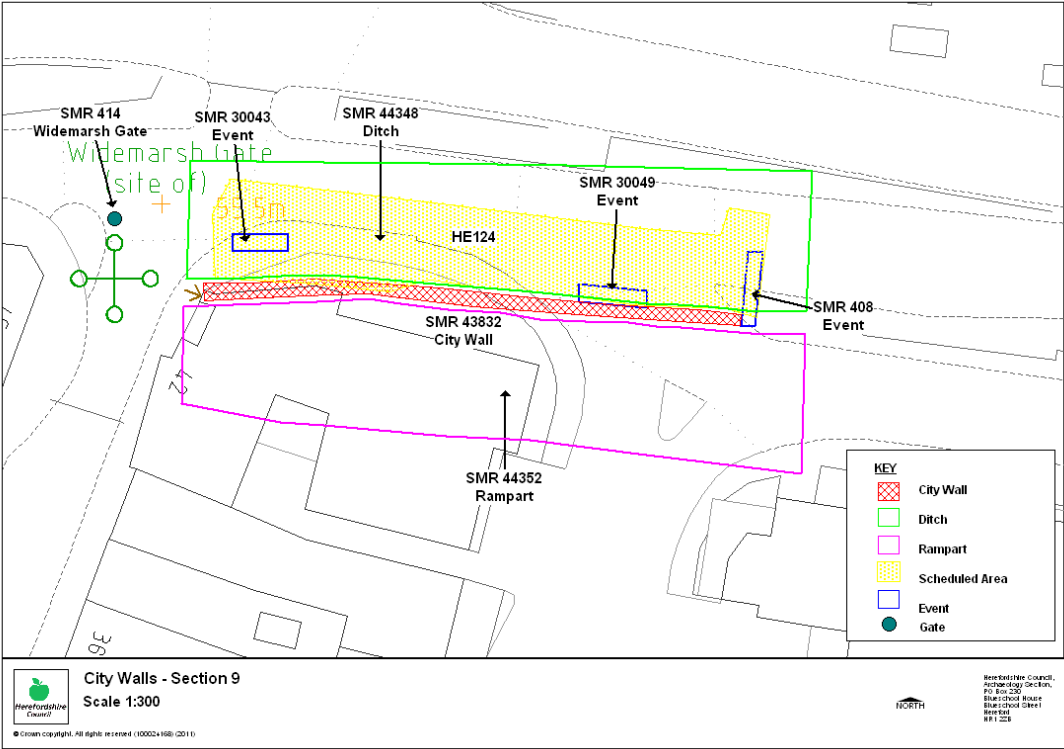
This section in general is of low to moderate significance within the overall monument by virtue of its almost complete demolition. Ground investigations have also shown modern disturbance down to about one metre below present ground level, though there is no reason to believe that archaeological deposits 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 an on-site interpretation panel as it immediately locates the missing gate.

Section Action Plan

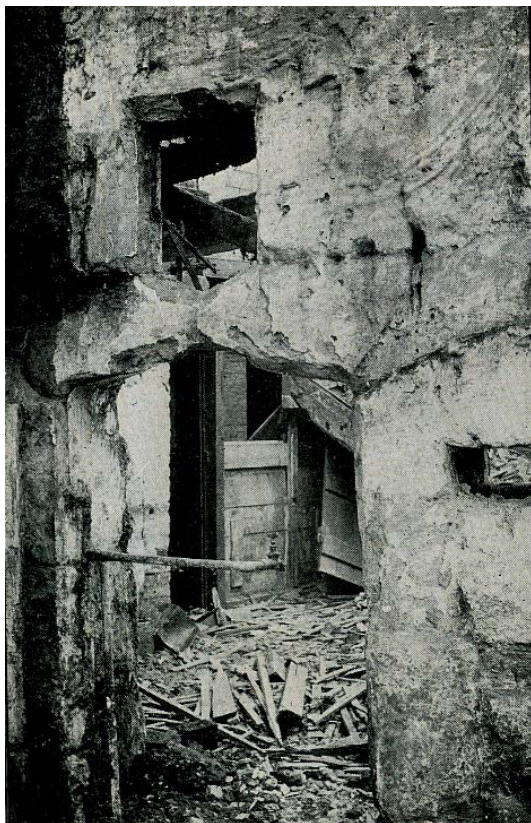
- Provision of an on-site interpretation panel, within an over-arching design framework, on the ground immediately north of the Farmers Club elevation. This area – currently bare earth and uneven – also requires local re-paving. This is a critical nodal point in access between the historic city centre and the ESG regeneration area to the north, and provision for heritage interpretation should be built into any redesign of this crossing.

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

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 has been one archaeological excavation here, a narrow strip excavated behind the wall in 1986 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.

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.

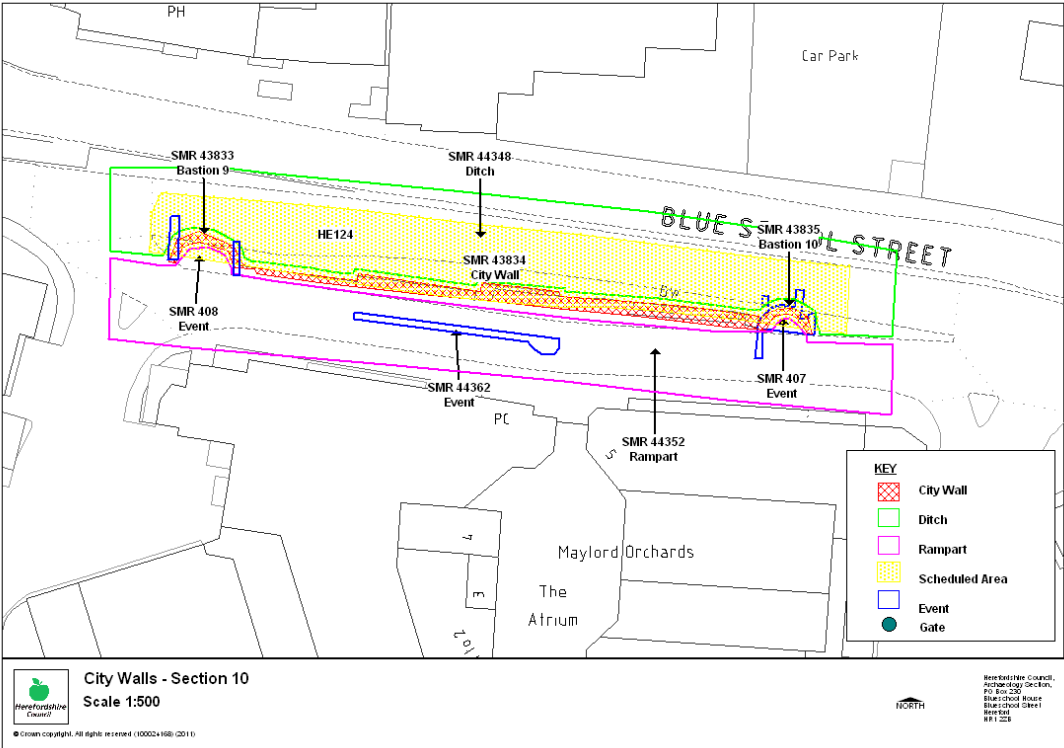
Significance

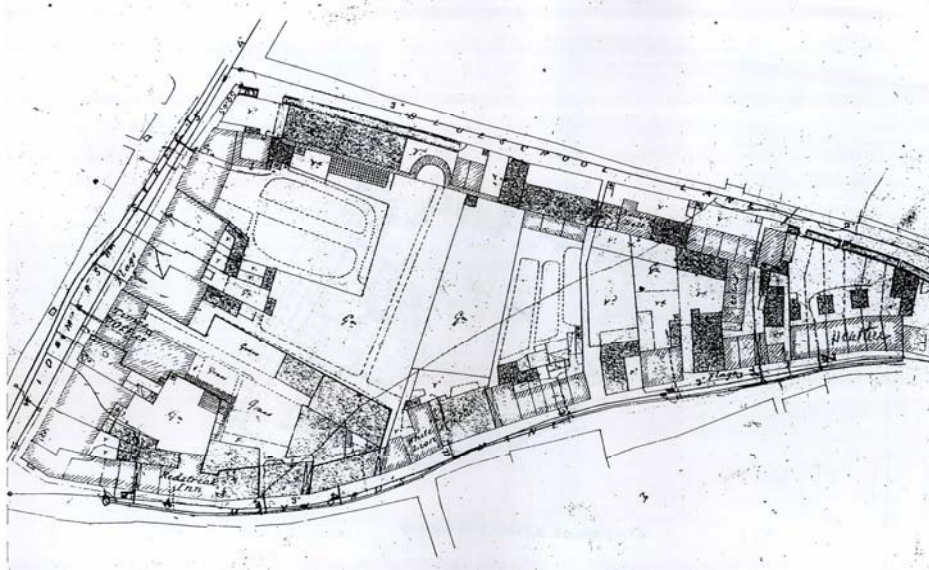
The section is of moderate significance within the overall monument as a standing length that exhibits apparently primary fabric and clearly identifiable openings inserted through it, probably in the early post-medieval 'demilitarisation' phase of the monument. It has visual (aesthetic) significance 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



The current setting of the Maylord Orchards 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 close proximity of traffic to the wall face is apparent

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 first of the many excavations associated with the Inner Relief Road construction in the 1960s took place in 1965 immediately to the east of the standing section 10 (see above) 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.

Further to the east the line of the wall runs well out into the westbound carriageway of Blue School Street. Here, in 1966 a further 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 the next bastion along, 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 (Shoesmith 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: Shoesmith 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 (Shoesmith 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 Widemarsh 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

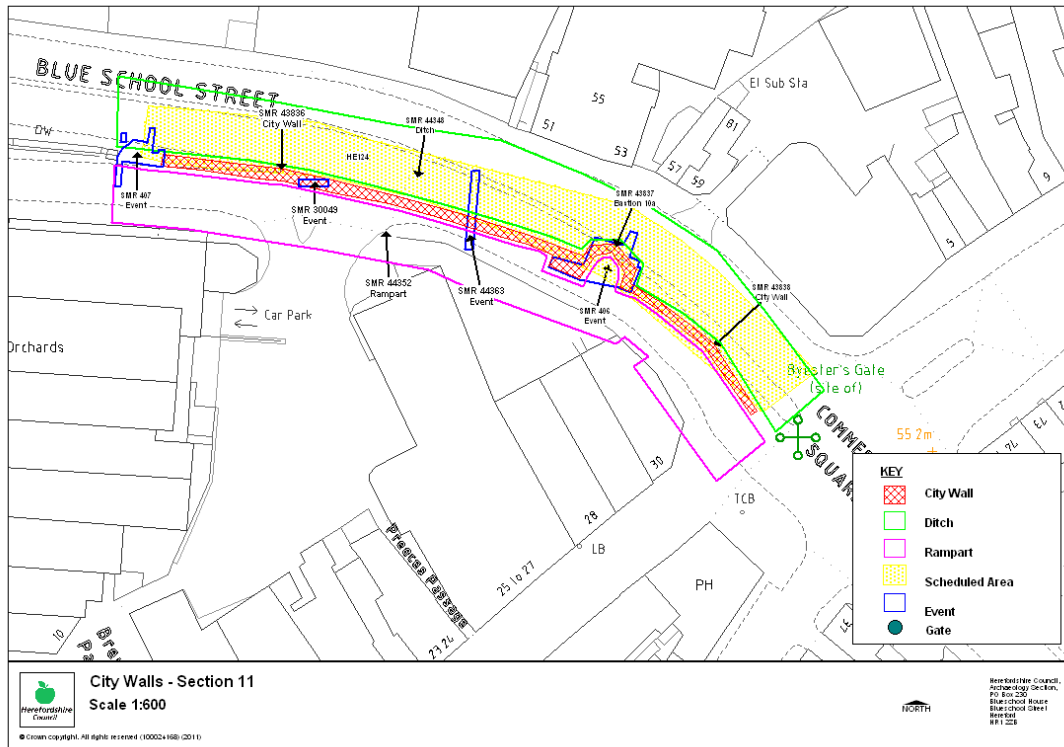
The significance of this section within the overall monument is, in general, low to moderate, based on the non-survival of above-ground remains and on the likely poor survival of buried archaeological remains beneath the carriageway of the Inner Relief Road. The gate is nevertheless of rather greater 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

- Interpretation 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. The outline of the former gate could be recreated as floorscaping and connected to the standing wall on the Bastion Mews site to the south-east.

- The boundaries of the scheduled ancient monument need reviewing in this section.

Section 11 illustrations





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

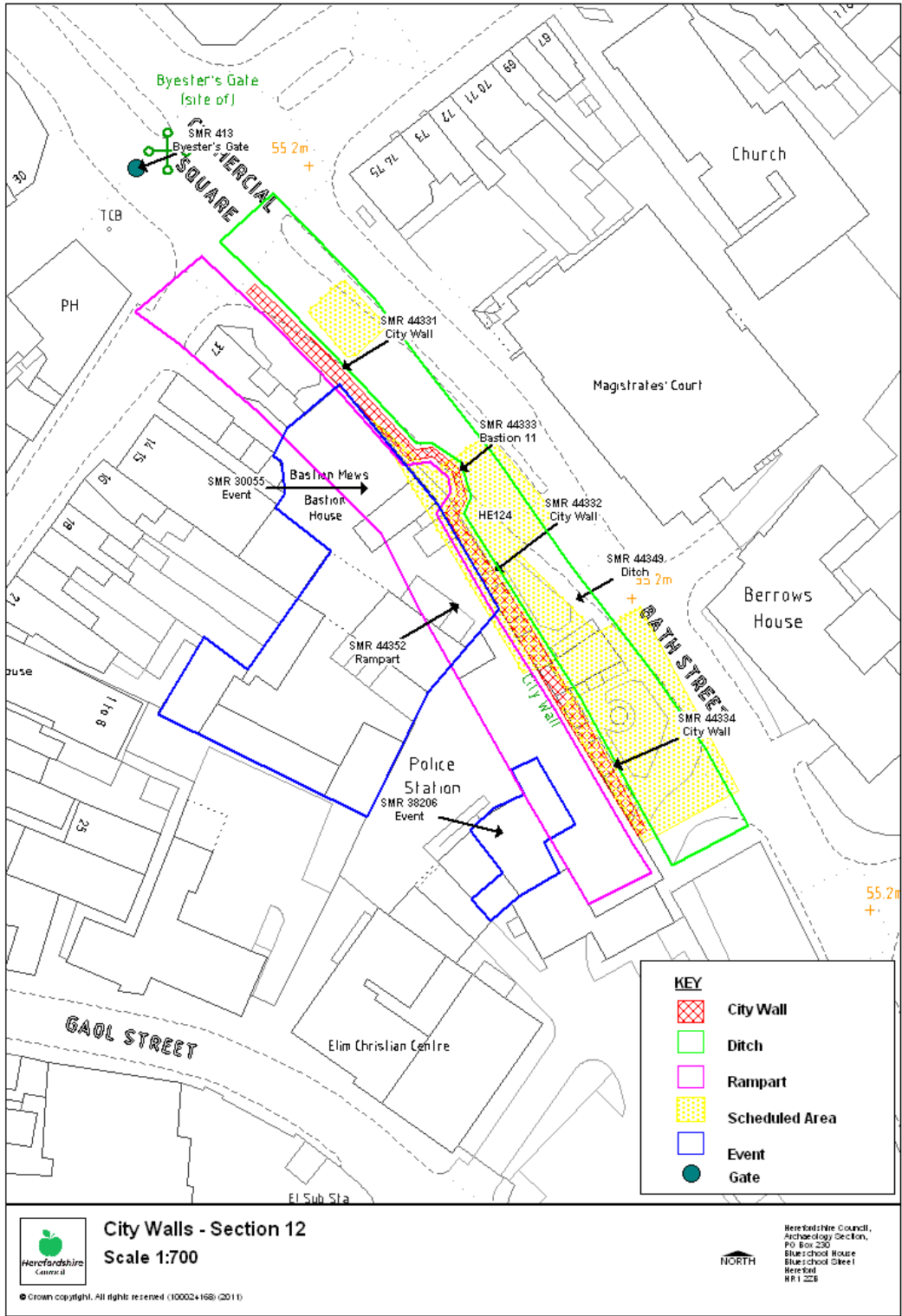
At present this section may be judged to be of medium significance in terms of the monument as a whole by virtue of its standing components, the almost certainly post-medieval origin of the standing fabric being offset by the impressive height of the Bastion Mews wall, which leaves little doubt that 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

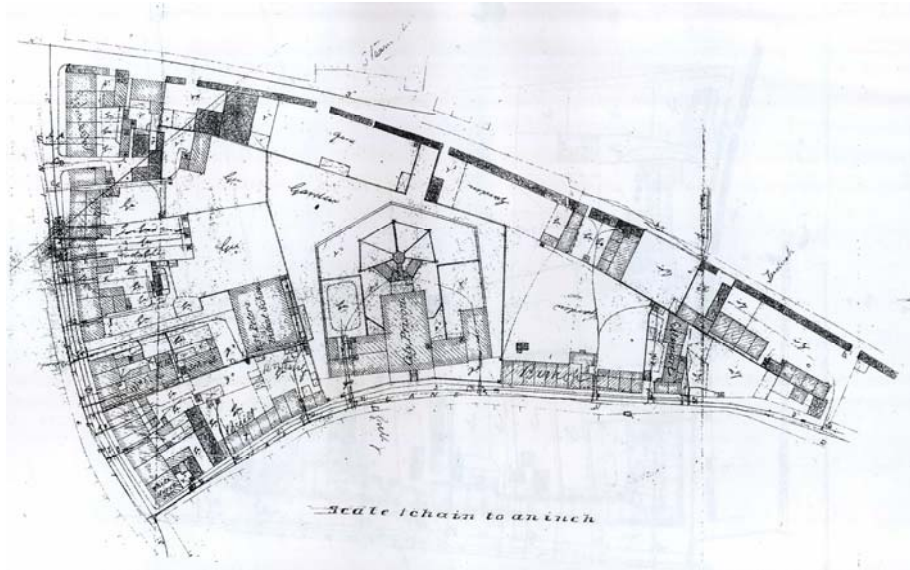
the next section shows that preservation below ground is at least as good as other sections of the northern (12th-century and later) defences and probably far superior to those parts that have been overlaid by the Inner Relief Road of the 1960s.

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.
- The proposed downgrading of the Inner Relief Road offers a great opportunity for the improvement of the setting of the wall. A critical step in the process would be the removal of the electricity sub-station (which shows signs of subsidence cracks over the infilled city ditch).
- The boundaries of the scheduled ancient monument need reviewing in this section.
- It would be difficult to argue that the Bath Street Police Station makes a positive contribution either to the townscape or to the city wall and its setting. Removal, rather than a change of use, should be encouraged in the event of the relocation of the police to premises elsewhere.

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 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 (Grove 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, either by direct re-instatement, 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. A case can certainly be made for re-inscribing the wall-line as a differentiator between the historic city within and the 19th-century suburbs without.

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.

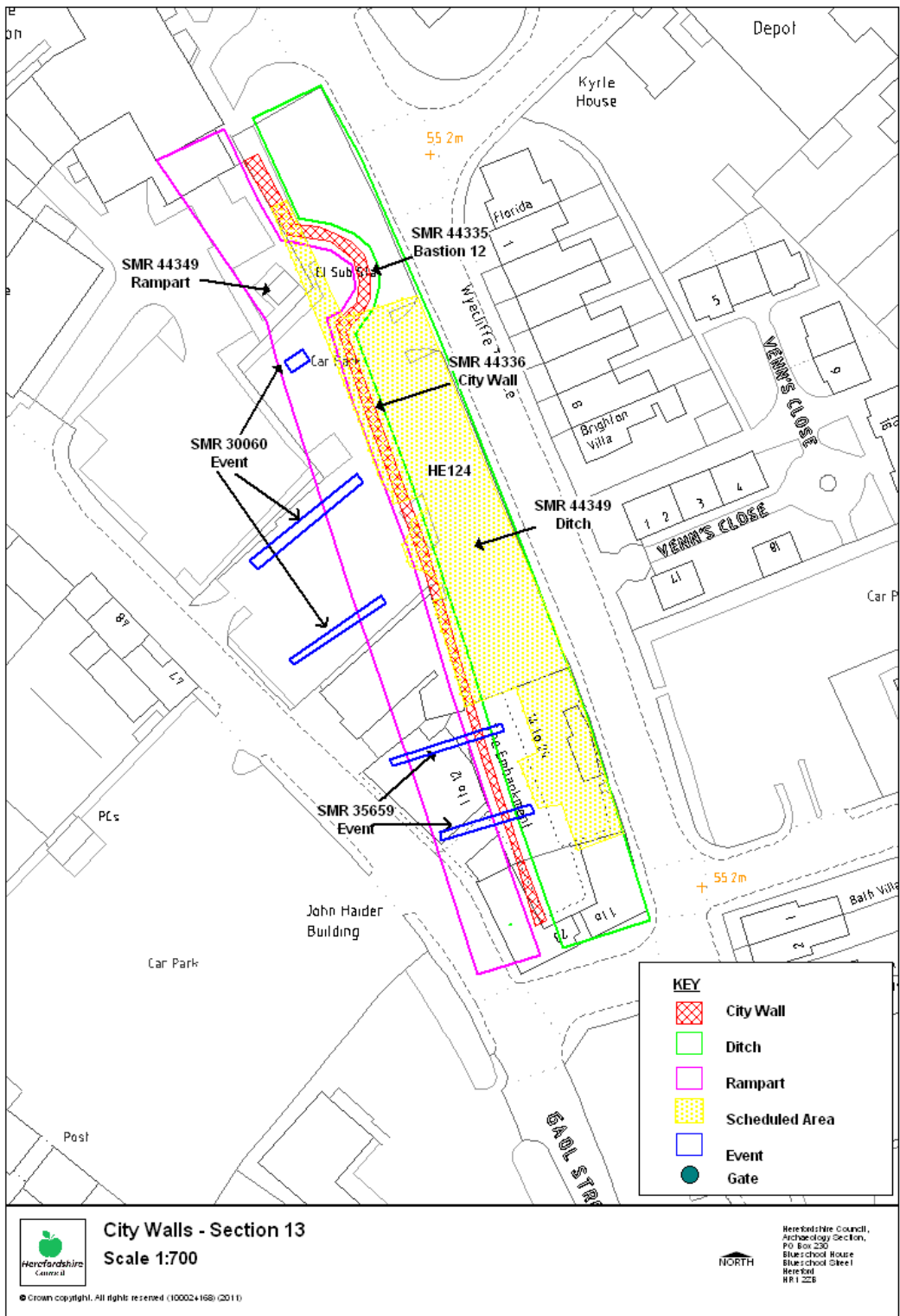
Significance

- 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 (Shoesmith 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

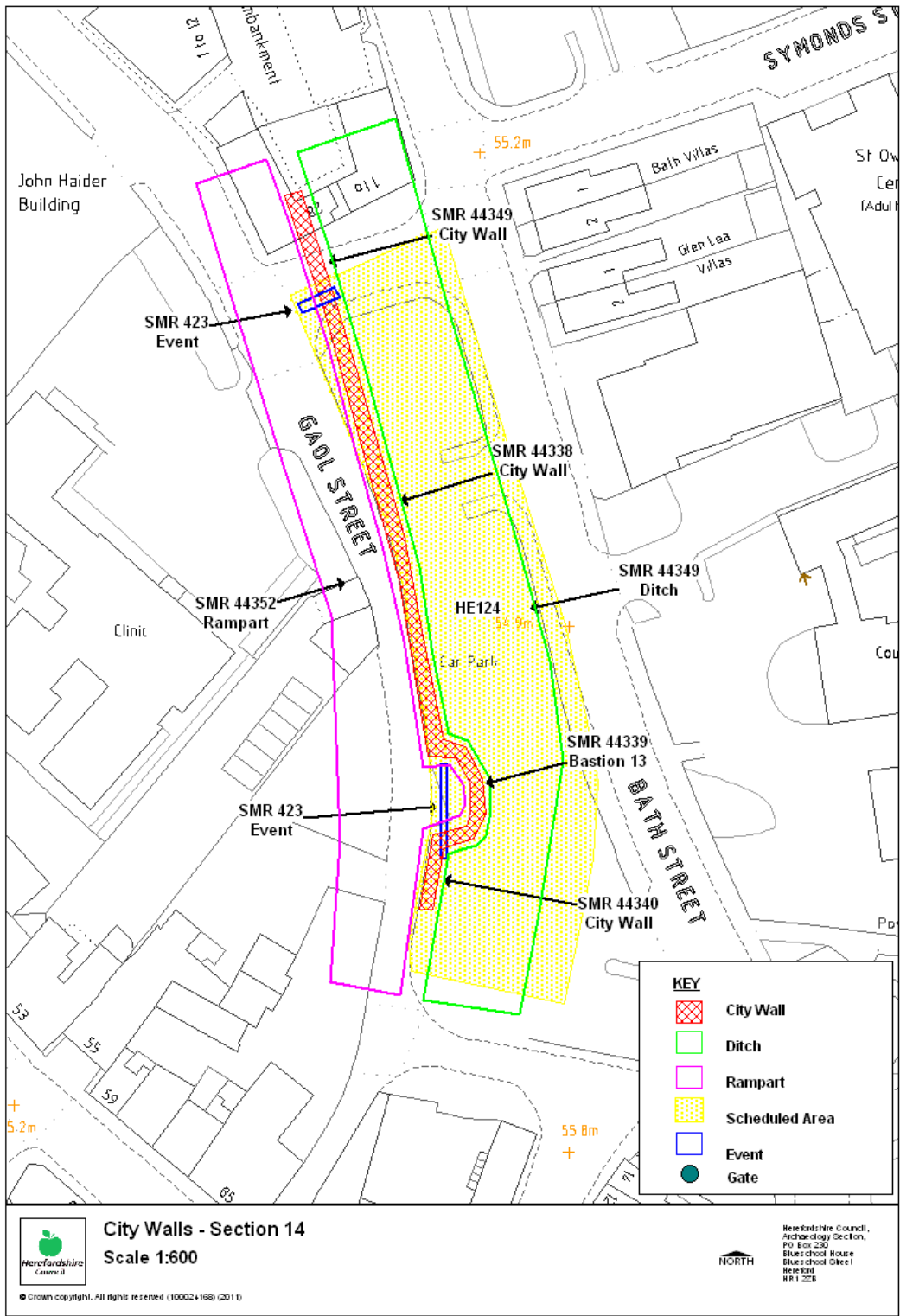
The significance of this section may be assessed as low to medium in the context of the monument as a whole on account of the limited above-ground

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

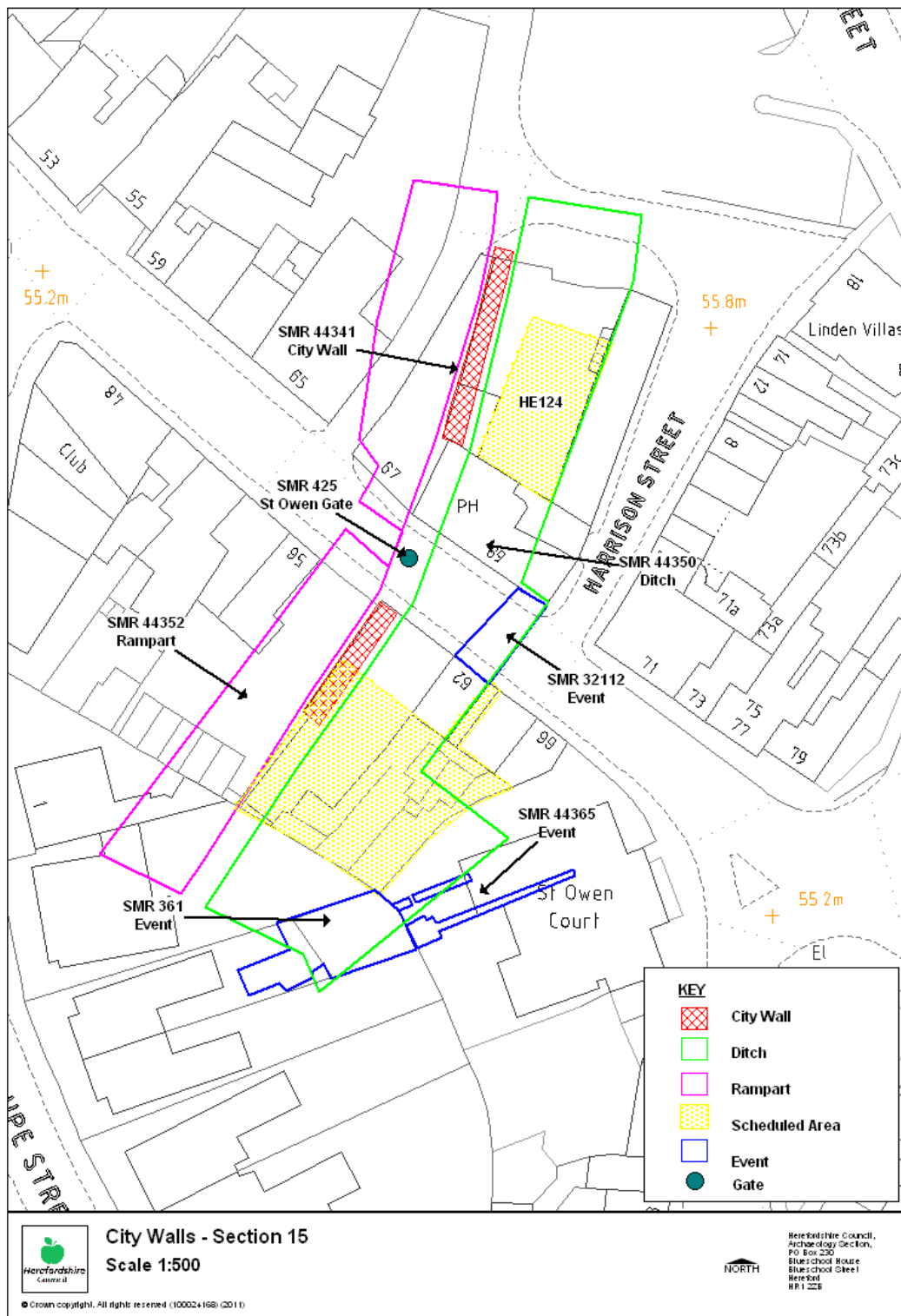
The aesthetic and community significance of this particular section of wall may be assessed as medium to high within the context of the monument as a whole. The significance arises from:

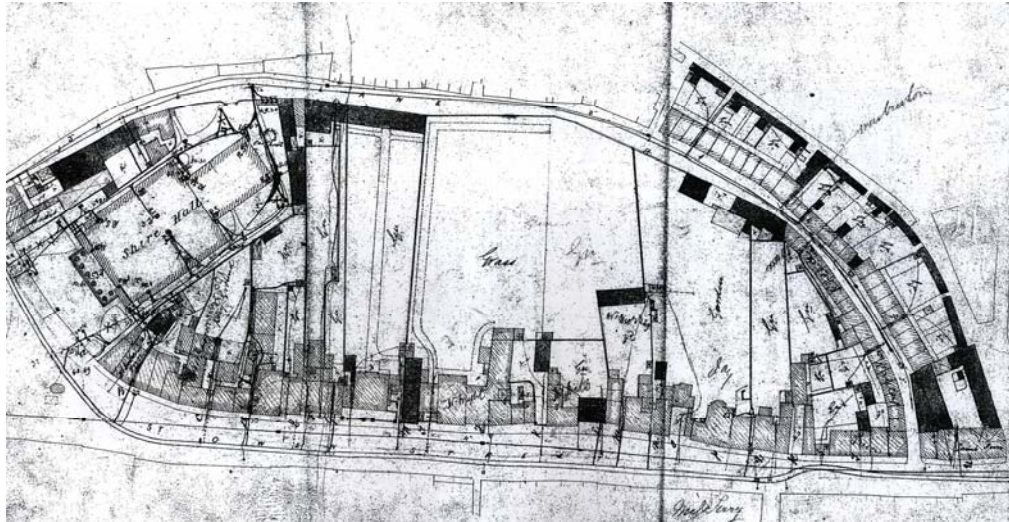
- The virtually full-height survival of the wall in the Barrels yard together with the high quality masonry exclusively found there.
- The display of the city wall within a tight cluster of food-and-drink outlets: the back yard of the Barrels pub; a wall panel in the Jalsagor restaurant opposite; another wall panel in the restaurant in 67 St Owen Street. The latter is actually mistaken in identifying the west (Gaol 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

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 extreme 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.

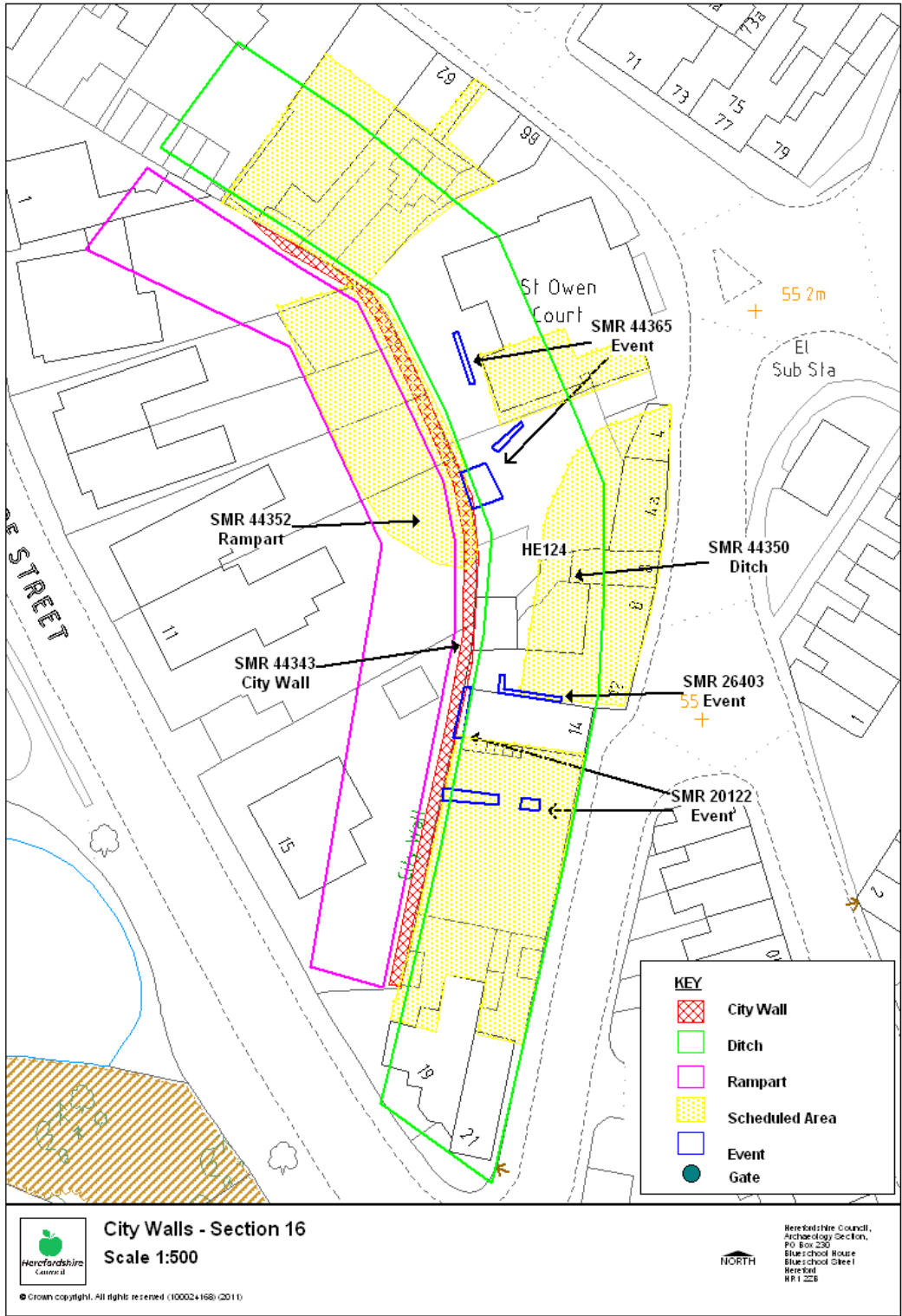
Significance

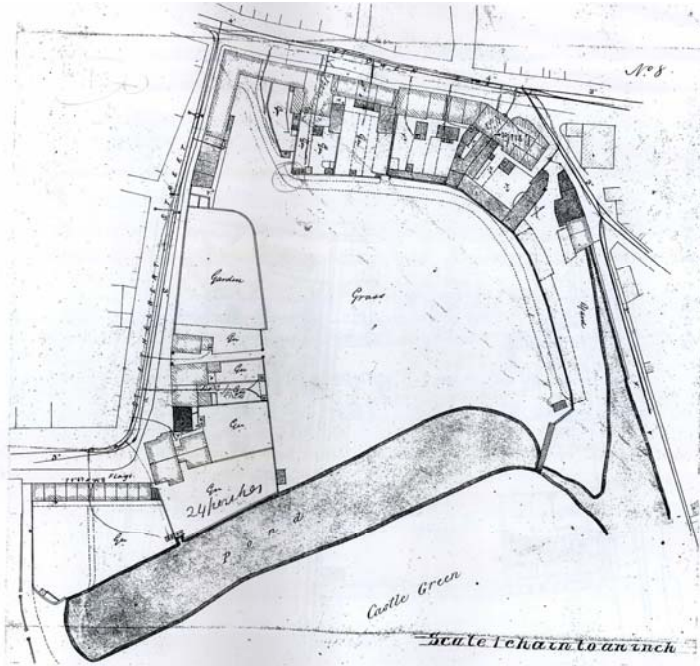
This section is of high significance on several counts. In strictly evidential/archaeological terms its significance is that it is a well-researched sector of the city defences with an excavated sequence spanning the period from before the 10th century to the present day. As an example of a permanently 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

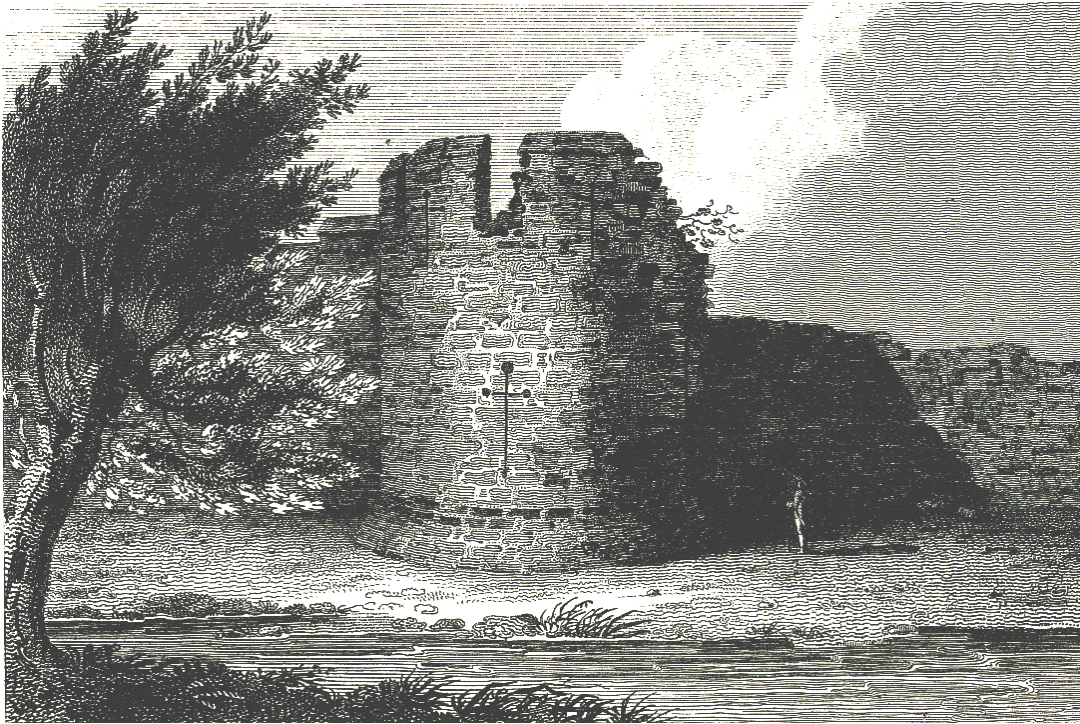




Curley's 1859 MS plan of the wall curving from St Owen Street to Mill Street. The ditch watercourse is shown increasing in width towards its junction with the two arms of Castle Pool, the former moat of Hereford Castle



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 Shoesmith)



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



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 up the west side of St Martin's Street where it formed the rear boundary to the west-side plots. 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.

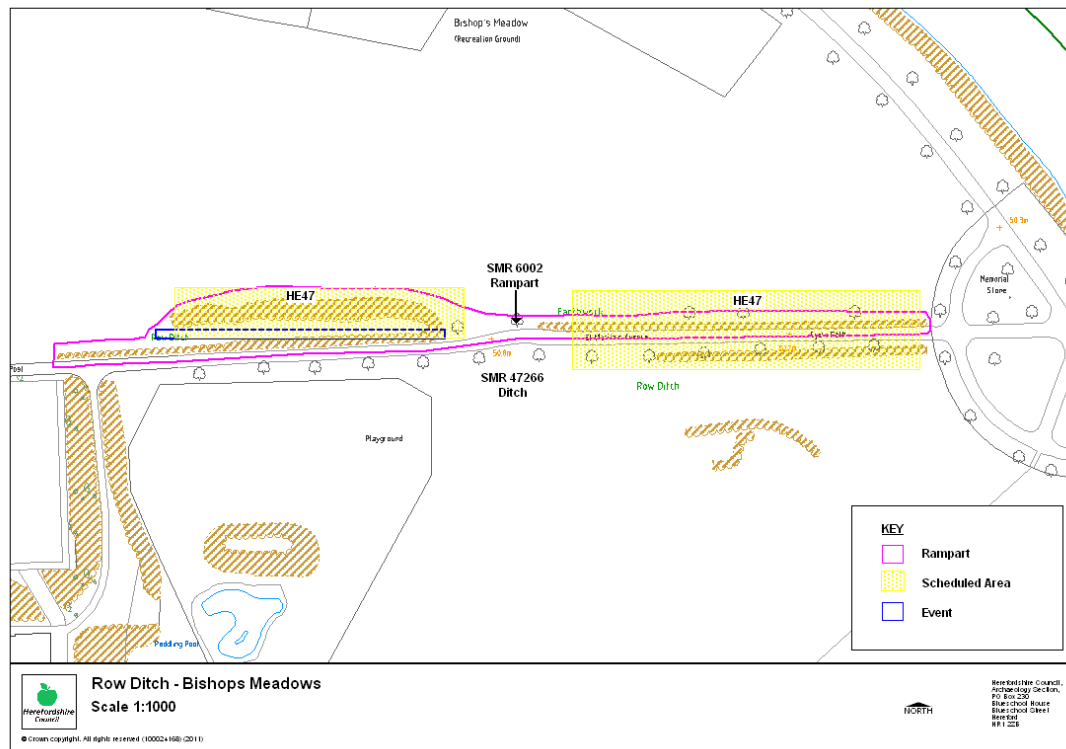
Significance

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



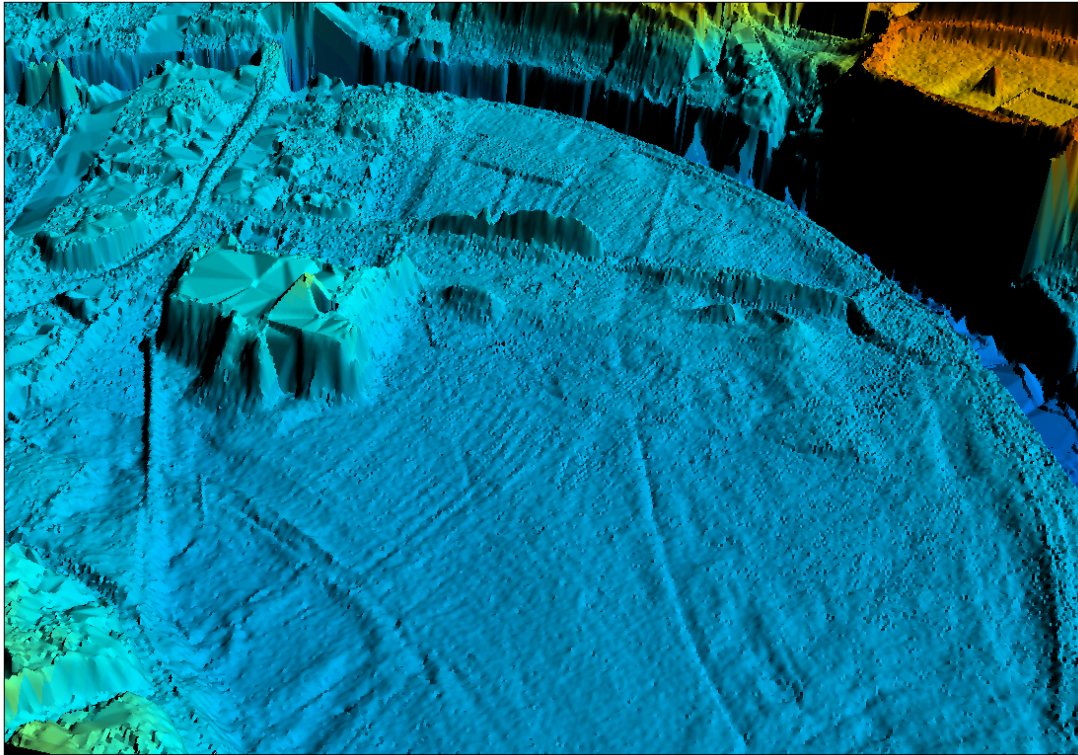
Possible Civil War battery earthwork to the south of the eastern section of the Bishop's Meadow Row Ditch



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, 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

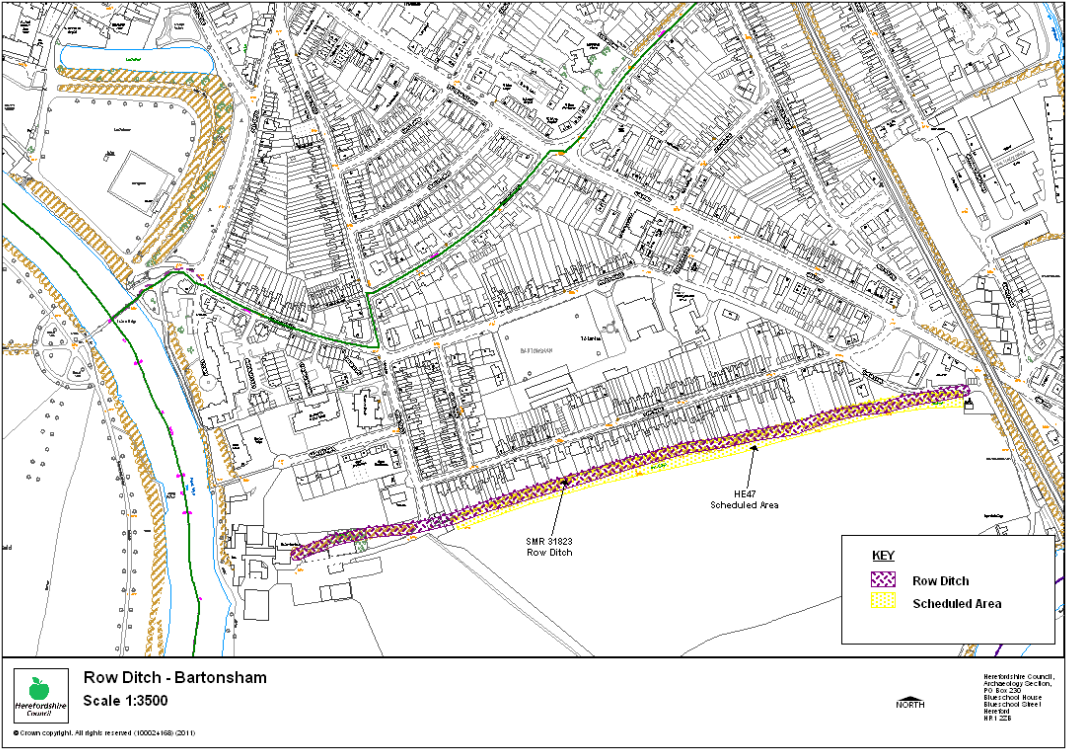
It is difficult to assess the significance of the Rowe Ditch because of the lack of information as to its origins or context. It is nevertheless a substantial linear earthwork that has had a clear role in the definition of a substantial territorial block around the site of Hereford, linking the Eign 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



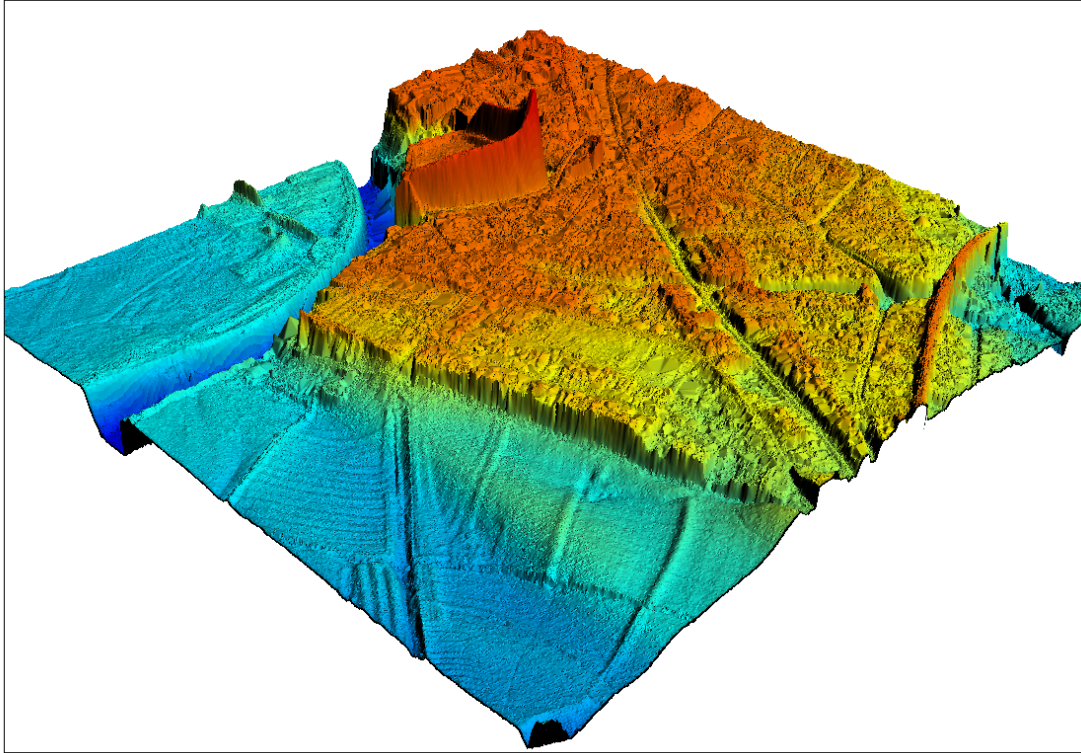
The Bartonsham Row Ditch, looking west from towards the east end of the monument



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)