ARCHAEOLOGICAL ASSESSMENT DOCUMENT

FAREHAM

1. INTRODUCTION

English Heritage has initiated a national series of Extensive Urban Surveys. Several counties have commenced such projects including Hampshire County Council who are undertaking the survey of the small towns of Hampshire and the Isle of Wight. The survey is intended to provide an up-to-date view of the archaeological resource in each of the towns building on earlier surveys (e.g. Hughes, 1976; Basford, 1980) and consists of three phases: Data Collection, Data Assessment and Strategy. The first stage, Data Collection, draws together the accessible history of the town, the archaeological knowledge and historic buildings data. The Data Assessment phase of the survey leads to the production of a report which presents a brief history of the town, (this document is not intended as a definitive history) an analysis of the plan of the town, an assessment of the archaeological and buildings data and the state of modern development resulting in the identification of areas of archaeological importance. Information about the development of the town through the ages, including plan-form analysis and the identified areas of archaeological importance, is also presented in cartographic form at the end of the report. The Strategy phase of the survey, uses the information presented in the Data Assessment combined with current statutory and non-statutory constraints, and present and future planning policy to make recommendations for policies regarding the historic environment. The policies may be incorporated into Local and Unitary Development Plans, become Supplementary Planning Guidance, non-statutory policies, and for use within development control.

2. LOCATION

Fareham lies on the western side of the widening Wallington River approximately 2km from the point the river empties into the north-western corner of Portsmouth Harbour. The town lies on the important east - west route along the south coast between Southampton and Portsmouth, and is approximately 12km from Portsmouth, 15km from Southampton and 29km from Winchester. Other settlements which functioned as market centres in the medieval periods in the area include Titchfield, 4km to the west, Wickham, 6km to the north, and Portchester, 5km to the east.

3. BACKGROUND

ARCHAEOLOGY

Prehistoric

A1   A Pleistocene raised beach was discovered in the late nineteenth century near East Cams Wood. The beach is probably part of a raised beach that stretches along the edge of the South Downs and which includes Boxgrove (ApSimon et al 1977).

     Evidence for prehistoric activity has been recovered from many sites in the landscape around the town. Flint tools and debitage dating from the Palaeolithic, Mesolithic, Neolithic and Bronze Age periods have been found on sites on the eastern side of the River Wallington.

A2   Two Iron Age settlements were discovered on the line of the M27 to the north-east of the town centre. At the eastern-most of the two sites evidence for three circular structures, ditches, gullies and pits were excavated prior to the construction of the motorway (Hughes, 1972).

Romano-British

     A V-shaped ditch was recorded during construction work in the area to the south of the Civic buildings behind the property plots on the western side of High Street. Finds from the ditch included building materials and pottery dating from the late first to the fourth century (Holmes 1975).

A2   A Romano-British settlement site was discovered on the site of the eastern most Iron Age settlement. Stone building foundations, rammed flint yards and pottery were excavated during the construction of the M27. Part of the site was destroyed was by the road construction but the remainder lies untouched on the northern side of the motorway (Hughes 1973).

       There is no known Roman road leading to the settlement but Margary postulated that the Winchester to Wickham road may have continued south to Fareham or Portchester (Margary 1955, 84). The Roman fort at Portchester is the most probable destination of the road.

Anglo-Saxon

       A small excavation in a garden adjoining the southern boundary of the churchyard revealed a mid-Saxon rubbish pit and two ditches which were described as Saxo-Norman. One of the ditches lay approximately parallel to the churchyard boundary and was interpreted as either an earlier phase of the churchyard boundary or a sub-division of a property facing High Street (Holmes 1978).

A3   To the north-east of the town, on the eastern side of Spurlings Road, a number of Anglo-Saxon inhumation burials were discovered near to a chalk quarry (SU50NE 85). It was suggested that the burials were within a Bronze Age barrow but the evidence for the barrow was unclear. A later investigation of the area around the quarry failed to locate any further burials.

A4   It is suggested that there was a cemetery somewhere in the vicinity of Old Turnpike, a road leading to the north-west from Wickham Road, but the exact find-spot is not known. Two cremation urns in the private collection of a local man have been dated to the mid- to late sixth century. There are similarities between these urns and others recovered at an Anglo-Saxon cemetery at Kingsworthy (Chadwick Hawkes, 1968). These urns were not recorded in the County Sites and Monuments Record (SMR).

Medieval

A5   Cams Hall, which stands on the eastern side of the River Wallington to the south-east of the town, is considered to occupy the site of one of the late eleventh-century manors recorded in Domesday Book. The hall that exists on the site was built in 1781, using materials taken from Place House, Titchfield which stood on the site of Titchfield Abbey (Page 1908, 211). Anglo-Saxon and medieval pottery, possibly dating from the thirteenth century, has been recovered from the area of the manor.

A6   On the eastern side of the river to the north-east of the town centre was the medieval hamlet of Wallington. There was a bridge crossing the river at this point as it was probably the lowest crossing point of the river until the construction of the causeway and bridge which carry the Portchester road. It is probable that the bridge at Wallington provided the earliest entry point into Fareham from the east.

Post-medieval

A7   Fareham served as a port in the medieval and post-medieval periods and there were several quays along the western bank of the Wallington River.

A8   Fareham was a centre for brick-making in the post-medieval period with several large brick-works around the town. There were also pottery works near the town.

A9   Post-medieval maps show that there were at least two windmills near the town. One stood on the eastern side of the river to the north of the road to Portchester, and the second was located to the south of Mill Road to the west of Lower Quay.

HISTORY

<u>Anglo-Saxon</u>

It is considered that the parish of Fareham was originally part of the large *parochia,* or area of jurisdiction, of the minster church at Titchfield which was probably founded in the late seventh century (Hare 1976, 10). It is not known when Fareham separated from the Titchfield *parochia* but it is most likely that the division occurred when the estate was granted to the Bishop of Winchester, sometime, but possibly not long before 963x975 when King Edgar confirmed the grant of land at Fareham to the bishop of Winchester (Sawyer 1968, 822; Hase 1994, 66). It is probable that the church was founded at the time of the grant of the estate to the bishopric (Hase 1994, 66) but the only evidence of early work in the building is some long and short work at the north-east angle of north chapel which was formerly the medieval chancel (Pevsner and Lloyd 1967, 219).

The place-name, recorded in the tenth century as *fearnham,* is usually taken to mean 'bracken estate' although a charter of 956 relating to Millbrook (Sawyer 636) refers to a 'brook of the people associated with *fearn*' which may indicate that the first element is derived from a British personal name (Coates 1993, 76).

<u>Medieval</u>

Domesday Book recorded that the manor of Fareham consisted of thirty hides but that King Edward permitted it to be assessed at twenty hides because the estate had suffered from Viking attacks. The recorded population numbered 52 on the main part of the manor and 38 on subsidiary estates. There was a total of five mills and a church (Munby 1982, fol 40c). It is possible that the manors later known as North Fareham and Cams were represented in the smaller land-holdings recorded with the main estate (Page 1908, 212; 214).

There is no evidence for the origin of the borough but it was apparently in existence by 1211-12 when the bishopric Pipe Roll recorded an increment in rental by three burgages (Beresford and Finberg 1973, 118). A list of manors granted by the king to the bishop of Winchester, dated 1284, included *Fareham cum burgo* and was named in association with other known boroughs (Hughes pers comm). The 1301-2 Pipe Roll does not differentiate the borough from the manor in the way that Overton and Alresford boroughs were separately recorded although the Pipe Roll does contain references to burgages as well as messuages (Page 1996). In 1306 the borough made its only return of Members of Parliament when two burgesses represented the town (Page 1908, 211).

There is no record of a grant of a market for the town but the position of Fareham, on a main east-west route and on a navigable river would have made it ideally located to function as a market centre, especially as the *burh* at Portchester failed to develop into a town. It is possible that there was a market in existence in the eleventh century which was not recorded in the Domesday Survey (Hinton 1984, 152). The first record of a market dates from the twelfth century and it has been suggested that it may have been held in the churchyard or at the northern end of the town where early maps show an open area to the north of the church (Hughes pers comm). The market was later held in the southern part of the wide High Street.

Fareham was a free port and was famous as a wine port in the fourteenth century. In 1346 the mayor of Southampton was pardoned after taking 'divers distresses in the name of custom to the great damage of Fareham' (Page 1908, 211). Fourteenth century taxation records appear to indicate that Fareham was a relatively small or, at least, financially poor when compared to other towns in the county. In 1334 the Lay Subsidy levied 16s. 5.5d from Fareham compared to £7. 7. 11 from Titchfield, £6. 8. 6 from Wickham and £8. 5. 6 from Portchester. Fareham actually received the lowest assessment of all the settlements that are recognised as having 'urban' characteristics in the fourteenth century (Glasscock, 1975, 116).

Post-medieval

In the sixteenth and seventeenth centuries the port was primarily used to ship timber, especially timber from Titchfield Park and Fareham Park which was in great demand for ship-building (Page 1908, 211-12), some of which was undertaken in the creek below the town in the sixteenth century. In 1638 the inhabitants of the town were required to provide a ship of 400 tons and 160 men which was to be ready

at Portsmouth within four months (*ibid*, 211). The inlet was also recognised as being a safe harbour which could be used by the navy and a naval hospital was built, possibly near Lower Quay, in the seventeenth century. One of the first possible records of the hospital dates from *c.*1689 when a Captain wrote to the Navy Commissioner that he had sixty sick men ashore at Fareham and so his crew was too depleted to carry out an order from the King (Privett 1949, 34). The building known as the Old Rope-works was formerly a hospital which was built in the late-eighteenth or early nineteenth century.

Sixteenth-century taxation records listed 71 taxpayers in the town, two thirds of which were employed in agriculture (Hughes pers comm) suggesting that Fareham was principally an agricultural settlement. Leland, travelling in Hampshire in the 1530's, described Fareham as a 'fishing village' (Chandler 1993, 208).

Brick-making was to become one of the most important industries of the area from the seventeenth century at least (Page 1908, 211) and by the nineteenth century there were several brick-yards around the town which produced the famous 'Fareham Reds' which were widely distributed throughout the country.

In the eighteenth century Fareham's prosperity increased as it became a popular retirement place for naval officers and this led to the rebuilding or refacing of many of the older properties of the town using the locally produced bricks giving the town a Georgian character. The Georgian appearance of the town has largely survived intact because the 'centre of gravity' of the town shifted to the west in the nineteenth century (Lloyd 1984, 198-9) when there was a population explosion. Between 1801 and 1848 the population increased from a little over 3,000 to over 6,000 (Hughes pers comm).

4. ANALYSIS

PLAN ELEMENTS

Introduction

> Although Fareham is not regarded as one of the bishops of Winchester's new-towns created in the early thirteenth century, the plan of the town has strong similarities to the plans of such new-towns as Overton and New Alresford with a wide main street lying at right angles to an east-west route creating a 'T'-shape, although the earliest crossing point of the river was at Wallington before the construction of the dam which created the mill pond on the western side of the town and also carried the road to the east. The similarities in the layout of Fareham with the bishopric new-towns may suggest that there was some reorganisation in the settlement in the late twelfth or early thirteenth centuries when the bishopric was looking to increase or stabilise income through the creation of boroughs, and may be the time the town gained its borough status. One possible difference between Fareham and some of the other bishopric towns is the position of the church which at Fareham lies on the northern edge of the town and away from the street frontage, although the houses between the church and the street may be a later development, whereas the church often occupies a more prominent position in the plan at Overton and New Alresford. At Overton it appears that the pre-existing church on the northern side of the River Test was used as a focal point for the new main street on the south bank and at New Alresford the church, again thought to pre-date the creation of the borough, stands at the top of the main street and would have over-looked the market place. The way that High Street curves to the north-west may suggest that it followed the line of an earlier route whereas at Overton and New Alresford the main street it relatively straight.

Roads, markets, streets and bridges

> *Market*
> The wide southern end of the High Street would have accommodated the market area which has been encroached upon by a small island of properties. West Street also appears to have

functioned as a market area and buildings that stood in the middle of the street may have originated from market stalls.

Streets

High Street, formerly known as North Street, was the main street of the town and contained the market. West Street is the part of the main road to the west of the junction with High Street. This street was also wide enough to accommodate buildings along the centre and may also have been used as a market area. By the mid-nineteenth century there was only one building remaining in the middle of the road near the junction with Quay Street (Tithe map HRO 21M65/F7/86/3) but earlier pictures of the town show that there had been a greater number of buildings in the street (Privett 1949, opposite 13). Quay Street, known as South Street in the nineteenth century, leads south towards Clarks Quay from West Street.

Hartlands Road was formerly known as Blind Lane. There was hardly any development along this lane until the late nineteenth century when semi-detached houses were built along its south-western side. Portland Street was laid out between 1841 and 1870 as it first appears of the OS 1st Edition 6" map with development along both sides. The line of the street followed the line of an earlier field boundary. The road that is now known as Trinity Street existed in the mid-eighteenth century at least but at that date there was little development along it. Bath Lane was formerly known as Park Lane and was a nineteenth-century development leading to a public bathing-house. The lane was not shown on Milne's map of 1791.

Bridges B1

A grant of the sea mill and Wallington Mill in 1594 recorded that the lessee should build a new mill at or below the site of a bridge called Lady Bridge near a lane called Hollow Lane and should also build a new bridge at, or near, the place where the Lady Bridge stood. There are two bridges across the Wallington River, one carrying the road to Portchester and the other the road to Wallington. It is probable that the bridge at Wallington was the earliest of the two crossing points, providing access to the town from the east. The present-day bridge is a late eighteenth/early nineteenth-century brick structure. It is not known for certain when the dam creating the mill pond, and which was also used to carry the road to Portchester, was built.

There was a bridge near Town Quay which carried the Gosport Road over Gilly Creek in the seventeenth century. In 1637 a man named Robert Briggs was charged with not repairing the bridge at Fareham Quay even though it was his responsibility as he charged quayage (REF).

Property plots

High Street properties B2

Along both the eastern and western sides of High Street are the long, narrow, property plots usually associated with planned development and often with burgage tenure. These plots form the main element of the plan of the town which parallels with the plans of some of the bishopric new-towns of the early thirteenth century (see Introduction above). This may indicate that there was a re-organisation in the properties of the town at around the same date which resulted in the laying out of these plots. Until recently, development along High Street could not be dated by either architectural or documentary sources to any earlier than the sixteenth century (Hughes 1994, 201) but a building on the western side of High Street has now been found to incorporate part of a late thirteenth-century roof structure (E. Roberts pers comm). Further architectural survey of the buildings along High Street could identify more pre-sixteenth-century buildings.

West Street properties B3

Along both the northern and southern sides of West Street there were relatively regular property plots. The properties bear similarities in size to the properties on the eastern side of High Street but there is a little less regularity than within the High Street plots. West Street was the principal street leading to the west from the town and so may have attracted development in the medieval period when the main market area was fully developed. Such

development is also seen in the bishopric new-towns of New Alresford and Overton but the extent of development along West Street in the medieval period is not known. A recent archaeological assessment in the area to the south of West Street and on the western side of Quay Street revealed archaeological deposits that may date to the medieval period, but no evidence for medieval structures was encountered (S. Dean pers comm). At the time of writing the post-excavation process was under-way but had not been completed.

Encroachment properties B4

At the southern end of High Street and in the middle of West Street near its junction with Quay Street, there were small 'islands' of encroachment. Such development is often found in market areas and resulted from stalls in the market place gradually gaining permanence, eventually being replaced by permanent buildings.

Quay Street properties B5

The Tithe map of 1841 (HRO 21M65/F7/86/3) shows relatively small, irregular property plots along both sides of Quay Street leading towards Clark's Quay. Milne's map of 1791 shows that the street was developed by the end of the eighteenth century but there is no detail of the property plots on this map. There are no buildings of pre-nineteenth-century date along Quay Street.

Wallington B6

On the eastern side of the river was the hamlet of Wallington. In the mid-nineteenth century the majority of the properties were arranged along the lane to the north-east from the bridge across the river but there were other properties scattered along the valley side to the south of the core of the settlement.

Medieval Curia (Old Manor House B7)

The 1301-2 Pipe Roll recorded repairs that had been undertaken on the great gate and other gates of the curia, the re-roofing of the hall and lord's chamber, chapel, kitchen and great stables. Three thousand slates were purchased for this work (Page 1996, 227). In 1359 an extent of half the manor recorded that there was a capital messuage which was of no value beyond the upkeep of the buildings (Hughes pers comm). It is possible that the curia occupied the site of the Old Manor House in Wickham Road although Privett considered that the name of this building was mis-appropriated. However, the position of the Old Manor House, near the church and the road towards the bridge to Wallington (see above) would be an appropriate site for a manor. That the curia was in or near Fareham is indicated that in 1355-6 inquisitions were taken at South Fareham, distinguishing it from the manor of North Fareham (Hughes pers comm).

Nineteenth century development B8

In the nineteenth century Fareham expanded rapidly, especially to the west. New development focused on the junction of West Street and Trinity Street and eventually a church, Holy Trinity, was built to serve the growing community.

Buildings

The 1301-2 Pipe Roll recorded the cost of repairing the roof of a 'great barn' (Page 1996, 227). The 'great barn' may have been on the site of the Tithe Barn which stood in the grounds of a house known variously as the Great House and the Old Manor (Privett 1949, 93).

According to the List of Buildings of Special Architectural or Historical Interest there are few surviving medieval buildings in the town. Most of the buildings along High Street are described as dating from the eighteenth or early nineteenth century but the recent discovery of a late thirteenth-century roof structure in a building that was previously thought to be Georgian (E Roberts pers comm) suggests that there may be other earlier structures behind the eighteenth- and early nineteenth-century facades.

Naval Hospital

There was a naval hospital at Lower Quay, possibly by the late seventeenth century. The building known as the Old Rope-works was a hospital building before becoming a rope-walk although it was not the first building to serve as a hospital. The Old Rope-walk was built on reclaimed land in the late eighteenth or early nineteenth century. Human remains have been found to the south of the Old Rope-works and are said to be the bodies of men who died in the hospital but there is no record of burials being discovered in the County SMR.

Churches

St Peter's and St Paul's B9
The only evidence for an early church on the site of the present parish church is some long and short work, characteristic of Anglo-Saxon workmanship, at the north-east angle of the north chapel which was formerly the chancel of the medieval church. The majority of the chancel appears to date from the thirteenth century with some later windows. The north tower was built in 1742 and the nave was rebuilt and enlarged in 1812. A new chancel to the south of the old chancel was added in 1888 (Pevsner and Lloyd 1967, 218-9).

Holy Trinity B10
Holy Trinity was built between 1834-7 at what was the western end of the town (Pevsner and Lloyd 1967, 220-1) and a district was assigned to it in 1835 (Page 1908, 215).

Quays

There were at least four quays associated with the town by the post-medieval period. To the south of the town centre and at the southern end of Quay Street was Upper Quay (B11), also known as Clark's Quay in the nineteenth century. Down-stream from Clarks Quay were Town Quay and Lower Quay which lay adjacent to each other on the western bank of the estuary. Further to the south was Salterns Quay. There is also a seventeenth-century reference to a quay called Fareham Quay. Town Quay was built in the late eighteenth century. The owner of Lower Quay objected to the building of the new quay and employed men to destroy the quay whilst it was being constructed. The townsmen appealed to the Bishop of Winchester to confirm their right to have a quay that was free from toll, as they were accustomed to have. An enquiry found that the townsmen's claims were justified and the quay was built (Privett 1949, 28). By the mid-nineteenth century there was very little development at Saltern's Quay which may have been predominantly used for the shipping of the products of the near-by Salterns Brick Yard.

Wharves were also recorded near the Sea Mill, in the seventeenth century (Hughes pers comm). The Sea Mill probably stood near the road towards Portchester. No mill is shown on Milne's map of 1791 but a mill called Fareham Mill was shown on mid-nineteenth-century maps. In 1785, during the disagreement over the construction of Town Quay, the townsmen claimed that a quay had formerly stood before the mill of the bishop which stood upon the side of the highway (Privett 1949, 28). It may be that there were earlier quays along the river immediately to the east of the town centre but that gradual silting of the estuary prevented shipping travelling as far up the river and so new quays were built to the south of the town. The bishop's mill was a tide-mill with a causeway which would have allowed the impounding of the water at high tide. The construction of the causeway would have result in the blocking of the river upstream to shipping.

Park (Not on map extent)

There was a park associated with the estate which was first mentioned in 1279 when it was recorded that it had been broken into (Page 1908, 212). In 1301-2 it was recorded that 96 perches in the park had been enclosed by hedges and the palisade by the sewer had been repaired (Page 1996, 227). The park was leased to Sir Thomas Wriothesley, who built Park Place on the site of Titchfield Abbey, in 1541. The park was bounded on the west by the

River Meon directly opposite the site of Titchfield Abbey and was shown on an early seventeenth-century map of Titchfield (HRO 142M83/1).

Mills

Watermills B12
Domesday Book recorded five mills on the all the estates recorded at Fareham but only two on the main part of the manor (Munby 1982, fol 40c). The 1301-2 Pipe Roll recorded three mills; the Sea-mill, the Mill of *Hok* and Wallington Mill, all of which were in the hands of the bishop (Page 1996, 224). Two mills were recorded on the manor in seventeenth century; Wallington Mill and the *Tyde* or Sea Mill (Page 1908, 210). It is possible that the Sea Mill stood near the road to Portchester where a mill called Fareham Mill stood in the mid-nineteenth century. The location of Wallington Mill is not known but it is probable that it was near the hamlet of Wallington.

Windmills (See Map A)
To the south-west of the town is a lane called Windmill Lane which leads to the west from Lower Quay. A map of Fareham, produced for the purposes of the Public Health Act shows a windmill towards the north-east corner of the triangle formed by Mill Road, Redlands Lane and Gosport Road. Another windmill was shown standing on the eastern side of the Wallington River, to the north of the road to Portchester, on a map of 1791.

Tannery (not on map extent)

The OS 1st Edition map of 1870 shows a tannery at Wallington. The tannery stood on the western side of a small leat or stream that fed into the Wallington River.

Brick-making (See Map A)

Brick-making was an important industry in the area around the town and the 'Fareham Reds' were widely distributed and were used in the construction of The Albert Hall (Lloyd 1984, 198). The 1870 OS 1st Edition 6" shows brick-works and brick-fields along Windmill Lane and Redlands Lane to the south-west of the town, a large brick-works near Salterns Quay to the south, and another, Furzehall Brick Works to the north of the town.

Salt-making

Nineteenth-century maps mark areas where it is probable that salt was produced, for example, to the north and south of Salterns Quay (labelled on Map A) there are roughly rectangular areas on the shore that had raised banks along the shore-line which represent evaporating bays where sea water was held to evaporate during the summer leaving concentrated salt-water which would have then been boiled in nearby salt-houses. A map produced *c.*1848 marks these areas with hatching which was the symbol often used to indicate salterns. It is not known when salt production began in the area which would have almost certainly provided locations suitable for the construction of evaporating bays but it is suggested that settlements such as Fareham would have exploited marine resources such as salt from the Saxon period (Hinton 1994, 37). However, salt does not appear as a product being produced in any quantity worthy of recording in the 1301-2 Pipe Roll and no tenant paid their rent in salt at that date (Page 1996).

Pottery production

It is possible that potters were working in the vicinity of the town in the medieval period although there are no known production sites in the immediate locality. The 1301-2 Pipe Roll mentioned a man called Richard le Crok' which may be a shortened form of Crokere, meaning potter but it is not known if the name was derived from his trade or whether it was simply a family name. In the same Roll, the account recorded the sale of clay so it is clear

that the resource has been exploited since the fourteenth century at least (Page 1996, 223; 226).

In the post-medieval period there were potteries at Wallington on the eastern side of the river, and to the north-west of the town. These potteries are both shown on the 1st Edition 6" map of 1870 together with their clay pits.

Rope-making

The OS 1st Edition map of 1870 marks the area between Lower Quay and Salters Quay as 'Ropewalks Fields'. Near this area was a rope-walk which occupied the former naval hospital (Moore 1984, 25). The building survives and is, at present, being converted into housing.

Railway B14

In 1841 Fareham was linked to the rail network when the London to Southampton line was extended from Eastleigh *via* Botley by the London and South-Western Railway Company. The line passed through a tunnel to the north-west of the town but structural problems led to the closure of the tuneel in 1904 and rail traffic was diverted. In 1848 the line was extended through Cosham to Portsmouth and resulted in the building of the viaduct which severs the town from the river. A line along the Meon Valley was opened in 1903 and closed in 1955 (Burton and Musselwhite 1991).

5. RECENT DEVELOPMENT

Fareham has expanded rapidly over the last thirty years but the High Street has been left relatively untouched with only small-scale development. The area on the northern side of West Street has been subjected to massive redevelopment with the creation of a large shopping centre. To the north of this area there has also been some significant developments including the Council Offices, multi-storey car-park and an entertainment venue. New roads have also been built including the Eastern Way that runs parallel to the railway line across the southern edge of the town. Wallington Way cuts across the reclaimed area of the estuary of the Wallington River on the eastern side of the town centre. The construction of such a road could have had a severe impact on any structures that lay within or adjacent to the river, for example, mills, quays and bridges.

6. IMPORTANCE AND POTENTIAL

CRITERIA FOR THE AREAS OF ARCHAEOLOGICAL IMPORTANCE AND POTENTIAL

Introduction

The primary aim of the Data Collection and Data Assessment phases of the project is to enable the identification of areas of archaeological importance within each town to inform the Strategy phase of the project. Four such areas of importance have been defined, and the criteria for these are briefly described below. Although they are all described in this introduction, not all towns will have areas within each of these categories.

Levels of Archaeological Importance

The levels of importance are Areas Comprising Nationally Important Remains; Areas of High Archaeological Importance; Archaeologically Important Areas; and Areas of Limited Archaeological Importance.

As additional archaeological information becomes available, and a greater understanding of the archaeological resource of the town is achieved, it is possible that some areas will be re-assigned to different levels of importance.

Areas Comprising Nationally Important Remains
Areas of identified nationally important archaeological remains, whose location, character and importance have been demonstrably established. These remains merit physical preservation in situ. The criteria used to assess national importance are set out in Annex 4 of the Secretary of State's non-statutory guidance note PPG16, and are briefly noted below.

- Period
- Rarity
- Documentation
- Group Value
- Survival/Condition
- Fragility/Vulnerability
- Diversity
- Potential

This category will include Scheduled Ancient Monuments.

Areas of High Archaeological Importance
Areas considered to include other important archaeological remains, whose location, character and importance are inferred from observation, research and interpretation. Those remains are likely to merit preservation *in situ.* Where preservation is not justified appropriate archaeological recording will be required.

Areas of High Archaeological Importance may:

- Contain well preserved, archaeological deposits which may not be of national importance, but which are of importance to the understanding of the origins and development of the town;
- Be areas where the destruction, without archaeological record, of well preserved archaeological deposits means that the last surviving elements have an increased value for the understanding of the origins and development of the town;
- Have been identified as having significant water-logged deposits;
- Have a high number of existing medieval buildings. The survival of medieval buildings may also indicate that there is well preserved stratigraphy beneath the building;
- Be areas which are thought to have High Archaeological Importance due to their proximity to other, recognised, plan elements even though there is little direct evidence to indicate high importance. For example, the area around an isolated church which may have been the focus for earlier settlement may be defined as an Area of High Archaeological Importance.

It is possible that areas that areas of High Archaeological Importance may, through further archaeological or documentary work, be shown to include Nationally Important Remains.

Archaeologically Important Areas
Areas considered to contain archaeological remains of some importance. Where these remains cannot be preserved *in situ,* they are likely to require appropriate archaeological recording.

Such areas:

- Are significant elements in the plan but where there has been a moderate level of modern development or cellaring;

- Have had little archaeological work undertaken within them but cartographic or documentary sources suggest that they may have been within the historic core of the town or areas of important suburban development.

Surviving archaeological deposits in Archaeologically Important Areas will probably have a relatively high density but, due to pressures of development over many centuries, there may be a high level of fragmentation.

Areas of Limited Archaeological Importance
Areas considered to include archaeological remains of a character unlikely to provide significant information, or archaeological remains whose integrity has been severely compromised by development. These remains may require appropriate archaeological recording if threatened by development.

Areas of Limited Archaeological Importance may:

- Have a good survival of archaeological deposits, but where there is likely to be a low density of archaeological features;
- Be areas with significant modern development resulting in limited archaeological importance, either due to the scale of development or due to the limited nature of the archaeological resource before development;
- Be areas where the current hypothesis supports only a limited possibility of encountering archaeological remains.

THE POTENTIAL OF FAREHAM

Areas of Archaeological Importance

Areas Comprising Nationally Important Archaeological Remains

No areas within the historic core of the town have been recognised as Areas Comprising Nationally Important Archaeological Remains.

Areas of High Archaeological Importance

The majority of the property plots along both sides of the High Street, including the church and churchyard, are Areas of High Archaeological Importance. Within these areas evidence for the apparent planning of the town, possibly in the thirteenth century, the trades and industries undertaken in the town, and the status of the properties may be recovered through archaeological excavation. It is also possible that evidence for earlier phases of settlement from the Romano-British period onwards may also survive. Although the general appearance of the buildings along High Street is Georgian, there is a significant number of surviving medieval buildings that have been re-faced in the eighteenth and early nineteenth centuries which add to the archaeological importance of the areas. There has been a moderate level of cellaring along the High Street, but excavations on sites with cellars in other towns have shown that valuable archaeological deposits can survive between and behind the cellars.

Archaeologically Important Areas

The areas along the southern side of West Street as far as Portland Street are Archaeologically Important Areas. Some of the buildings within the area at the southern end of the High Street may incorporate elements of medieval buildings but there has been a greater level of development in these areas. A recent archaeological assessment in the area to the west of Quay Street has shown that archaeological deposits do survive near the street frontage although there were cellars set back from the frontage.
The areas around the quays are Archaeologically Important Areas. The date and sequence of the development of the quays is an important issue to be addressed in the understanding of the town. Around the quays evidence for industrial activity may survive and there is the possibility that water-logged deposits containing organic artefacts may also survive. (Although only Upper Quay is shown

on Map D, the areas around Town Quay, Lower Quay and Salterns Quay are included as Archaeologically Important Areas).

The valley of the River Wallington to the east of the town centre is an of Archaeologically Important Area. Much of this area formed the mill-pond for the bishop's mill but the date of the construction of the mill is not known. It may be that earlier phases of quays, possibly even dating back to the Romano-British period, survive upstream from the site of the mill which is probably of medieval origin. The mill pond was partly formed by a causeway which also carried the road towards Portchester. The causeway and site of the mill as shown on nineteenth-century maps also lie within the of Archaeologically Important Area. There has been a significant level of road building in this area which may have had an impact on archaeological deposits.

Areas of Limited Archaeological Importance

There is one small Area of Limited Archaeological Importance on the southern side of West Street which includes the museum. The museum building stands of the site of a late medieval farmhouse which was probably outside the recognised area of medieval development in the town but evidence for the origins of the farm and its associated buildings may survive.

Research Framework

- The nature and extent of Romano-British and Middle Saxon settlement near the church.
  It appears that the area of higher ground on which the church stands was a focus for settlement from the Romano-British period at least. However, the nature and extent of settlement in this area is not understood. Of particular importance is the slight evidence for Middle Saxon settlement which is, more often that not, absent from many of the towns of the county.

- The location of earlier quays along the estuary of the Wallington River.
  The location, date and sequence of development of quays along the river frontage is a key element in gaining an understanding of the development of the town and its recorded port status in the medieval period. It is recorded that there were wharves near the bishop's mill which probably stood alongside the road to Portchester, but it is possible that there were earlier wharves or quays to the north of this road and south of the bridge to Wallington.

- The location of mills
  The exact location of the medieval mills is not known. There was a mill called Wallington Mill which suggests that it was near the hamlet of Wallington, possibly near the nineteenth-century tannery, and the origin of the mill alongside the Portchester road is not known.

- The layout of the town, especially the High Street.
  The plan of the town has strong parallels with some of the bishopric towns created in the late twelfth and early thirteenth century i.e. A wide main street to accommodate the market lying at right angles to a main route. However, Fareham was not a newly founded town at that period and there is no suggestion that there was a shift from an earlier settlement as is suggested at Overton. Therefore it may be that there was a reorganisation of the settlement but, at present, there is no archaeological evidence to indicate the date of development of the property plots on High Street.

7. SOURCES

DOCUMENTARY

Details of the finances and administration of Fareham, a bishopric manor, are recorded in the bishopric Pipe Rolls. Few of the rolls have been transcribed or translated and so it is possible that important information about the town awaits to be discovered.

The author of the present work was given access to the research notes collated by Michael Hughes during preparation for his *Small Towns of Hampshire* (1976). Some of the facts contained in the notes were unreferenced and so such items are referred to in this text as Hughes pers comm.

MAPS AND PLANS

*c.*1610 An old map of a portion of the ancient parish of Titchfield (HRO 142M83/1)
          (Also published in Minns 1906)
1791   Milne's map of Hampshire
1841   Tithe Apportionment map HRO 21M65/F7/86/3
1848   Plan of the town of Fareham and Wallington Shewing (sic) the proposed area for the
          purposes of the Public Health Act
1870   OS 1st Edition 6" map Sheet 75

BIBLIOGRAPHY

ApSimon, A., Gamble, C. 1977 'Pleistocene Raised Beaches on Ports Down, Hampshire' in
    & Shackley, M.   *Proceedings of Hampshire Field Club and Archaeological Society*
                                33, 17-32
Basford, H.V.   1980 *The Vectis Report* Isle of Wight County Council
Beresford, M. &   1973 *English Medieval Boroughs: A hand list* David and Charles
    Finberg, H.P.R.   Newton Abbot
Chadwick Hawkes, S.   1968 'Anglo-Saxon Urns from Fareham' in *Proceedings of Hampshire
                              Field Club and Archaeological Society* **25,** 51-59
Chandler, J. [Ed]   1993 *John Leland's Itinerary Travels in Tudor England* Sutton
                              Publishing Stroud
Coates, R   1993 *The Place-Names of Hampshire* Ensign Southampton
Glasscock, R.E. [Ed]   1975 *The Lay Subsidy of 1334* London
Hare, M.   1976 'The Anglo-Saxon Church of St Peter, Titchfield' in *Proceedings
                              of Hampshire Field Club and Archaeological Society* **32,** 5-48
Hase, P.H.   1994 'The Church in the Wessex Heartlands' in Aston, M. and Lewis,
                              C. [Eds] *The Medieval Landscape of Wessex* Oxbow Monograph
                              46 Oxbow Books Oxford pp47-81
Hinton, D.   1984 'The Towns of Hampshire' in Haslam, J. [Ed] *Anglo-Saxon Towns
                              in Southern England* Phillimore Chichester
Holmes, A.G.   1975 'Evidence of Romano-British Settlement in Fareham' in *Rescue
                              Archaeology in Hampshire* **3,** South Hampshire Archaeological
                              Rescue Group 43-58
Holmes, A.G.   1978 'Excavations at 33 High Street, Fareham, Hampshire' in *Rescue
                              Archaeology in Hampshire* **4,** South Hampshire Archaeological
                              Rescue Group 44-59
Hughes, M.F.   1972 'M27 South Coast Motorway Rescue Excavations of an Iron Age
                              site at Wallington, Military Road, Fareham' in *Rescue
                              Archaeology in Hampshire* **2,** South Hampshire Archaeological
                              Rescue Group
Hughes, M.F.   1973 'Romano-British site, M27 Contract 2 Paradise Lane,
                              Wallington' in *South Hampshire Archaeology Research Group
                              Newsletter* **9,** August 3-4
Hughes, M.F.   1976 *The Small Towns of Hampshire. The Archaeological and
                              Historical Implications of Development* Hampshire
                              Archaeological Committee
Hughes, M.F.   1994 'Towns and Villages in Medieval Hampshire' in Aston, M. and
                              Lewis, C. [Eds] *The Medieval Landscape of Wessex* Oxbow
                              Monograph 46 Oxbow Books Oxford pp195-212
Lloyd, D.W.   1984 *The Making of English Towns* Gollancz

Margary, I.D.	1955	*Romans Roads in Britain* Phoenix House London
Minns, G.W.	1906	'Remarks on an old map of a portion of the ancient parish of Titchfield' in *Proceedings of the Hampshire Field Club and Archaeological Society* **5** part 2 203-209
Moore, P. [Ed]	1984	*A Guide to the Industrial Archaeology of Hampshire and the Isle of Wight* Southampton University Archaeology Group
Munby, J [Ed]	1982	*Hampshire Domesday Book* Phillimore Chichester
Burton, L. & Musselwhite, B.	1991	*An Illustrated History of Fareham* Ensign Publications
Page, W. [Ed]	1908	*Victoria History of Hampshire and the Isle of Wight* **3,** Archibald Constable London
Pevsner, N & Lloyd, D.	1967	*Hampshire and the Isle of Wight* The Buildings of England Penguin Harmondsworth
Privett, G.L.	1949	*The Story of Fareham* Wykeham Press Winchester
Sawyer, P.H. [Ed]	1968	*Anglo-Saxon Charters* Royal Historical Society London

8. ABBREVIATIONS

c.	*circa,* about
Ed	Editor
nd	No date of publication given
NGR	National Grid Reference
OD	Ordnance Datum
OS	Ordnance Survey
pers comm	personal communication
PPG	Planning Policy Guidance
SMR	Sites and Monuments Record