ARCHAEOLOGICAL ASSESSMENT DOCUMENT

PORTSMOUTH

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. . English Heritage has commissioned Wessex Archaeology to undertake an archaeological assessment of the Royal Dockyards of Portsmouth which will describe the military areas of Portsmouth and Gosport. Consequently these areas have been omitted from this project. 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, non-statutory policies, supplementary guidance and for use within development control.

2. LOCATION

The medieval town of Portsmouth lay at the south-western extremity of Portsea Island, an island barely separate from the mainland and bounded by Portsmouth Harbour to the west and Langstone Harbour to the east. Modern-day Portsmouth now occupies most of Portsea Island and has subsumed many once separate settlement centres such as Kingston and Fratton, leaving a generally undeveloped strip along the eastern edge of the island. The Old Town is approximately 10km from Havant and 30km from Southampton. The town lies on alluvial gravels.

3. BACKGROUND

ARCHAEOLOGY (Map A)

Introduction

> Portsmouth City Council maintains a Sites and Monuments Record (SMR) for the Unitary Authority area. Hampshire County Council also holds some records of archaeological sites, finds and historic buildings in the Portsmouth area in the County SMR. Both databases have been used to inform this study.

Prehistoric

A1   Palaeolithic artefacts have been recovered from several sites on Portsea Island including a series of tools found during the digging of a number of 1914-1918 war graves within the cemetery near Milton (HCC SMR).

Neolithic and Bronze Age material has been found in many locations on Portsea Island and on the islands and mud flats in both Portsmouth Harbour and Chichester harbour. Two hoards of bronze artefacts have been recovered from the area to the north-east of the historic core of the town near the hospitals of St Mary's and St James (HCC SMR).
At least fourteen Iron Age coins have been found on Portsea Island although the find spots of these coins are not known (HCC SMR). It is possible that some of the coins came from a

hoard. Alternatively, they may represent evidence of trading and indicate the potential for evidence of Iron Age settlement.

Romano-British

A2   The principle site of Roman activity in the area of Portmouth Harbour was the Saxon Shore fort at Portchester, possibly the *Portus Adurni* of the fifth century *Notitia Dignitatum* (Cunliffe 1975, 430-1). Excavations have shown that the first Roman activity on the site dated from the mid-first century AD and that the fort was constructed in the late third century when the masonry wall and series of towers was built within a double ditch system (Cunliffe 1975). It is presumed that the shore forts of late Roman date also functioned as fleet bases although there is little evidence for port facilities at any of the shore forts (Esmonde Cleary 1989, 16). If there was a port associated with Portchester, it is possible that the sands ands silts of Portsmouth Harbour could contain evidence for the port as well as the remains of vessels.

A3   On Hayling Island, to the east of Portsea Island, an Iron Age and Roman temple site was excavated in the late nineteenth century and re-excavated during the 1970's. The Iron Age phase of the site dated from the early – mid-first century BC and probably continued in use after the Roman Conquest in AD 43. The temple was replaced by a large stone temple in *c.* AD 60-70 (King and Soffe 1994).

      A number of Roman coins have been recovered from the historic core of the town which may suggest that there was activity if not settlement at the south-western extremity of the peninsula during the Roman period. No definite settlement sites have been identified on Portsea Island to date.

Anglo-Saxon

A2   It is probable that Portchester Castle continued to be the primary focus of the harbour during the Anglo-Saxon period. Portchester became a possession of the Church before being exchanged with the Crown for the royal manor of Waltham (later Bishop's Waltham) in the early tenth century (Sawyer 1968, 372). Portchester Castle became part of the system of burhs, a defensive network intended to provide protection against Danish raids. Excavations within the castle have revealed evidence for high status occupation within the castle during the later Anglo-Saxon period (Cunliffe, 1976).

      There is no recorded archaeological evidence for settlement in the immediate area of the historic core of the town of Portmouth.

Medieval

      Several archaeological excavations in the historic core of Portsmouth have revealed evidence for medieval settlement despite the large number of cellars encountered. Excavations in Highbury Street and Cathedral Green revealed the remains of complex urban deposits associated with the development of the medieval and post-medieval town. To the north-west of the town centre, on the site of the power station, excavations encountered nineteen inhumation burials. The burials were probably associated with a chapel that had stood in this area of the town (see St Mary's Chapel, below). Excavations near the Garrison Church found remains of the hospital buildings of *Domus Dei* (Portsmouth SMR).

A4   There were settlements to the north of the medieval town from the eleventh and twelfth centuries at least. Kingston was a relatively small linear settlement along the north-south road now known as Kingston Road and Fratton Road. The church that was originally the mother church to Portsmouth lay along this road to the south of Kingston. An early eighteenth-century map shows a small cluster of houses in the area of the junction of Victoria Road and Winston Churchill Avenue that was called Portsea although the area now known as Portsea lies to the north of the Old Town around the naval dockyards.

The development of Portsmouth in the post-medieval period is inextricably linked with the development of the naval dockyards and its military importance. Accordingly there are many monuments and buildings in and around the town from this period and so it is possible to refer only to the sites of particular importance. However, the naval dockyards to the north-east of Portsmouth are not the subject of this report but are dealt with in a separate study (*The Royal Dockyards at Portsmouth,* Wessex Archaeology). Therefore, they are only described briefly in this document in relation to the development of the town. The areas of study covered by the Dockyards Survey and the Extensive Urban Survey are shown on Map B.

A5   To the south-east of the town is Southsea Castle which was begun in 1544 (Kenyon 1981, 14) as part of the Henrician fortifications of the Solent that included castles at Hurst, Calshot, Yarmouth, East Cowes and West Cowes. During the Civil War the castle was surrendered to Parliamentarian troops without a struggle and its capture rendered the defence of the town untenable (Page 108, 190). Elaborate earthworks were constructed around the castle in the late seventeenth century and the castle was enlarged in the early nineteenth century. Further improvements were made throughout the nineteenth century and the castle was utilised during both World Wars (Saunders 1998, 39).

Excavations in Oyster Street, near the Camber, showed that a great deal of information about the post-medieval development, trades and industries of the town can survive in the heart of Portsmouth (Fox and Barton 1986).

A6 A7   During the eighteenth and nineteenth centuries fear of a French invasion prompted the construction of defences to protect Portsea Island and Portsmouth Harbour. The Hilsea Lines (A6) were built along the narrow creek that separates Portsea Island from the mainland. Along Portsdown ridge a series of forts were constructed on the order of the Prime Minister, Viscount Palmerston and are accordingly known as Palmerstonian Forts (A7).

HISTORY

Medieval

Until the creation of the borough of Portsmouth in the late twelfth century the name Portsmouth was used to refer to the whole of the estuary at the mouth of the Wallington River – the area now called Portsmouth Harbour (Beresford 1967, 448). The name may mean either 'the mouth of the Port' or 'mouth at the port' (Coates 1993, 134). If a port or trading place is being referred to in the place name it is probable that the name relates primarily to Portchester. According to the *Anglo-Saxon Chronicle* the harbour was where Port and his two sons landed in AD 501 and 'killed a very noble young Briton' (Page 1908, 173). The large natural harbour, providing a safe anchorage, was often used as a landing place and muster point for armies, using Portchester as the point of landing or embarkation. It is believed that Robert of Normandy landed here in 1101 when attempting to take the kingdom from his brother Henry I (Page 1908, 186), and in 1177 all the ships of England gathered at Southampton and Portsmouth. Henry II crossed to the continent from Portsmouth Harbour on several occasions (*ibid.* 173; 185).

No settlement bearing the name Portsmouth appears in the Domesday Survey of Hampshire although a number of other estates on Portsea Island were recorded. The island contained the estates of Buckland, Copnor, and Fratton. The latter was the only Hampshire holding of William of Warenne and contained 4 hides and a recorded population of 12 (Munby 1982, fol 47b). Buckland, one of Hugh de Port's many Hampshire manors, was taxed at 3½ hides and had a recorded population of 10 (*ibid.* fol 45c) and Copnor was held by Robert son of Gerald. There were nine people recorded on the estate that was taxed at 3 hides. A salt house worth 8d also belonged to the manor (*ibid.* fol 46c). Therefore it would appear that the island was quite sparsely populated in the late eleventh century.
By the late twelfth century the manor of Buckland was in the hands of a man called John de Gisors. Documents recording grants by de Gisors of land and property in the area that was to become Portsmouth to Southwick Priory make it clear that there was a settlement at the south-western corner of the Island which was sufficiently large to warrant the construction of a chapel. De Gisors gave the

land on which the chapel was built and also gave another property to fund repairs to it. The chapel had been built by 1186 (see Churches and Chapels below). However, in 1194 de Gisors' tenure of the manor came to an end when he forfeited his lands to the crown. It is thought that he had supported Richard I's brother, John, in his rebellion against the king (Hanna 1988, I 61 note).

King Richard I had already created several new town foundations in France (Beresford 1967, 448) and he may have recognised the opportunity to create a new town adjacent to the harbour. In 1194, during a week-long stay in Portsmouth he granted the town its borough charter on the eve of what was to be his final departure from England. The charter granted the burgesses a weekly market, a fifteen-day annual fair and the right to send two burgesses to represent the town in Parliament. The king had a house built within a ditched enclosure in the town. In 1197-8 improvements to his houses and *curia* (hall) cost the king £2. 18. 3 (Page 1908, 174, 186). It is possible that Kingshall Green takes its name from the site of Richard's hall.

The town's wealth grew primarily from its function as a port, for both military and commercial shipping. Its role as a port may have been enhanced by the gradual silting up of Portsmouth Harbour, making it difficult for larger ships to reach Portchester. In 1212 King John ordered the Sheriff of Hampshire to enclose the royal basin or dock with a strong wall for the safe keeping of his ships over winter. During the thirteenth and fourteenth centuries the town was used as a rendezvous for various expeditions to Normandy, Gascony and Poitou and in 1254 the Great Council of the Realm met in the borough. On the commercial side, wine from Bayonne and Bordeaux, and wax and iron from France were amongst the chief imports whilst large quantities of wheat were exported to France and Spain. In 1256 Henry III issued a grant for a Gild Merchant in the borough. During the thirteenth and fourteenth centuries wool was also an important commodity that passed through the port. In 1327-8 wool merchants from Portsmouth were among the wool merchants of thirty-seven towns summoned to consult with the king at York. Although Portsmouth was an important port it does not seem to have been well provided with ships. In 1336 the town was ordered to send all its ships that were capable of carrying over 40 *dolia* of wine to the king's aid. Portsmouth had only two such vessels and one of those was out of repair (Page 1908, 172-186). However, five ships and 96 mariners from Portsmouth supported Edward III's invasion of France in 1345 (Gates 1900, 71).

During the late thirteenth and fourteenth centuries the town suffered from at least five attacks, mainly by the French, one of which was said to have resulted in leaving only the chapel of St Thomas and the *Domus Dei* standing. However, it was not only the French who attacked the town; in 1265 an attack by the barons of the Cinque Ports resulted in some townsmen being killed and the town burnt (Page 1908, 186). After a raid in 1338 the town was granted relief from the Lay Subsidies of the 10th and 15th and in 1342 revenues due to the king were to be spent on defending the town (Page 1908, 187). Any defences erected at that time were obviously insufficient to prevent further French attacks in 1369, 1377 and possibly in 1380 (*ibid.*). The town was surveyed for defences in 1386 but there is little evidence that much was done to improve the protection of Portsmouth until the first half of the fifteenth century. In the 1420's £690 was received for defensive works including the erection of a new tower and the construction of a wharf at 'Chiderodd' as a foundation for another tower (Page 1908, 187).

Although Portsmouth has several significant advantages due to its location, giving it both strategic military and commercial importance, the town does not appear to have been remarkably successful when compared to other Hampshire towns of similar size, for example, Andover or Basingstoke. In the 1334 Lay Subsidy Portsmouth paid £12. 12. 2 which was significantly less than Southampton and Winchester, both of which paid over £50 (Glasscock, 1975). The poorer economic performance of Portsmouth compared to Southampton may have been greatly influenced by the fact that the collection of some customs at Portsmouth was controlled by the port of Southampton. Portsmouth did not break free from the control of Southampton until the late eighteenth century (Page 1908, 175). It was the development of a dock at Portsmouth in the later fifteenth century (Page 1908, 186; Hoad and Webb 1989, 54) that was to eventually lead to a period of unprecedented growth.
Post-medieval

Henry VII ordered the construction of a dry dock at Portsmouth, probably on the harbour shore to the north of the town. The construction of the dry dock, a unique structure in England at that date, became

the nucleus for the development of the major dockyard complex which was subject to large scale investment during the reign of Henry VIII (Page 1908, 186; Hoad and Webb 1989, 54).

John Leland, writing in the first half of the sixteenth century, described Portsmouth as 'having one good street, running from the west to the north-east' and that 'there was a great deal of open space within the town wall'. He also remarked that 'in peacetime the town is empty' (Chandler 1993, 209). It was to be the military functions of the town that led to its prosperity from the seventeenth century. The presence of a garrison in the town had economic benefits but also led to many arguments between the Governor and the burgesses, particularly over the rights of the soldiers to trade in their own right in the town. However, some developments in the town had dual military and civilian functions, for example, four brew-houses were built in the eastern part of the town which were to be used by the king in times of war but leased to private individuals in peace time (Page 1908, 174).

Work on the defences continued in the sixteenth century. In 1539 new ramparts and defences were described as being well advanced and in 1587 the residents of the town were ordered to cut down all hedges within fifty yards of the town walls in an attempt to improve the defensibility of the town (Page 1908, 188-9).

During the latter half of the sixteenth century the town suffered set backs that will have damaged the economy. It is estimated that an outbreak of plague in 1563 killed around 200 people, possibly one quarter of the population, and there were fires in 1557 and 1576 which destroyed buildings near The Camber (Hoad and Webb 1989, 55-6). Two large areas of the town near the quay were labelled as 'burned' on a late sixteenth-century map (Page 1908, opposite 186). In 1637 it was ordered that all thatched properties in close proximity to the king's buildings should be tiled to reduce the risk of fire (Page 1908, 189).

During the English Civil War Portsmouth was held for the king although most of the townsmen held to the Parliamentarian cause. The town came under attack from Parliamentarian forces in Gosport and the church was hit by cannon shot. Southsea Castle, to the south-east of the town, fell to Parliamentarian forces in 1642 with little or no struggle, possibly reflecting the Parliamentarian sympathies of the townsmen. The surrender of the castle made defence of the town untenable (Page 1908, 190).

The importance of the port meant that many foreign heads of state and ambassadors and their retinues came through the town bringing much trade with them, particularly for the innkeepers. It is suggested that in the seventeenth century the inns of the town could accommodate over 160 people and there was stabling for 87 horses (Thomas, 1989).

In 1665 Sir Bernard de Gomme produced designs for improvements to the defences as part of a larger programme of defence construction that included Gosport on the opposite side of the mouth of the harbour. In the early eighteenth century land was purchased for the construction of further defences to protect the dockyards that had developed to the north of the town at Portsea (Page 1908, 190).

A settlement grew up around the dockyards north of the historic core of the town from the early years of the eighteenth century and by the nineteenth century the new Portsea had a greater population than Portsmouth town itself. During the nineteenth century there was a population explosion. Between 1801 and 1901 the population of Portsmouth grew from 7,839 to 47,797 and Portsea grew from 8,348 people to 53,022 over the same period. Similar massive increases in population were seen in Kingston and Landport (Stapleton 1989, 91).

The Portsmouth to Arundel Canal, built by 'The Company of Proprietors of the Portsmouth and Arundel Navigation', was opened in 1822 in an attempt to stimulate coastal trade to the east. However, the canal was not a financial success and as early as 1827 problems with sea-water contaminating the fresh water wells on the island were recorded (Page 1908, 175). The canal was closed in 1838 and those parts that were not bought for the construction of a railway line were used to dump rubbish.

4. ANALYSIS

MEDIEVAL AND POST-MEDIEVAL PORTSMOUTH (Map C)

Roads and Streets

Portsmouth is fortunate in having one of the oldest maps of any English town that displays a significant level of surveying accuracy. The map dates from the middle of the sixteenth century and was produced to illustrate proposals for improvements to the defences and shows that there was a developed grid of streets at that date (Harvey, 1983). The grid comprised of five streets orientated south-west – north-east (present-day Warblington Street, St Thomas's Street, High Street, Penny Street and St Nicholas Street which then continued to the south of Pembroke Road across the area now called Governor's Green) with numerous cross lanes creating the grid. However, despite the size of the grid and therefore, the extensive street frontages available for development, High Street was the only street that was fully developed in the mid-sixteenth century. Other than along High Street there was a scatter of buildings along St Thomas's Street, particularly at its southern end, and a row of buildings facing the quay. Another early map of *c*.1600 shows that some plots near the quay were vacant and labelled them as 'burned' (Page 1908, facing 186).

Before the town was provided with defences the main road out of the town would have taken the line of High Street to the north-east leading towards the connecting bridge with the mainland. It would appear that the early phases of defences did little to alter the road alignment with the road entering the town through a bastion at the north-eastern end of High Street (Page 1908, opposite 186). This map suggests that there were no other entrances to the town on the landward side. The later seventeenth-century reorganisation of the defences did lead to a realignment of the main road as the new town gate was moved westwards to where the Landport gate now stands. In the nineteenth century at least there was also a gate on the northern side of the town, leading towards the Royal Dockyards, called Mill Gate due to its proximity to Beeston's Mill.

Lost Streets C1
Some streets present on the Elizabethan maps are no longer in existence. A small cross lane ran north-west to south-east between High Street and St Thomas's Street and formed the south-western boundary of the churchyard. This street survived until the late nineteenth century at least. In the northern part of the town several street have disappeared including a street that continued the line of Highbury Street to the north towards the suggested site of the chapel of St Mary. Properties described as being in the street leading to the chapel of St Mary in the later medieval period may have been along this street (see below p7).

Property plots

Medieval property plots C2
The mid-sixteenth-century map of Portsmouth (Harvey, 1983) does not show property boundaries but later maps that do show boundaries indicate that there was not the strict regularity in plot size that is found in some planned towns. However, grid plans with properties backing onto one another often exhibit a confusing pattern of property plots. It is also possible that the extensive fires suffered by the town during the medieval period resulted in some reorganisation of boundaries, particularly at times when it was difficult to obtain tenants for properties.

Within the area of property plots along the eastern side of High Street is the presumed site of the royal residence. It is known that Richard I had a hall surrounded by a ditched enclosure built within the new town and accounts survive for improvements made in 1197-8 (Page 1908, 174). A century later the building was in such a poor state of repair that it threatened to collapse. An inquisition as to the value of the hall and other houses belonging to the king was taken in 1298 and they were found to be worth £40 (Page 1908, 174). It is believed that the name Kingshall Green that was in use into the nineteenth century marked the site of the royal residence. Kingshall Green was at the top of Penny Street and the site is occupied by the Grammar School near Cambridge Road (Quail 1994, 19). On the current understanding of the

extent of the medieval town, this would suggest that the king's house was one of the first properties encountered when approaching the town from the north.

Post-medieval property plots C3
Post-medieval expansion of the town occurred in the area of the Point where Broad Street and East Street developed. In the sixteenth century there was little, if any, development in this area but by the early eighteenth century these two streets were fully developed.

Buildings

Although the earliest map of the town shows individual houses, there is insufficient information to make any particular statements about the size, plans or functions of the buildings shown. The map of *c.*1600 does however give some information about the buildings. For example, on the southern side of High Street a building set back from the street was called *The Whight House a Prison* and to the south of *Domus Dei* a large building was called *Masons Lodge* (Page 1908, facing 186). It is known that some buildings in the town were equipped with cellars or undercrofts as records of grants of cellars to Quarr Abbey during the thirteenth century survive (Hockey 1970, 93-4).

A large part of the historic housing stock has been lost, largely due to the extensive bombing during World War II and post-war clearance for re-development. However, small pockets of historic buildings did survive the raids and clearance episodes, particularly to the north of the church, a number on and adjacent to High Street and Penny Street, and some along the southern perimeter of the town between The Point and King's Bastion. There is also a considerable number of eighteenth- to nineteenth-century buildings to the west of the town quay along Broad Street towards The Point.

Town Hall
In his '*Itinerary*' Leland recorded that a man called Carpenter built the first town hall in the middle of the high street at his own expense (Chandler 1993, 209). The town hall stood opposite the church of St Thomas and a building stood on the site until 1836 when it was demolished and the site cleared.

Churches and Chapels

Cathedral of St Thomas   C4
Between 1180 and 1186 John de Gisors granted Southwick Priory a plot of land 13 perches long and 12 perches wide on his land called *Sudewuda* on which to build a chapel in the honour of Thomas à Becket (Hanna 1988, I 116). It is believed that the chapel must have been at least partly constructed by 1186 as at that date Pope Urban III extended his protection of the priory's properties to include 'the church of Portsea and its chapel' (*ibid.* I 116 note). Between *c.*1185 and 1194 de Gisors also granted the priory a property in the settlement to provide revenue for the repairing of the chapel (*ibid,* I 61). The fact that the chapel was built at least eight years before the granting of borough status suggests that there may have been a sufficiently large settlement at *Sudeweda* to merit its foundation. St Thomas's was a chapel of the mother church of Portsea and so when first built it would not have be provided with a burial ground as burial would have been the right of the mother church. Burial rights for the chapel were sought by King Richard and the canons of Southwick and in 1196 Godfrey de Lucy, bishop of Winchester granted their request. It had been claimed that 'the bodies of the dead have been carried from Portsmouth to Portsea with great difficulty because of the twisting roads and great storms' (*ibid.* I 142). Bishop de Lucy consecrated the cemetery and two altars in the chapel.

The original chapel was never particularly large and consisted of a choir, transepts, central tower and nave although there is no evidence for the medieval nave. The tower and nave were damaged during the Civil War but were not replaced until the later seventeenth century when a new aisled nave and tower were built. The church was elevated to cathedral status in 1927 and enlarged in the 1930's by the architect Sir Charles Nicolson (Pevsner and Lloyd 1967, 393-403).

St Mary's Chapel C5

It is believed that a chapel dedicated to St Mary stood to the north of the town centre but within the line of the town wall in an area that was largely unoccupied in the mid-sixteenth century at least. A building, which may be the chapel, is shown on a map of the town dated 1545 (Harvey, 1983). A later sixteenth-century map also shows the building and marks the land around it as *La(nd) of Closze chappel* (Page 1908, facing 186). The date of the foundation of the chapel is not known but documentary sources indicate that it was in existence by 1324 (Hanna 1989, III 950). The chapel was still in existence in 1469 when a tenement in the town was said to be 'in way to where the chapel of St Mary of Clos is' (Quail 1989, 101). Mention of the fraternity of the 'Be Marie de Portes' may indicate that the chapel was used, if not actually founded, by a gild (*ibid.*). There was a Gild Merchant in the town from the mid-thirteenth century and so it is possible that they had an involvement in the foundation or use of the chapel.

A map of Portsea Island of 1716 (Maps of Portsmouth No 14a) shows a building lying on a similar alignment to the buildings shown on the sixteenth-century maps but by 1762 the site was occupied by the Colewort Barracks (Page 1908, 108). Within the barracks was a building called the New Armoury that stood in approximately the same position as the chapel. Whether any part of the fabric of the chapel was incorporated into the military building is not known. To the west of the barracks was a graveyard that was called 'Colewort Gardens Burying Ground' in 1762. Archaeological excavations prior to redevelopment of the site revealed a number of burials but no evidence for the medieval chapel (Portsmouth SMR). The burial ground continued in use until 1817 but remained undeveloped until 1933 at least. The OS 25" map of 1933 (Sheet 83.11) shows the area of the burial ground as a vacant plot.

Sixteenth-century chapel C6

In 1450 the bishop of Chichester was murdered in the town somewhere near the *Domus Dei*. In consequence the parish was excommunicated and St Thomas' closed for services. This state of affairs lasted for over 50 years until 1508 when the townsmen agreed to do penance in return for the lifting of the sentence of excommunication. Part of the penance was to erect a chapel and it was probably this building that was referred to by John Leland when he recorded his visit to the town (Chandler 1993, 209). Leland wrote of a chapel in open ground near the wall and the shore. A chapel was marked on the late sixteenth-century map of Portsmouth at the south-western end of Penny Street near the platform (Page 1908, facing 186). The chapel appears to have been demolished by 1716 as it is not shown on a plan of the town of that date (Edwards, Maps of Portsmouth 14a). It is probable that it was demolished during de Gomme's remodelling of the defences of the town in 1687.

St Mary's Church and Graveyard C7

A church dedicated to St Mary was built in the nineteenth century adjacent to the burial ground near the site of the medieval chapel of St Mary to the north of the town centre. The presence of this now demolished church has led to much confusion over the location and history of the chapel and the burial ground in the past.

Hospitals

Hospital of St John the Baptist and St Nicholas C8

The Hospital of St John the Baptist and St Nicholas, often called *Domus Dei* or God's House was founded by Peter des Roches bishop of Winchester and granted a charter in 1214 by King John (Hanna 1988, I 184 note 2). The hospital, which was to give relief to pilgrims and travellers as well as providing for six poor men and six poor women, stood on the site of the western half of Governor's Green (Hoad and Webb 1989, 51). There was also a cemetery associated with the hospital as shortly after its foundation the brethren were granted the right to bury parishioners in their graveyard in return for a pension of 20s per annum payable to the mother church (Himsworth 1984, 15246). The hospital was surrendered in 1540 as part of the dissolution of monastic houses and was handed over to the military. The church was used as an armour store and the rest of the building became the Governor's House. A survey of the defences of Portsmouth undertaken in 1623 recorded that half the building had a flat lead roof

that was in imminent danger of collapse, and the remaining section of roof was covered with decayed wooden tiles (Kenyon 1981, 19). Adjacent to the main hospital building was a building that was used as a workshop by the armourer. This building had no roof and the rafters were rotten (*ibid.*). King Charles II married Catherine of Portugal in the hospital church that suggests that either the repairs recommended in the 1623 survey were carried out or it was repaired especially for the royal wedding. Also within the hospital complex was the Governor's house that was also in poor condition. The front gable end of the main room was falling away from the roof and there were cracks in the walls (*ibid.* 20). In 1826 all the hospital buildings apart from the church were demolished (Page 1908, 191). In 1940 the church suffered serious bomb damage leaving it extensively gutted by fire but it has since been partially restored and is known as the Garrison Church.

Hospital of St Mary Magdalene and St Anthony C9
A leper hospital, dedicated to St Mary Magdalene and St Anthony, was located to the north of the town alongside the main road into Portsmouth. The probable site of the foundation lay close to the junction of St Michael's Road and Cambridge Road. The hospital was founded before 1253 and is thought to have ceased to exist after 1340 (Portsmouth City SMR). A document within the Cartularies of Southwick Priory dated between 1245-1270 makes reference to the leper house of St Mary Magdalene (Hanna 1989, III 213) but in 1543 Magdalene chapel was leased with all the crofts of pasture ground known as Maudlin ground (Quail 1989, 101). This latter reference suggests that the chapel building at least was still in existence in the mid-sixteenth century. Eighteenth-century maps show a building to the south of the London Road opposite a windmill. Before the alteration of the line of the main road into the town the building would have been on the northern side of the main road and is in a position that would correspond to the suggested site of the hospital.

Defences C10 and C11

The series of French attacks on the town in the second half of the fourteenth century was probably the stimulus for the survey of the town for defences undertaken in 1386 (Page 1908, 187). It is believed that work began that year on the excavation of a simple moat and earthwork (Hoad and Webb 1989, 53). Between 1417 and 1422 the Round Tower was built at the harbour mouth, together with a similar tower on the western side of the mouth of the harbour (Hoad and Webb 1989, 53). The costs of building this tower may be included in the £690 spent on the erection of a new tower for the safe custody of the king's ships and the construction of a wharf at 'Chiderodd' as a foundation for another tower (Page 1908, 187). Between the towers an iron chain was stretched across the harbour mouth which could be raised with capstans and floats to prevent enemy ships entering the harbour. Although the defensive aspect of the chain has been highlighted, it is recorded that later replacement chains were also used for the mooring of ships (Williams 1979, 11).

The development of the town as a naval base and garrison town probably led to an increased awareness for the need for defences. King Henry VII ordered the construction of a dry dock at Portsmouth and in 1494 the Square Tower and a bulwark were built (Hoad and Webb 1989, 53). However, in 1518 Portsmouth's defences were regarded as 'too feeble for defence' (Page 1908, 187).

The fear of war with France led to the construction of new ramparts and fortifications that were said to be well advanced in 1539. They must have been hastily erected as just two years later they had fallen down (Page 1908, 187). More plans were made in 1546 to partially enclose the town with ramparts of turf and a ditch and to protect the wharves with mounds of earth (Page 1908, 187). Certainly the eastern side of the town was provided with defences within a short time as in 1547 reference was made to 'the Newe Mounte at the ende of the iiii bruhouses' ie. the bastion known as Fourhouse Bastion that stood near to the four brew-houses (see below) (Kenyan 1981, 18). King Edward VI visited the town in 1552 and ordered the construction of forts either side of the mouth of the haven. The eastern fort was to be built on the site of 'Ridleis' tower (the Round Tower). Edward died the following year and so the two forts were not constructed (Williams 1979, 10-11).

By the late sixteenth century maps of the town (for example map, Kenyon 1981, 17) show that defences surrounded the town on the landward side from Beeston's Demi-bastion (also variously known as the Dock Bulwark or the Square Bulwark) near the mouth of the mill pond to the north of the town, to the Water Gate at the southern end of The Camber. In between these points were (in a clockwise direction) Guy's Bastion, Town Mount on the site of the Landport Gate, East Bastion, Fourhouse Bastion, Green Bastion, the Square Platform and the Square Tower. Outside the wall was a moat.

In 1623 the defences of the town were surveyed in order to assess the requirements for repairs or improvements (Kenyon 1981). It is probable that most of the defences along the western side of the town, facing the harbour, were of timber. The survey refers to scaffolds requiring replacement (*ibid*. 15) although the section between Dock (or Quay) Gate which stood near the quay at the southern end of what is now King Charles Street, and Beeston's Demi-bastion was walled. The survey recorded that the Round Tower was in poor condition and was considered to be 'altogether unuseful for service' (Kenyon 1981, 19). The condition of the defences deteriorated further the following year after a storm caused severe damage (Page 1908, 189). Little work seems to have carried out on the defences although in 1632 it was proposed to remove the section of wall between Quay Gate and the Square Tower (Page 1908, 190). This proposal was strongly objected to by the Mayor and Aldermen. By 1648 emergency repairs to the Round Tower were required to prevent it falling into the sea (Page 1908, 190).

Sir Bernard de Gomme was commissioned to produce plans for the improvement of the defences of Portsmouth and Gosport. Along the seaward side of the town is the Eighteen Gun Battery stretching between the Round Tower and the Square Tower. The Battery, together with the Flanking Battery, were part of the last phase of de Gomme's scheme. A moat was also cut across the peninsula from the Eighteen Gun Battery to The Camber. This moat was filled in in the nineteenth century (Pevsner and Lloyd 1967, 423). In 1687 King James II visited the town to view the new fortifications on the land-ward side of the town which were then the finest work of fortification in Britain (Page 1908, 190; Kenyon 1981, 21). A map of 1716 (Maps of Portsmouth No 14a) shows the defences at that date. The bastions already mentioned were retained but a new system of earthworks had been constructed in front of the earlier defences. Alterations were made to the defences in the mid-nineteenth century but the majority of the town's defences were demolished between 1871 and 1878 (Page 1908, 190).

In the early eighteenth century further defences were built to the north of the town to protect the dockyard and Gunwharf and in 1748 the rapidly developing area of settlement at Portsea was protected on the land-ward side by the raising of new defences (Page 1908, 190).

Late eighteenth or early nineteenth century additions included a redoubt on the northern side of Cambridge Road called Amhurst's Redoubt. This defensive work was surrounded by water from a southerly extension of the mill pond.

Quay B12

Sixteenth-century maps of the town show that the quay was on the eastern side of The Camber close to the junction of King Charles Street and White Hart Road. Access into the town from the quay was controlled by a gate in the defences called Dock Gate (Kenyon 1981, 17). The maps show an area jutting out into The Camber almost opposite to the area that is now the town quay. Land reclamation since the sixteenth century has altered the line of the coast to the north of the site of the quay. The area marked on Map B represents the extent of the quay in the sixteenth century.

By the early eighteenth century the land bounding The Camber on the western side began to be more developed and the spit protruding into The Camber was enlarged through reclamation and East Street provided access to a new quay which became the Town Quay.

Industrial

Brewing
As with all towns brewing would have been undertaken at many locations in the town in the medieval and post-medieval periods but there is no specific information about these sites. In the post-medieval period at least there were numerous inns in the town and it is likely that many of these brewed their own beer.

The Four Brewhouses C13
On the eastern side of the town Henry VIII ordered the construction of four brew houses that were to supply the garrison and, in times of war, the fleet, with beer. During peacetime the brew houses were leased to private individuals (Page 1908, 174).

Water Mills and Mill Pond C14 and C15
The earliest reference to a mill at Portsmouth dates from between 1189 and 1194 when John de Gisors granted the tithe of his 'watermill on an arm of the sea north of his vill of Portsmouth' to Southwick Priory (Hanna, I 133). The 'arm of the sea' was presumably the body of water later known as the Mill Pond which lay in the area of Gunwharf immediately to the north of the town. The abbey of Fontevrault held two mill at Portsmouth and a Papal confirmation of 1201 shows that Richard I granted them at least one of the mills (Page 1908, 172). The reference to two mills may indicate that there were two mills within one building rather than two separate mill buildings. It may be that the mill called 'Brendemulne', which was in the possession of the Countess of Ulster in the fourteenth century, was on the site of the abbey's mill.

The site of the abbey mill is uncertain. It is claimed that a map of 1668 shows two fresh water mills at the head of the mill-pond and that these represent the sites of the Fontevrault mill (Page 1908, 172). However, the source of the water that powered the mills is unclear and their position at the head of the pond would mean that it was not functioning as a mill pond providing a head of water to power the mills. Certainly, by 1716 there were no buildings at the head of the pond that could be these mills but there is a building on a causeway across the mouth of the inlet. The mill on this site was called Beeston's Mill or King's Mill and it was used to grind wheat for the garrison. It is not known if this was the site of the medieval mill but it is possible that the medieval mill was a tide mill with the tidal flow controlled by sluices within a causeway across the mouth of the inlet. Beeston's Mill was destroyed by fire in 1891 (*ibid*).

In 1212 King John ordered a wall to be built around the royal basin or dock to protect his ships during winter and it is assumed that the mill-pond is the basin or dock referred to (Page 1908, 186). However, Henry III commanded that the basin should be filled in and another causeway made. It is unlikely that the king would have ordered the filling up of a mill-pond, particularly one that served the mills of an abbey as important as Fontevrault. Therefore, there must be some doubt that the mill pond to the north of the town was the site of King John's dock.

Windmills C16
There were several windmills in or around the town in the medieval period, the first being built in about 1212 (Keeble Shaw 1960, 125). In 1248 Southwick Priory held three windmills in the vicinity (Hanna 1988, I 194) and in 1276 they received the grant of ½ of the mill belonging to the widow Wymarca and also ½ of her horsemill (*ibid*. III 754). In 1358 the priory granted ½ acre of land in the southern corner of Kingshall Green with the right to enclose it on all sides with a ditch and to build a windmill there (*ibid*. III 472).

A windmill is shown alongside a road called London Road on eighteenth-century maps of Portsmouth (Maps of Portsmouth 14a, 1716; Page 1908, facing p186, 1762). London Road no longer exists but was, at the time, the main route into the town, entering through the Landport Gate at the northern end of Warblington Street. The mill would have stood in the area of the recreation ground to the north of Cambridge Road.

5. RECENT DEVELOPMENT (Map D)

Extensive areas of the town were redeveloped in the second half of the twentieth century, principally due to the extensive bomb damage inflicted on Portsmouth during World War II. Most of the re-development has been for housing. The result is pockets of older properties surviving amidst large areas of modern buildings.

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 PORTSMOUTH

Areas of Archaeological Importance (Map E)

Defences

The location and approximate extent of the defences of the town are shown on Maps B and E. The discussion provided is sufficient to describe the impact of the development of the defences on the historic core of the town. Other than those elements that have already been recognised as being of national importance, the archaeological importance and potential of the defences has not been explored as part of this study. Where a proposed development affects an area of the defences it may be necessary to seek specialist advice.

Areas Comprising Nationally Important Archaeological Remains

There are four scheduled areas within the historic urban area that fall within the scope of this survey: the Garrison church, formerly part of the *Domus Dei*; the seaward defences stretching south-east from the Round Tower including the Square Tower; the Long Curtain, King's Bastion and Spur Redoubt; and Landport Gate.

The Royal Garrison Church (SAM 138)
The Royal Garrison Church is the only surviving structure of the medieval *Domus Dei* or Hospital of St John and St Nicholas founded in the early thirteenth century. It is probable that the chancel dates from the time of the foundation and that the original nave slightly later. Although most major towns in Hampshire had at least one hospital, few sites of hospitals in Hampshire, let alone structures, have survived later development so the remains of the main building of the hospital complex represent a rare survival in the county.

Seaward defences (SAM 261)
The scheduled defences between the Round Tower and the Saluting Platform incorporate the remains of many phases of defence construction in Portsmouth. At the north-western end of the scheduled area is the Round Tower which originated in the fifteenth century although it has been rebuilt at various times. The defences were remodelled by Sir Bernard de Gomme in the late seventeenth century and modified in the nineteenth century. During WWII further modifications were made. This long history of defence provision for the town and garrison of Portsmouth can be used to chart some of the political changes in European history, marking the times when the threat or fear of invasion necessitated the construction or re-modelling of the defences.

The Long Curtain, King's Bastion and Spur Redoubt (SAM 20208)
The King's Bastion is the only surviving bastion of the town's defences dating from the sixteenth century and although remodelled, represents the change in the construction methods and style of defences that reflects the development of artillery. Sir Bernard de Gomme was commissioned to improve the defences in the seventeenth century and the curtain wall and Spur Redoubt are his work. These defences are the last remnants of a system that protected the town from landward attack.

Landport Gate (SAM 140)
The Landport gate is the only town gate that survives *in situ.* The gate was the inner gateway of the main route into the town during the late seventeenth and eighteenth centuries and so is an important structure in terms of reading the changes and development of Portsmouth.

Unscheduled Areas

The area surrounding the medieval hospital church would have contained numerous buildings and a graveyard associated with the hospital. After the dissolution the hospital buildings were used for military purposes and became the Governor's residence. Due to the fact that so few medieval hospital sites remain undeveloped the area around the church is likely to contain nationally important archaeological deposits. The later phases of the site may have also left important evidence for the way the hospital complex was altered and reused by the military garrison of the town. The fact that the site became the residence of the Governor of the town means that it was a high status property in the town and artefactual evidence may reflect the status of the post-medieval occupiers.

Within the Point Battery complex near the Round Tower is the Flanking Battery. Although the Flanking Battery is included with the Round Tower, Eighteen Gun Battery and the Square Tower for listing purposes (the group is listed Grade I) the Flanking Battery is not included within the scheduled area (SAM 261). The Flanking Battery is part of de Gomme's scheme of the late seventeenth century although it was reconstructed in the mid-nineteenth century. The battery forms a significant part of the defences of the town and archaeologically, should be regarded as being of national importance as indicated by its Grade I listed status.

Areas of High Archaeological Importance

The cathedral and the surrounding graveyard is an Area of High Archaeological Importance. The cathedral contains elements of the twelfth century chapel built at the time Portsmouth was beginning to develop into a town. It is known that the chapel was granted burial rights early in the medieval period and so the graveyard (which was smaller than the present area) will contain the remains of many of the town's medieval population. Although repeated use of the burial ground will have resulted in the disturbance of some early burials, excavations of other graveyards have shown that medieval burials can survive undisturbed which will hold information about the medieval population of the town. The south-western end of the Area of High Archaeological Importance was formerly separated from the graveyard by a north-west to south-east street and was occupied by housing until the town was bombed during WWII. The property plots are in a prime location in the town, near The Camber and the chapel and some were adjacent to High Street. Therefore, important archaeological evidence for the earliest, pre-borough, settlement may survive as well as information about the planning of the borough, its economy and trades and the population of the town. Features such as cellars or undercrofts, wall foundations, and rubbish pits could be encountered.

At the north-eastern end of High Street, on its southern side, is an Area of High Archaeological Importance. It is believed that the royal residence built by Richard I soon after the foundation of the borough lay in this area. The royal hall stood within a ditched enclosure and would have been one of the first properties seen when approaching the town from the north-east. Evidence for the size of the royal enclosure could provide information about the state of development of this area of the town in the early years of the borough. It is possible that the residence acted as a second focus for development from the quay/chapel area.

There are a few small areas in the town centre that still contain historic buildings. It is possible that the buildings themselves may contain information about the development of the town and the wealth and status of their owners. For the later medieval and post-medieval periods it may be possible to link historic records to individual properties to more fully illustrate the history of Portsmouth and its inhabitants. Many of the older properties will have cellars but in some cases they may be of interest as cellars or undercrofts of older buildings may have been reused when houses were rebuilt. Excavations within other medieval towns have shown that cellars rarely occupy the entire footprint of a building and so archaeological deposits can survive around and between cellars. Such deposits may be fragmentary, but given the extent of redevelopment in Portsmouth such deposits have an increased value due to their rarity and the limited archaeological knowledge of the town.

The area of the site of the medieval quay to the west of the junction of Lombard Street and King Charles Street may contain evidence for the structure of the earliest phases of the town's quay. The original line of the quay may have been closer to the line of White Hart Road/Gunwharf Road and it is possible that the quay has been gradually built out into The Camber. The possibility of waterlogging increases the importance of the area as organic artefacts and wooden structures may have been preserved. Within this area there may have also been buildings such as storehouses and evidence for the town's defences including Quay Gate could also be encountered.

Archaeologically Important Areas

The extent of the inner part of The Camber and the area immediately adjacent to East Street on the present day Town Quay area is an Archaeologically Important Area. The Camber will have always provided a safe haven for shipping and allowed access to the town's quays. Evidence for the development of the quay frontages adjacent to East Street may survive with the potential for organic materials to have been preserved in the waterlogged conditions. The Archaeologically Important Area extends to the south to include the area where a moat was constructed in the post-medieval period. It is possible that remains of this defensive work survive beneath Broad Street. If it was to be shown that such remains survive in good condition, they could be regarded as being of High Archaeological Importance or considered to be of national importance.

The area of the site of the medieval chapel of St Mary to the north of the town centre is Archaeologically Important. There is insufficient historical information surviving about the foundation and use of the chapel and so archaeological work could reveal more about the date and size of the building. Although the area has been subject to several phases of development the importance of the site means that even fragmentary remains will significantly enhance the knowledge of this site.

Areas of Limited Archaeological Importance

The majority of the remainder of the property plots within the historic core of the town are Areas of Limited Archaeological Importance. Although these areas may have been subjected to modern development there is a possibility that fragmentary remains may survive, particularly deeply cut features such as pits or wells. Given the relatively small number of excavations that have been undertaken in the town there is limited understanding of the general nature of deposits, including the depth of deposits, that could be expected in the various areas of the town. Small-scale archaeological work in these areas could enhance the knowledge of the condition of archaeological deposits and it may be that certain parts of these areas could be shown to be Archaeologically Important Areas.

The property plots on The Point appear to represent post-medieval expansion in the town. The late sixteenth-century maps of Portsmouth indicate that there was little development in the area beyond the Round Tower other than one or two structures and a lime kiln but by the early eighteenth century the area was well developed with properties along Broad Street and East Street. The increased use of the area may have been linked to the use of the spit along which East Street runs as a quay. It is also possible that slight remains of any industrial activities undertaken in this area before it was developed for housing may survive.

The area of the site of the sixteenth-century brew-houses to the west of St Nicholas Street is an Area of Limited Archaeological Importance. It is possible that some archaeological remains of the brew-houses survive that could shed light on the development of the brewery complex.

Research Framework

- Pre-borough settlement
  Archaeological work in the town, particularly near St Thomas's and the Camber could reveal evidence for the settlement that pre-dated the foundation of the borough in the late twelfth century.

- Royal residence
  Soon after the creation of the borough Richard I had a royal residence built in the town. It is believed that the hall, surrounded by a ditch, was located on the eastern side of High Street in the area of the Grammar School. Archaeological evidence for what may have been the most impressive non-religious building in the town at that time may survive which could inform us about the level of development in that area of the town.

- The medieval chapel of St Mary
  There is no archaeological evidence for the medieval chapel that was located in the north-western part of the town. The exact location of the chapel and its development history is not known. It is possible that it had a burial ground and there has been confusion between the medieval foundation and the later church of St Mary. Although there has been significant development in this area, even fragmentary remains could provide important information about this chapel.

- Medieval development within the town
  The earliest maps of the town show that there was a developed grid of streets in the town by the mid-sixteenth century. However, by that date only High Street and adjacent streets were developed. Were the apparently undeveloped streets of the grid laid out in the medieval period? Do the sixteenth-century maps show a town that had suffered some contraction or were the peripheral streets a later development, possibly associated with an increase in military activity in the town?

7. SOURCES

DOCUMENTARY SOURCES

Fox. Accounts of archaeological work carried out in Portsmouth in the 1970's and 1980's. Two files held with Portsmouth Museums Service.

MAPS AND PLANS

1545   Map of Portsmouth in Harvey (1983)
*c.*1600   Ancient Plan of the Town of Portsmouth made in the Reign of Queen Elizabeth in Page 1908,
          facing p186
1716   Maps of Portsmouth 14a Edwards Reproduced from the Bodleian Library.
1762   A Plan of Portsmouth in Page 1908, 188
1856   Collins New Map of Portsmouth, Portsea, Landport and Southsea. Jarman.
          HRO TOP 255 /3/4/67
1870   OS 1st Edition 6" map Sheet 83
1933   OS 25" map Sheet 83.11

BIBLIOGRAPHY

Basford, H.V.   1980   *The Vectis Report* Isle of Wight County Council
Beresford, M.   1967   *New Towns of the Middle Ages* Lutterworth London
Chandler, J.   1993   *John Leland's Itinerary   Travels in Tudor England* Sutton
                              Publishing Stroud
Coates, R   1993   *The Place-Names of Hampshire* Ensign Southampton
Cunliffe, B.   1975   *Excavations at Portchester Castle* **1,** Roman Reports of the
                              Research Committee of the Society of Antiquaries of London
                              No 32 Society of Antiquaries of London London
Cunliffe, B   1976   *Excavations at Portchester Castle* **2,** Saxon Reports of the
                              Research Committee of the Society of Antiquaries of London
                              No 33 Society of Antiquaries of London London
Esmonde Cleary, A.S.   1989   *The Ending of Roman Britain* Batsford London
Fox, R & Barton, J   1986   'Excavations at Oyster Street, Portsmouth, Hampshire, 1968-71' in
                              Post-Medieval Archaeology **20** 31-255
Glasscock, R.E. [Ed]   1975   *The Lay Subsidy of 1334* London
Hanna, K.A.   1988   *The Cartularies of Southwick Priory Part 1* Hampshire Record
                              Series **9,** Hampshire County Council
Hanna, K.A.   1989   *The Cartularies of Southwick Priory Part 2* Hampshire Record
                              Series **10,** Hampshire County Council
Harvey, P.D.A.   1983   *Maps in Tudor England*
Himsworth, S.   1984   *Winchester College Muniments* **2,** 'Estates' Phillimore
                              Chichester
Hoad, M. & Webb, J.   1989   'From Norman Conquest to Civil War' in Stapleton, B. & Thomas,
                              J.H. [Eds] *The Portsmouth Region* Sutton 45-58
Hockey, S.F.   1970   *Quarr Abbey and its Lands 1132-1631* Leicester University Press
Hughes, M.F.   1976   *The Small Towns of Hampshire. The Archaeological and
                              Historical Implications of Development* Hampshire
                              Archaeological Committee
Keeble Shaw, A.   1960   'Windmills and Watermills in Hampshire Part 2' in *Proceedings of
                              the Hampshire Field Club and Archaeological Society* **21,** part 3
                              125-133
Kenyon, J.R.   1981   'The Defences of Southsea Castle and Portsmouth in 1623' in
                              *Proceedings of the Hampshire Field Club and Archaeological
                              Society* **37,** 13-21
King, A & Soffe, G.   1994   'The Iron Age and Roman Temple on Hayling Island'in
                              Fitzpatrick, A & Morris, E. [Eds] *The Iron Age in Wessex: Recent
                              Work* Association Francaise D'Etude de L'Age du Fer/Wessex
                              Archaeology 114-116
Munby, J [Ed]   1982   *Hampshire Domesday Book* Phillimore Chichester
Page, W. [Ed]   1908   *Victoria County History of Hampshire* **3,**
Pevsner, N &   1967   *Hampshire and the Isle of Wight* The Buildings of England
  Lloyd, D.   Penguin Harmondsworth
Quail, S.   1989   'The Way Peopled Worshipped' in Webb, J., Quail, S., Haskell, P.,
                              and Riley, R. [Eds] *The Spirit of Portsmouth* Phillimore
                              Chichester

Quail, S	1994	*The Origins of Portsmouth and the First Charter* City of Portsmouth
Sawyer, P.H. [Ed]	1968	*Anglo-Saxon Charters* Royal Historical Society London
Stapleton, B.	1989	'The population of the Portsmouth Region' in Stapleton, B. & Thomas, J.H. [Eds] *The Portsmouth Region* Sutton 83-117
Thomas, J.H.	1989	'From Civil War to Waterloo' in Stapleton, B. & Thomas, J.H. [Eds] *The Portsmouth Region* Sutton 59-71
Williams, G. H.	1979	*The Western Defences of Portsmouth Harbour 1400-1800* Portsmouth Papers **30,** Portsmouth City Council

8. ABBREVIATIONS

AD	Anno Domini
BC	Before Christ
c.	*circa,* about
Ed	Editor
HCC	Hampshire County Council
HRO	Hampshire Record Office
Km	Kilometres
nd	No date of publication given
NGR	National Grid Reference
OD	Ordnance Datum
OS	Ordnance Survey
PPG	Planning Policy Guidance
SAM	Scheduled Ancient Monument
SMR	Sites and Monuments Record