

ARCHAEOLOGICAL ASSESSMENT DOCUMENT

YARMOUTH

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, non-statutory policies, supplementary guidance and for use within development control.

2. LOCATION

Yarmouth (NGR SZ 354897) lies on the north-west coast of the Island, approximately 15km west of Newport, and lies opposite the town of Lymington on the mainland. The town lies at a little above sea level on a slight ridge of Bembridge Marls at the mouth of the River Yar which flows from Freshwater, 4km to the south. There is a gradual rise towards the eastern end of the town and the site of the old church at around 10m OD. To the south-east there is a low flat area bounded on its northern side by the Thorley Brook, after which the land rises gradually to around 20m OD within 2km, and to the south-west the rise is slightly steeper, rising to around 60m OD on Golden Hill, 2km to the south-west.

3. BACKGROUND

ARCHAEOLOGY

Prehistoric

A Neolithic flint axe, the sole Neolithic find from the immediate area of the town, was found on the beach (SMR 95).

Some finds of Iron Age date have been recovered from, or close to, the historic core of the town. Iron Age pottery was found on the site of the police station, and from the eastern edge of the town a small hoard of 7 or 8 gold coins were recovered.

Roman

There are no records of sites or finds of Roman date from the town or the immediate surrounding landscape in the Sites and Monuments Record (SMR). However, Roman material has been recovered from the sea bed and the beach near Yarmouth. It is thought that the Yarmouth Roads offered safe anchorage in the western part of the Solent in the Roman period, and possibly earlier (D. Tomalin pers comm).

Anglo-Saxon

There are no records of sites or finds of Anglo-Saxon date in the SMR.

Medieval

Both the site of the old church and St James' church are recorded as being of medieval date in the SMR. The only other find of medieval date is to couple of sherds of medieval pottery that were recovered from the foreshore. A watching brief was undertaken when repairs to the sea wall at the rear of The Towers on High Street that recovered some medieval pottery, including French wares, from disturbed deposits, and an undated set of steps leading down to the shore (McDermott, 1997).

HISTORY

Anglo-Saxon

During the eighth-century the Isle of Wight had links with Frankish northern Europe, and there was probably a number of landfalls in the Solent that were used by Frank and other merchants (Yorke 1995, 298).

Medieval

At the time of the Domesday Survey of 1086 *Ermud* was being held by Aelfric and Wihtlac who held the one hide, two and a half virgates that they had held before the conquest. There were seven villagers and two small-holders on the manor, which had increased in value from 12s in 1066 to 25s in 1086 (Munby 1982, fol 54a).

Yarmouth was given its first charter by Baldwin de Redvers, 3rd Earl of Devon in the late twelfth century, although the original charter is only known from later confirmations. The town had a market and fair by 1279-80 (Page 1912, 286-7) and was represented as a borough or vill by its own jury at the court of eyre in 1236 (Beresford and Finberg 1973, 121).

King John embarked on his attempt to regain his lost dukedom of Normandy in 1206 from the town (Yorke 1995, 122), and in 1213-14 he stayed in the town for one week. These royal visits have led to the suggestion that there was a mansion house of some quality in the town (Page 1912, 288).

It is possible that at the time of the foundation of the borough the parish of Yarmouth was created out of the larger parish of Shalfleet. In the early fourteenth century Yarmouth had to pay a pension to the church of Shalfleet (Albin 1795, 650). The payment of a pension to another church usually indicates that certain rights, for example, burial rights, have been transferred from a mother church, and the payment represents compensation for the loss of the income of the priest of the mother church.

The town, together with Newtown, returned two members of parliament in 1295, but Yarmouth was not represented again until 1584 (Page 1912, 288). In 1300 an extent of the town recorded 181 burgage plots held by 141 proprietors. This number is by far greater than the number of burgages recorded in the de Redver borough of Lymington on the main land, even after that borough was extended in the mid-thirteenth century, and is larger than the 175 tenements recorded in Newport in 1263 (Beresford 1967, 444; 449). Taxation records however, offer a different perspective as they indicate that the town was struggling economically in the mid-fourteenth century. The 1334 Lay Subsidy raised 19s from the town, compared to the £7. 5. 0. raised from Newport (Glasscock 1975, 120). It has been suggested that after Edward I acquired the town on the death of Isabella de Fortibus, Lady of the Isle of Wight, in 1293 there was little positive encouragement of trade in the town in a bid to reduce the competition for the king's borough of Newport (Beresford, 1967, 450). The population of Yarmouth also seems to have suffered from plagues in the fourteenth century. In 1380 the Bishop of Winchester, William de Wykeham, issued a certificate for exonerating Yarmouth from a subsidy because the town was impoverished by plague (Kirby 1899, 321).

In 1377 a French raid virtually razed the town, destroying the church of St John the Baptist (Winter 1981, 11). The 1379 Lay Subsidy raised only 7s 8d from the recorded population of thirty-four, which included the wives of the taxpayers, living in approximately twenty-one households in the town (PRO

E179/173/41). Three years later the church of Yarmouth was exempted from the Subsidy then being levied, and between Easter and Christmas of that year, no rents were paid due to the poverty of the town (Page 1912, 287; 290). Despite a new charter being granted to the town by Richard II in 1385, the constant threat of French attacks must have inhibited economic growth in the town throughout the fourteenth century (Winter 1981, 11).

Post-medieval

In 1543 the town was subjected to another French attack that left the town, including the church, in ruins (Page 1912, 286; Winter 1981, 11), although it has also been suggested that the French did not reach the town (Rigold 1978, 14). This incursion led to the construction of a castle at Yarmouth which formed part of a network of castles defending the Solent including Hurst, Calshot, Sandown and East and West Cowes, for example.

The mid-sixteenth century saw severe economic depression in the town that was certainly made worse by the French attack. Even so, there would appear to have been some problems before the raid as in 1540 the seamen of Yarmouth complained about the imposition of tolls by the bailiffs of Newport on wool brought into Yarmouth (IWCRO YAR.13(a)). In 1555 it was recorded that the benefice was insufficient to pay for a priest which indicates that there was extreme financial hardship in the town many years after the raid of 1543 (Page 1912, 286). A survey of the borough in 1559 shows that the size of the town was greatly reduced, although there is some disagreement over the number of houses in the town. Page states that there was around twelve houses (Page 1912, 288), but another source suggests that there were twenty-six houses (Winter 1981, 13). Which ever figure is correct, clearly there had been a decline in the size of the town from the early fourteenth-century figures. The insecurity and threat of invasion may have led to many families moving to the mainland (*ibid.*). At this time the fishing fleet was said to be down to about five small ships (IWCRO CARD/45).

In the early seventeenth century there were attempts to improve the fortunes of the town. In 1607 the mayor and burgesses approached the Cinque Port of Hastings with a view to becoming a 'Limb' of that port, and gain some of the benefits that Cinque Port status conferred but Hastings refused the town's request (Winter 1981, 13). Two years later the town received its seventh, and most important charter from James I which made the town incorporate (Page 1912, 286). It would appear that, through the efforts made by the towns-people, together with a reduced French threat, the fortunes of the town gradually improved, and by 1650 the population was recorded as being around 400 people (Winter 1981, 13). However, it is probable that the harbour was ceasing to be an important economic attribute in the seventeenth century, due to the gradual silting-up of the mouth of the Yar. In 1664 a mill embankment was built, which effectively destroyed the Draft Haven to the south of the town where in early times, large ships had been able to moor (Winter 1981, 19).

The town's fortunes appear to have taken a down-turn again in the mid-eighteenth century when the population had dropped to around 240 people living in 59 houses (Albin 1795, 650). By 1778 the market was unfrequented and at the end of the century the fair was no more than a pleasure fair (Page 1912, 287).

Yarmouth was a "rotten borough", and in the early seventeenth century the Governor of the Island wrote to the mayor and burgesses informing them that he would nominate the borough's representatives (Winter 1981, 13). This local 'management' of the 'elections' led to the borough being disfranchised in the 1832 Reform Act.

4. ANALYSIS

MEDIEVAL TOPOGRAPHY

Streets and market

Streets

Yarmouth appears to present an example of a regular grid. The earliest detailed map of the town, the Tithe Apportionment map of 1845 (IWCRO JER/T/367), shows three north - south streets (now Pier Street/Market Square/St James' Square/ St James' Street, South Street and Baskets Lane) crossed by two main east -west streets (now High Street and Tennyson Road). There was one smaller east-west street, Quay Street, which led towards the quay from Market Square. To the south of Tennyson Road one road (Mill Road) led to the south. There was virtually no development along Tennyson Road in the late eighteenth century, but it is possible that the medieval town at its height extended to the north side of Tennyson Road, and almost certainly to the east as far as the site of the church of St John the Baptist which, on the Tithe map, is shown isolated from the rest of the town.

There are some medieval grants and leases for properties in the town that record the names of the streets, for example, *Suth Strete* (1315-6) (Gods House Cartulary p183), *Middel Strete* (1364-5), *Goldsmyths Strete* (1541), and *Depe Lane* (1541). Of these, only *Suth Strete* can be positively identified as present day South Street. It has been suggested that *Middel Strete* was the present High Street (Winter 1981, 22) but a grant of a tenement in 1364-5 records that *Middel Strete* formed the western boundary to the plot with the royal highway from east to west forming the southern boundary (Ref from IWCRO). There are several references to the royal or king's highway that ran east to west and this was probably the High Street, although Tennyson Street may also have been so recorded. A document of 1516 records that the king's highway, called *Goldsmythes Strete*, lay along the north side of a property, indicating that *Goldsmythes Strete* was one of the two east-west streets, either High Street or Tennyson Street. High Street was almost certainly the principal route into the town from the east.

Market B1

The medieval market area is probably represented by Market Square and St James' Square, located at the junction of High Street with St James' Street to the south. There is a possibility that there has been some encroachment on the western side of the market area (see B4 below).

Property plots

Burgage properties B2

The Tithe map of 1845 does not portray a town of stiffly regulated burgage properties such as those in the de Redvers borough of New Lymington. However, there are some hints of such properties along the north side of Quay Street, to the east of the castle, and along St James' Street. Due to the havoc wreaked on the town by the French in the fourteenth century, and other periods of decline, it is possible that there may have been a high degree of re-organisation of the properties, and desertion of parts of the town.

Possible burgage properties B3

It is not known whether the south-eastern part of the grid of streets was ever occupied during the medieval period as by the mid-nineteenth century this area were occupied by small fields and closes.

Possible encroachment B4

On the west side of Market Square there are two small blocks of properties that may represent encroachment onto the market area.

Buildings

The only buildings that has been identified as late medieval are Jireh House and Eremue Court on the west side of St James' Square that are described as late sixteenth-century in the listed building descriptions. The George Hotel is thought to stand on the site of a house built by a

Governor of the Island where King Charles II was entertained and is possibly on the site of 'the king's house' mentioned in the town in 1638 (Page 1912, 288). At the rear part of the building walls that appear to pre-date the existing hotel have been uncovered (I. Smith, pers comm).

Churches

There appears to be some uncertainty over the number and history of the churches of Yarmouth. The first, indirect, reference to a church in the town comes from Baldwin de Redvers, who granted the town its first charter in the twelfth century, when he granted the tithes of the church to Christchurch Priory (Page 1912, 290). However, Winter (1981, 25) claims that there is a record which suggests that there were two churches in the town before 1200. The record is an unreferenced index card in the County Records Office. The site of one medieval church, St John the Baptist, is known, but there are different suggestions as to the location of any second church. It is suggested that it was in the market place (*ibid*, 26). Albin, in his *History of the Isle of Wight* claims that after the destruction of the church of St John in 1377, another church was built at the west end of the town, on the site of the castle, which was destroyed in the French raid of 1543, and that remains of the church could be seen in a wall on the east side of the castle (Albin 1795, 352-3). A nineteenth-century source referred to the finding of skeletal remains, presumed to be from the cemetery, near the castle (Winter 1981, 27). It is thought that stone from Quarr Abbey was used for the construction of the castle and so re-used architectural fragments may have led to the suggestion that they were part of an earlier church. There are medieval references to the church of St John the Baptist, for example, a 1272 grant of a cottage and shop lay in a street leading to the church of St John the Baptist, and a list of churches in the diocese of c. 1270 recorded only one church (Deedes 1924, 600). Other indicators that there was only one church in the town comes from a thirteenth century agreement to pray for the soul of a resident of the town in the 'church of Yarmouth' (PRO E315/34/152), and from the fact that there was only one parish covering the town. However, in 1337 a Stephen de Daddele was called rector of St James' (Ref. from IWCRO).

St John the Baptist B5

The church of St John the Baptist stood at the east end of the town on the most prominent point of the settlement. It is thought that the church was destroyed by the French in the raid of 1377, rebuilt sometime after the raid, and then severely damaged again during the French raid of 1543, although Winter suggests that there were also problems with the stability of the building prior to the raid.

St James the Apostle B6

There is also some disagreement over the history of the site of the church of St James. Page suggests that a new church was built on this site after the destruction of the church of St John the Baptist in the raid of 1377 rather than on the site of the castle as suggested by Albin, and that this new church was destroyed in the raid of 1543 (Page 1912, 290). The fact that the graveyard of St James', consecrated at the same time as the new church, finished in 1626, suggests that the early seventeenth-century church was the first on the site (Winter 1981, 16).

Hospital (Not located)

William de Vernon, lord of the Isle of Wight from 1184 to 1216, granted land and a house at Yarmouth to William Mackeral for making a hospital in honour of God, St Mary the Virgin and All Saints. The hospital was given to the Knights of Solomon's Temple but appears to have fallen into decay. The endowments of the hospital, apart from the chapel at Brook, were given to the Knights Templars. The location of the hospital is, at present, not known, although it has been suggested that a house on the High Street called 'The Towers' may be on the site of the hospital as a building on this site was known as 'The Refuge' (Winter 1981, 10).

Defences

The four gates of the town that are recorded in the early post-medieval period may have had a medieval origin (see Post-medieval Topography, Defences below). An illustration of the quay, dated 1801, shows a wall between the castle and a gateway at the end of Quay Street (Cole 1946, opposite p16). The wall, which still survives, appears to continue to the south and may have performed a defensive function. There is no evidence that the wall continued along the south and east side south of the town.

Quay and Draft Haven

The Quay B7

The quay was located to the west of the town centre. The exact position of the quay in the medieval period is not definitely known. It may be that the original line of the quay is represented by the curving line of St James' Street/Pier Street, and that there has been some land reclamation, pushing the quay out into the estuary. Such development has been recorded at several medieval ports including King's Lynn where there has been up to 50m of land reclamation, Hull, Norwich, and most famously, at London where the north bank of the Thames has been pushed 100m out into the river (Clarke 1984, 181-187; Carver 1987, 79).

Draft Haven B8

To the south of the town there was an inlet where ships could anchor called the Draft Haven which could accommodate quite large ships until it began to silt-up in the seventeenth century (Winter 1981, 19).

Salt-making

Salt production was an important industry in the Solent area from the prehistoric period until the nineteenth century, but there is little evidence for salt-making around the town of Yarmouth in the medieval period. However, the number of salt-pans recorded in the vicinity of the town in the post-medieval period, may suggest that salt-making was undertaken near the town.

Mill (Not located)

A windmill was recorded in a grant of land of c1260 (IWCRO Index card). Mackenzie's map of 1808 shows an 'old mill' to the east of the town. The building depicted appears to be a wind mill rather than a water mill, although the building is shown without sails.

POST-MEDIEVAL TOPOGRAPHY

Streets and bridges

Streets

Due to the frequent periods of decline that the town has experienced, there has been little need to expand the town until the early - mid-nineteenth century when some of the roads to the south of Tennyson Road, including Victoria Road and Station Road were laid out. A few streets were added to the plan in the late nineteenth and twentieth centuries, for example, Bridge Road that leads towards the Yar Bridge and Ommanney Road that connects South Street and Basketts Lane.

Bridge C1

The bridge across the River Yar was built in 1863 (Page 1912, 286) and demolished c. 1980. Until the nineteenth century there was bridge across the river but there was a ferry service.

Property plots C2

During the eighteenth and nineteenth century there was some intermittent redevelopment within the historic core of the town including houses along Ommanney Road and South Street. Properties to the east of the George Hotel were demolished to widen Pier Street, probably at the time of, or shortly after, the construction of the pier in 1876.

Victoria Road and Station Road

In the late nineteenth and early twentieth century there was development on the south side of Tennyson Road, along Victoria Road and Station Road stimulated by the construction of the railway and the station.

Buildings

Town Hall C3

The Town Hall, located in the Market Square, bears an inscription, with the date 1764, stating that the Town Hall was built on the site of an earlier Town Hall that was formerly called the Guildhall (Page 1912, 286). There is an undercroft beneath the present building.

Rectory C4

The Tithe map shows a large house, presumably the rectory, close to the south-east corner of the old churchyard at the eastern end of the town. The house, which stood on the line of the road, has been demolished. The outbuildings, which probably included a coach-house and stables, lay to the south-west of the main house and their sites have, in the main been redeveloped, but there is one vacant plot which may contain evidence for part of the these buildings.

Other buildings

The George Hotel (formerly the Pier Hotel) is thought to incorporate the late seventeenth century mansion house built by Sir Robert Holmes, Governor of the Island, where he entertained King Charles II on several occasions. Part of The George lies over the filled-in moat of the castle that went out of use in the late seventeenth century (Rigold 1978, 3). In 1912 part of the castle was incorporated into the hotel (Page 1912, 290).

Churches

Church of St James the Apostle C5

The present church of St James was built in 1626. The west tower was built in 1831 (Pevsner and Lloyd 1967, 776).

Old churchyard of St John the Baptist C6

The church of St John the Baptist was pulled down in 1635, but the foundations were still visible up to the middle of the nineteenth century. The graveyard, sometimes called Upper Litten, continued in used as a burial ground for soldiers, sailors and strangers (Page 1912, 290-1; Winter 1981, 25).

Other Churches and Chapels (Not marked on map)

The Methodist Chapel in St James' Street was built in 1881.

Castle C6

Yarmouth Castle was one of a chain of artillery castles built by King Henry VIII to counter a threat of invasion from France. The castle, completed about 1547, is of a different design to the castles at Hurst, Cowes and Calshot in that it has square rather than rounded bastions. Originally there was a moat 10m wide on the east and south sides, with the sea on the other two sides. The original entrance was on the east (Pevsner and Lloyd 1967, 776-7). Outside the moat there was an earthen bulwark of Elizabethan date (Rigold 1978, 3) so the castle site must have occupied most of the area to the west of Pier Street and north of Quay Street.

By 1586 the defences were deemed to be insufficient and so extra turf and earth fortifications were constructed within the castle. The defences were often considered to require further work, for example, in 1623 a survey showed that the buildings were in disrepair and that the moat and sluice were useless. The moat was re-dug and a counterscarp of brick and earth was constructed (Page 1912, 288).

During the Civil War the castle was held by Captain Barnaby Burley for the king, but surrendered without a fight on the condition that he could remain in the castle with a small garrison (Page 1912, 288).

After the Civil War Burley's troops were removed and the townspeople told that they could garrison the castle themselves if they chose to, but they declined the offer. The castle was regarrisoned in the late seventeenth century and extensively repaired in the mid-nineteenth century. From 1898 it was used for coastguard purposes and part of the castle was incorporated into the Pier Hotel (now the George Hotel) (Page 1912, 290).

Defences

At the time of the building of the castle in the mid-sixteenth century the town had four gates; Quay or Sea Gate which was somewhere between Quay Street and Bridge Street, Outer Town Gate which was near the drawbridge, Inner Town Gate or East Gate near the top of High Street, and Hither Gate at the end of St James' Street (Page 1912, 286; Winter 1981, 22). There is, at present, no indication as to when the gates were built.

Moat C7

In 1662, when a French invasion was once more a possibility, Yarmouth was made into an Island. The Governor of the Island cut a passage around the eastern side of the town with the intention of making the town more defensible. It was two years before a drawbridge was built across the moat, and until its construction the townspeople had to cross the channel by boat (Winter 1981, 19). At least one of the courses of the Thorley Brook to the south of the town is embanked and appears to have been canalised and it may represent part of the seventeenth century moat. Almost connecting the Thorley Brook, and leading to the north-east, is a large drain that may also be part of the moat. The drain, lies in the hollow to the east of the town is located where it could be expected that the moat would lie and is clearly marked on Andrews' map of 1769 and Mudge's map of 1810. It is probable that the drawbridge would have been located where the road to the east from the town crossed this drain.

Quay and Draft Haven

The Quay C8

In 1602 the inhabitants of the town were ordered to make immediate repairs to the quay, but in 1618 and 1625 further repairs were required. In 1636 the town of Yarmouth complained to Lord Portland about people destroying the harbour by draining nearby land (IWCRO OG/BB/342).

Repairs were made to the quay in the early nineteenth century after storm damage to the quay and sea wall. In 1829 it was decided that the wharves were not sufficient and an application was made to the Board of Ordinance for a lease of some ground belonging to the castle adjoining to the old wharf (Page 1912, 288).

The Draft Haven

In 1664 an embankment was constructed for a mill that effectively ended the use of the Haven which lay to the south of the town (Winter 1981, 19). The mill pond may have originally been part of the Draft Haven, although it must have begun silting-up before the mill was built.

Pier C9

The pier was built in 1876 (Page 1912, 286).

Mills

Yarmouth Mill C10 & Mill Pond C11

Yarmouth Mill, a tide mill, was situated where the Thorley Brook enters the Yar and was probably built in the late seventeenth century when the mill embankment was constructed (Winter 1981, 19; 23). The mill pond was contained by an earthen embankment that

separated it from the Thorley Brook along part of its northern side. The eastern side of the mill pond was formed by a scarp slope cut into the rising ground. The southern edge of the pond is formed by rising ground. The railway, built in 1888, crossed the mill pond and is thought to have been responsible its silting-up (Winter 1981, 24).

Salt-making (Not on map extent)

Salterns and salt houses are shown to the south of the town and on the west side of the estuary on maps of the late eighteenth and early nineteenth centuries (Andrews, 1769; Mackenzie, 1808).

Other trades and industries

Occupations listed in seventeenth- and eighteenth-century wills held at the HRO include tailors, shoemakers, and a cooper's shop but the majority of the wills were of men who were described as mariners.

Railway C12

The railway was built in 1888 (Winter 1981, 24).

5. RECENT DEVELOPMENT

Within the historic core of the town there has been some modern development, particularly at the east end of the town adjacent to the old churchyard. Otherwise, there has been some small infill development, for example, in St James' Street and Bridge Road. To the south of Tennyson Road there has also been some modern development between the late nineteenth- and early twentieth-century housing along Victoria Road and Station Road. To the south and south-east of the old churchyard is an area of modern development.

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 and potential within each town to inform the Strategy phase of the project. Four such areas of importance and potential 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 and Potential

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

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 potential.

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 Potential

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 Potential 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 that are thought to have High Archaeological Potential 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 that may have been the focus for earlier settlement may be defined as an Area of High Archaeological Potential.

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

Areas of Archaeological Potential

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 Areas of Archaeological Potential 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 Potential

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 Potential 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 potential, 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 YARMOUTH

Areas of Archaeological Importance and Potential

Areas Comprising Nationally Important Archaeological Remains

The castle, including the area of the moat is a Scheduled Ancient Monument (SM 22016) as it is a well-preserved example of an artillery castle that includes the earliest example of an 'arrow-head' bastion in England.

Areas of High Archaeological Potential

The property plots along the High Street, St James' Street and around Bridge Road and Quay Road are Areas of High Archaeological Potential. Within these areas information regarding the pre-borough settlement, the development of the property plots, and trades and industries undertaken within the town may survive. Evidence for the French raids that caused, or at least, increased economic depression in the town may also survive and could be referenced to any developments and alterations within the property plots. The area to the west of Pier Street/St James' Street may also contain evidence for earlier phases of the quay. Any area that has been reclaimed whilst extending the quay into the estuary is likely to contain water-logged deposits resulting in the preservation of organic artefacts.

The old churchyard is an Area of High Archaeological Potential. Within this area remains of the medieval church are likely to survive below ground, although the foundations may have been fragmented by later grave digging. The churchyard will also contain the burials of the medieval populations of the town. Again, later burials will have almost certainly disturbed medieval burials, but excavations at other medieval church sites have shown that medieval burials can survive intact and provide important demographic information.

To the south-east of the old churchyard is a small, vacant plot surrounded by modern development. This site lies close to the old church and the principal approach to the town, and therefore may have attracted settlement in the medieval period although there is no evidence, archaeological, cartographic or documentary, to confirm that there was settlement in this area. The site allows a rare chance to examine an area close to the medieval church and on the fringe of the grid pattern of streets that would provide information about the extent of the medieval town and is, therefore, an Area of High Archaeological Potential. The site also lies in the area of the outbuildings that are thought to have belonged to the rectory.

Evidence for the vessels and cargoes that arrived in Yarmouth may be recovered from the silts of the river to the west of the town, and also from the Draft Haven to the south of Yarmouth. It is possible that organic artefacts may survive in the water-logged silts and so these areas are Areas of High Archaeological Importance. To the north of the town the area known as Yarmouth Roads is also an Area of High Archaeological Importance as it is possible that this area provided anchorage for shipping from the Roman period and possibly earlier.

Areas of Archaeological Potential

The area between the rear of the property plots on the north side of High Street and the sea there is an Area of Archaeological Potential. This area covers the rear parts of the burgh plots where small scale industries may have been undertaken, and where some rubbish disposal may have occurred. A watching brief near the sea wall at the rear of The Towers recovered medieval pottery, including imported wares, some of high status such as Saintonge pottery (McDermott 1997). An undated set of

steps recorded during the watching brief may also suggest that some of the properties may have had their own quay facilities and associated store houses.

Areas of Limited Archaeological Potential

The majority of the land on the north side of Tennyson Road between the old churchyard and the rear boundary of the properties on the east side of St James' Street is an Area of Limited Archaeological Potential. This area lies within the grid pattern of the streets of the historic core of the town but was the less densely occupied part of the town by the post-medieval period. The level of medieval development in this area is unknown, but the nineteenth-century and modern developments are likely to have severely fragmented or destroyed any archaeological deposits. However, some evidence for the level and nature of occupation in this part of the town may still survive.

Areas of No Archaeological Potential

Map D shows the areas of modern development within and around the historic core of the town. Some of the areas of development will have either destroyed or compromised any archaeological deposits. However, some forms of development, such as car-parks, may have left archaeological deposits intact or truncated and therefore, these areas may retain some archaeological potential, and will be shown as such on Map E.

Issues to be resolved

- The pre-borough settlement

There is no information about the pre-borough settlement of Yarmouth. Excavation within the town may reveal evidence for the late Anglo-Saxon settlement.

- The extent of the medieval town within and to the south of the grid

For the plan of the town to be truly described as a grid there would have had to be occupation along the north and south sides of Tennyson Road and along Baskets Lane. As Yarmouth appears to have suffered severe contraction in size in the fourteenth century, it is possible that the borough had originally extended along Tennyson Road but, as it was away from the quay, the market place and the main street of the town, the High Street, it was an economically less attractive area.

- The site of the medieval quay

The position of the medieval quay is unknown. Excavations at other ports have shown that the medieval quay can lie significant distances from the line of the present day quay. The curving line of St James' Street/Pier Street may reflect the line of an earlier quay.

- The location and date of the medieval churches

There is such uncertainty over the location of churches and the date of their origins that further research is required. Documentary research may locate earlier references to the suggested two thirteenth century churches. Archaeological excavation could shed further light on the suggestion that there was a church and a burial ground on, or close to, the site of the castle.

- The possible town wall on the west side of the town

The wall along the west side of the town may represent part of a town wall built on the quay-side of the town in the medieval period. Any opportunity to examine the wall and its foundations should be taken to attempt to ascertain when it was built. If the wall was to be shown to be part of the medieval town's defences it may be thought of as Nationally Important as it would represent the only medieval defensive town wall on the Isle of Wight.

7. SOURCES

DOCUMENTARY SOURCES

The County Record Office holds details of some medieval leases for properties in the town, but there is not a large corpus of documents relating to medieval Yarmouth.

Documents referenced as PRO, for example, the 1379 Lay Subsidy (PRO E179/173/41) have been accessed through transcriptions held in the County Records Office.

MAPS AND PLANS

- 1769 *A Topographical Map of the Isle of Wight* Surveyed by John Andrews
1793 OS Surveyors drawing (Col Mudge) (Published 1810)
1808 Murdock Mackenzie's Map of the coast of the Isle of Wight (Surveyed 1781)
1845 Tithe Apportionment Map (IWCRO JER/T/367)

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8. ABBREVIATIONS

c.	<i>circa</i> , about
CPR	<i>Calendar of Patent Rolls</i>
Ed	Editor
IWCRO	Isle of Wight County Records Office
nd	No date of publication given
NGR	National Grid Reference
OD	Ordnance Datum
OS	Ordnance Survey
PPG	Planning Policy Guidance

Ref	Reference
SAS	Southern Archaeological Services
SMR	Sites and Monuments Record