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# Gosport

## Historic Urban Characterisation Study



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# GOSPORT HISTORIC URBAN CHARACTERISATION STUDY

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## LIST OF CONTENTS

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1	Introduction .....	11
1.1	Project Background .....	11
1.2	Aims and Objectives .....	11
1.3	Scope of Project and Deliverables .....	12
2	Methodology and Sources .....	12
2.1	Previous work .....	12
2.2	Data collection and processing .....	13
2.3	GIS .....	14
3	Setting .....	15
3.1	Environs of Gosport (Fig. 2) .....	15
3.2	Geology and Topography .....	15
3.3	Communication Routes .....	16
3.4	Designated Areas of Historic Significance (Figure 3) .....	16
4	The Development of Gosport .....	18
4.1	Prehistoric Period (500,000 BP – 43 AD ) .....	18
4.2	Roman Period (43 AD – 410 AD) .....	19
4.3	Early medieval period (410-1066) .....	20
4.4	Medieval Period (AD 1066 – 1550) .....	20
4.5	Post-Medieval Period (AD1550-1900) .....	22
4.6	17 <sup>th</sup> -Century Fortifications .....	25
4.7	18 <sup>th</sup> -Century Fortifications .....	26
4.8	Napoleonic Era (1799 –1815) .....	27
4.9	Military Developments (1816-1890) .....	28
4.10	Late 19 <sup>th</sup> / Early 20 <sup>th</sup> Century .....	30
4.11	First World War .....	32
4.12	Inter-war .....	32
4.13	Second World War .....	33
4.14	Post-Second World War .....	34
4.15	Late 20 <sup>th</sup> Century .....	35
5	Historic Urban Character .....	37
5.1	Introduction .....	37
5.2	Overall settlement character .....	37
5.3	Archaeological Potential .....	37
5.4	Descriptions of Historic Urban Character Areas (HUCAs) (Fig. 13) .....	38
6	Research Framework .....	56
6.1	Introduction .....	56
6.2	Archaeological Potential of the Study Area (Fig. 11) .....	56
6.3	Gosport's main development phases .....	57
6.4	The effect of Gosport's military infrastructure on the topographic development of the town and its spatial organisation .....	59
6.5	Significant influences on the development of the town .....	60
6.6	Research questions .....	61
7	Conclusion .....	63



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**APPENDICES**

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- Appendix 1. EH Project Brief
  - Appendix 2. Bibliography and other sources consulted.
  - Appendix 3. Glossary of terms
  - Appendix 4. Period Codes
  - Appendix 5. GIS
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**LIST OF FIGURES**

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- Figure 1. Site Location
- Figure 2. Gosport and its Environs
- Figure 3. Heritage Designations
- Figure 4. Known Archaeological Sites and Findspots (Prehistoric -Medieval)
- Figure 5. Ordnance Survey Drawing (OSD) of Gosport, 1797
- Figure 6. War Department Map of Gosport, 1890
- Figure 7. Ordnance Survey 1st Edition (1867) -Historic Character Types (Narrow)
- Figure 8. Ordnance Survey Post-War Edition (1952) -Historic Character Types (Narrow)
- Figure 9. Modern Map -Historic Character Types (Narrow)
- Figure 10. Historic Urban Character Areas (HUCAs)
- Figure 11. Areas of Archaeological Potential

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**LIST OF PLATES**

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Plate 1:	HUCA 1: High Street and St Mary's Church
Plate 2:	HUCA 2: Entrance to St George's Barracks
Plate 3:	HUCA 3 :Rampart near Holy Trinity Church
Plate 4:	HUCA 4: General view of Buildings at Priddy's Hard
Plate 5:	HUCA 5: Vanguard Road flats
Plate 6:	HUCA 6: Priory Road, view to east
Plate 7:	HUCA 7: Brockhurst allotments looking east from Military Road
Plate 8:	HUCA 8: RN Fuel Depot
Plate 9:	HUCA :9 Felicia Park from the harbour (Dan Kharmy Creative Commons)
Plate 10:	HUCA 10: Gateway to St. Vincent
Plate 11:	HUCA 11: Former Gosport Station
Plate 12:	HUCA 12: St Ann's Cemetery looking east
Plate 13:	HUCA 13: St Andrew's Road
Plate 14:	HUCA 14: Haslar Hospital entrance and water tower
Plate 15:	HUCA 15: Gunboat Yard
Plate 16:	HUCA :16 Fort Blockhouse (EH)
Plate 17:	HUCA 17: Haslar Immigration Centre (former barracks)
Plate 18:	HUCA 18: Haslar Royal Navy Cemetery
Plate 19:	HUCA 19: Dolman Road from Haslar Lake
Plate 20:	HUCA 20: The Fighting Cocks, Clayhall Road, looking south-east
Plate 21:	HUCA 21: Gosport Park sports pitches(Barry Shimmon Creative Commons)
Plate 22:	HUCA 22: Fort Gilkicker
Plate 23:	HUCA 23: Fort Monckton
Plate 24:	HUCA 24: Battery No 2 , Stokes Bay
Plate 25:	HUCA 25: Alverbank House
Plate 26:	HUCA 26: The Crescent, looking east
Plate 27:	HUCA 27: Gosport Memorial Hospital (Basher Eyre, Creative Commons)
Plate 28:	HUCA 28: Church Road , looking west
Plate 29:	HUCA 29: Privett Road, looking east
Plate 30:	HUCA 30: Redclyffe House, 63 The Avenue
Plate 31:	HUCA 31: HMS Sultan entrance
Plate 32:	HUCA 32: Former Fort Brockhurst Station, Station Road
Plate 33:	HUCA 33: Camdentown from Leesland Road
Plate 34:	HUCA 34: Fort Brockhurst
Plate 35:	HUCA 35: Hamlet Way, looking north
Plate 36:	HUCA36: RNAD Site (MOD)



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# GOSPORT HISTORIC URBAN CHARACTERISATION STUDY

NATIONAL HERITAGE PROTECTION PLAN  
FOR ENGLISH HERITAGE

## *Overview*

*Oxford Archaeology carried out a Characterisation Study of Gosport, which was commissioned by English Heritage to provide improved information for the understanding of the significance of Gosport. The town has a high concentration of significant military installations of which individual studies have been undertaken, but this project considers the development of the town as a whole and its expansion into its rural hinterland. The characterisation project is specifically focused on assessing a number of research questions that consider the relationship between military complexes and the development of the civil town.*

*This report, which is complemented by GIS mapping, considers the historic development of Gosport from the prehistoric period to the 20<sup>th</sup> Century with particular reference to the context of greater Portsmouth and character areas within the town. A total of 36 character areas were identified, which include residential areas, military complexes and landscape features. The report describes the character and archaeological potential of these areas, before addressing the research questions.*

*The project found that the overall character of Gosport has been formed by its landscape and strategic setting, it is surrounded by coastline and military installations which constrained the development of the town. The most significant of these installations are De Gomme's Gosport Line built around it in the mid-17<sup>th</sup> century, and the outer defences built in the mid-19<sup>th</sup> century. Despite the influence of the defences on the topographic development of the town, the research shows that the settlement pattern of the town was not linked to particular military events, or to the construction of individual military establishments.*

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# GOSPORT HISTORIC URBAN CHARACTERISATION STUDY

## NATIONAL HERITAGE PROTECTION PLAN FOR ENGLISH HERITAGE

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### 1 INTRODUCTION

#### 1.1 Project Background

- 1.1.1 This characterisation study for Gosport has been commissioned by English Heritage (EH) as part of the National Heritage Protection Plan, to provide improved information for the understanding of the significance and value of Gosport. A copy of this included as Appendix 1 (EH June 2013). The project involves the characterisation of the town, with specific reference to the relationship between the town's civil and military areas. It is based mostly on desk-based research with some field verification.
- 1.1.2 The characterisation of Gosport is part of a national programme of characterisation, which has been undertaken in partnership between English Heritage and local authorities, usually at county level. The earliest HLCs focused on rural landscape, but the approach has subsequently been used within historic towns and metropolitan urban areas. Characterisation is a tool in 'understanding place' and helps inform planning decisions, the EH publication 'Understanding Place: An Introduction' (2012) explains the relationship between spatial planning and characterisation. This is part of a series of publications by EH relating to understanding place, designation, assessment and management.
- 1.1.3 Gosport originated as a fishing village in the Liberty of Alverstoke, and developed as an adjunct to Portsmouth in its role as dockyard and centre of naval activity. The town of Gosport has a concentration of hugely historically significant military complexes including various forts and batteries, Haslar Naval Hospital, Priddy's Hard armaments depot, Haslar Gunboat Yard and the Royal Clarence Victualling Yard. There have been numerous studies of these individual sites but the current project is particularly intended to enhance understanding of the development of the town as a whole, and its expansion into its rural hinterland. This would largely focus on the post-medieval period, and it would explore the relationship (both historical and current) between the military complexes and the civil town. The study will also explore the development of the town with the growth of the dockyard, harbour and Naval base at Portsmouth.

#### 1.2 Aims and Objectives

- 1.2.1 The following aims and objectives were addressed:

The aim of the project is to characterise the historic town of Gosport. The report and GIS mapping will address the following questions:

- Objective 1.1 - What were the town's main development phases?
- Objective 1.2 – What effect did the development of the town's military infrastructure have on the topographic development of the town and its spatial organisation?

- Objective 1.3 – What character areas may be identified within the town, and which might be seen to be as specific to a town dominated by the military? This might include characterising areas by period, areas occupied by the military for different functions, industry, housing by social status, and other characteristics that emerge during the study.
- Objective 1.4 – Were there other significant influences on the development of the town, such as its development as seaside resort, how has this influenced its character?
- Objective 1.5 – What areas of the town have high potential for the presence of buried archaeological resources?

### **1.3 Scope of Project and Deliverables**

- 1.3.1 The project has produced an historic urban characterisation of the town of Gosport on the west side of Portsmouth Harbour. The scope of the project covers a Study Area, set by EH, which extends from Portsmouth harbour in the east to roughly the line of Grange Road in the west. The Solent forms the southern boundary and the former Frater Lake, a creek, the northern one. This area does not cover the whole of the modern built-up area of the town, but encompasses the extent of Gosport within the military defences constructed between the 17th and 19th centuries. The extent of the Study Area, approximately half of the Borough of Gosport, is shown on Figure 1.
- 1.3.2 This report provides a brief history of Gosport's development from the prehistoric period onwards. For each period the town is placed in the context of the wider Portsmouth area and key surviving features identified. For the prehistoric to early medieval period, the archaeological evidence is mapped on Figure 4.
- 1.3.3 A series of maps showing historic character types present has been prepared for the late 19th century, post-Second World War and modern Gosport to illustrate in detail the town's development. In addition the Study Area has been divided into a number of Historic Urban Character Areas (HUCAs). All of these maps have been generated using GIS and the relevant datasets form part of the project deliverables.
- 1.3.4 These and other maps are used to illustrate the Characterisation Report, which identifies areas of archaeological potential, analyses the development of the town and discusses in detail the HUCAs.
- 1.3.5 The effect of the development of the town's military infrastructure on Gosport is analysed and other significant influences on the development of the town identified.
- 1.3.6 The report ends with a series of possible research questions for further work, for below-ground archaeology and for historic buildings.

## **2 METHODOLOGY AND SOURCES**

### **2.1 Previous work**

- 2.1.1 A number of characterisation studies have been carried out for Gosport, which have informed this project. In February 1999 OA and Scott Wilson completed the 'Hampshire Historic Landscape Assessment', which established a number of 'historic landscape types'. These types, where possible, were incorporated into this Gosport assessment, however most of these were found to be incompatible to those types identified at Gosport. Gosport was included in the Extensive Urban Survey (EUS) project for Hampshire in 1999, but this concentrated on the historic core, within the Gosport Lines (Hants CC 1999).

- 2.1.2 In 2010 an Integrated Character Assessment was prepared, which covered most of the modern extent of the town (Hants CC 2010). Its study area excluded a small area in the south-west of the current Study Area and its northern portion from Fort Elson to eastwards, but did include the more recent housing at Rowner, Bridgemary and Fleetlands on the west side of the town. These areas lie outside the scope of this project. The town was divided into 10 Townscape Character Areas (TCAs), some of which were divided into sub-areas, particularly the residential suburbs. The project also identified 32 Townscape Character Types (TCTs), but, although those present within each TCA were identified, the TCTs were not mapped. The Character Types for this project were based on the TCTs and maintained their chronological subdivisions.
- 2.1.3 The English Heritage Urban Review Panel, which provides support for and advises on urban regeneration and the historic environment, issued its Review Paper for Gosport in 2011. A particular issue for the town identified in that paper was the opportunities arising from the changing role of the Ministry of Defence (MoD), many of whose sites had or would be released from their control (EH 2011).
- 2.1.4 Gosport Borough Council commissioned a further Townscape Assessment in 2013 for the whole of the borough, which divided it into nine Townscape Areas, six of which lay wholly or partially within the current Study Area. Each of these was then subdivided and descriptions provided for each sub-area (Michael Ricketts Associates 2013).
- 2.1.5 In addition the Study area includes 13 of the 16 Conservation Areas designated by Gosport Borough Council. The project has also been informed by the Conservation Area Appraisals carried out for seven of these:
- Bury Road
  - Forton Road
  - Hardway
  - Haslar Peninsula
  - High Street
  - Peel Road.

## **2.2 Data collection and processing**

### *2.2.1 Archaeological data*

Details of the archaeological records for the Study Area contained in the Hampshire HER were obtained as digital data, thus allowing the known archaeological sites to be assigned to a number of chronological periods and displayed as GIS layers.

### *2.2.2 Historic Buildings*

The Hampshire HER also supplied data on historic buildings, again as digital data. Listed Buildings were distinguished by Grade in the GIS layer, which also identified unlisted buildings considered to be of importance. Hampshire has designated a number of Areas of Archaeological Potential and these were supplied digitally, together with the a series of Alert areas, graded Red, Orange or Yellow according to the potential importance of any archaeological remains present.

### *2.2.3 Mapping*

Digital mapping, including copies of historic maps were supplied by Hampshire County Council and EH. Copies of additional historic maps were consulted at the various libraries listed below and in printed sources.

#### 2.2.4 *Aerial photographs*

A search of the English Heritage Archive in Swindon was carried out, which identified a total of 1,538 vertical and 258 oblique aerial photographs covering the study area. It was not feasible to inspect this number of images within the scope of the survey and a limited selection of 49 vertical photographs was ordered for inspection. These covered the years immediately following the Second World War. During OA's visit to Swindon a number of oblique aerial photographs from the 1920s were examined, together with images from EH's photograph library.

#### 2.2.5 *Documentary sources*

A wide range of documentary sources for Gosport and the wider Portsmouth Harbour area were consulted, including previous characterisation studies. The information was assembled from material held at OA, documents provided by EH, the Bodleian and Sackler Libraries in Oxford and online sources. The Discovery Centre and Local Studies Library in Gosport were visited on 22nd January 2014.

#### 2.2.6 *Statutory and non-statutory designations*

Data relating to designated archaeological features and historic buildings was obtained from the Hampshire HER and EH. The Study Area contains no Registered Battlefields.

2.2.7 A full list of bibliographical, documentary and map sources is given in Appendix 1.

### 2.3 **GIS**

2.3.1 The GIS project was setup using ESRI ArcGIS 10.1. The Ordnance Survey MasterMap scale data was incorporated into the GIS using the Data Interoperability extension, and all of the varying historic maps were added as layers, grouped by epoch. These layers provided the base maps from which the characterisation would take place. The HER and supporting layers were added when necessary and in most cases were used for research and supporting information.

#### 2.3.2 *The Historic Urban Character Areas (HUCAs)*

2.3.3 The HUCAs were developed through documentary research and amended through onsite and cartographic assessment. Paper copies were annotated, scanned and then digitised as polygons within the GIS. Each HUCA was given an identification number and a name in the attribute table, corresponding to the description in the report.

#### 2.3.4 *The Historic Character Types*

2.3.5 The Gosport Townscape Assessment (Hampshire County 2010) was used as a basis for this study to ensure that this project fitted in with existing characterisation data. This project placed particular emphasis on the settlement areas and the date categories were adopted for this study. The same date ranges were adopted for the military installations to ensure the research objectives of the project were met, and the relationship between settlement areas and military installations could be appreciated.

2.3.6 The First Edition OS map (Fig.7) showed missing data where military installations were known to have existed by the date of the map. Data from maps of the nearest chronological date was therefore taken and digitised onto the OS map to depict an accurate illustration of the landscape.

2.3.7 Initially, a single list was produced containing all of the character areas to be used within the project. These included the areas for all of the phases of characterisation. It was understood that this list would grow or shrink as the project developed.

- 2.3.8 This list was split into five fields: [TypeID], [BroadType], [NarrowType], [Phase], and [Legend] each of which would transfer to the character shapefiles. These fields represented:
- TypeID - The number assigned to the Character Type;
  - BroadType - The broader term for the Character Type (such as 'Military');
  - NarrowType - The refined narrow term for the Character Type (such as 'Defence');
  - Phase - The specific date bracket applied to the character type. Not all types were assigned a phase;
  - Legend - A concatenation of the NarrowType and Phase fields to be used in the creation of the legends in the GIS.
- 2.3.9 This list was external to the GIS files, later being joined to the digitised polygons, allowing for amendments and edits to be easily made to the Character Type names, and simplifying the digitisation workflow without the need to enter cumbersome attribute data.
- 2.3.10 To conclude ArcGIS .style file was created to maintain all symbology. Whilst a time consuming process, due to the number of Character Type, it ultimately allowed an easy way of symbolising the various layers, and provides other users with the symbology data.

### **3 SETTING**

#### **3.1 Environs of Gosport (Fig. 2)**

- 3.1.1 The Borough of Gosport occupies the peninsula on the west side of Portsmouth Harbour, with the Solent to its south, and historically was part of the parish and liberty of Alverstoke. The land to its north and west is within the Borough of Fareham. Both boroughs are part of Hampshire County Council. The City of Portsmouth, on the opposite side of Portsmouth harbour is a Unitary Authority.
- 3.1.2 The borough includes Lee-on-the-Solent with the boundary running along the south side of the Marine and coastguard Agency (MCA) Daedalus airfield before turning north along the edge of the Bridgemary region of Gosport and connecting to Portsmouth Harbour along the creek of Hoeford Lake in the north. It is not divided into separate civil parishes.
- 3.1.3 The historic county of Hampshire is now divided into 11 districts and the cities of Portsmouth and Southampton, the latter also a Unitary Authority. Running from west to east, Southampton, Eastleigh, Fareham, Gosport, Portsmouth and Havant have developed into a densely populated area, which make up most of what is often referred to as South Hampshire or Solent City. This extensive conurbation has evolved without any overall planning and has suffered in recent years from closure of industries, including the reduction in military activity.

#### **3.2 Geology and Topography**

- 3.2.1 Lying in the Hampshire Basin, the bedrock geology of majority of the Study Area is the Bracklesham and Barton Groups, which comprise sand, silt and clay. The northern tip, around Hardway and Elson has London Group geology, which also includes some gravel.
- 3.2.2 The superficial geological deposits are mainly marine deposits, with alluvium around the tidal creeks and the west side of Portsmouth Harbour. In the centre of the Study

Area there are brickearth deposits, where there were many brick fields and kilns shown on the 1st Edition Ordnance Survey map in 1867.

### 3.3 Communication Routes

- 3.3.1 The main road access to Gosport is the A32, which runs north from the town to join the A27 in Fareham. The A27 runs eastwards from Southampton as far as Eastbourne, with a number of spurs to the south coast towns, such as Gosport, Portsmouth and Bognor Regis. From Southampton to Portsmouth it runs parallel to the M27, which has good links to roads leading northwards, including the M3 towards London.
- 3.3.2 The passenger ferry between Gosport and Portsmouth is of major importance to local inhabitants, providing a rapid and cheap connection.
- 3.3.3 Gosport now has no rail link, the nearest stations being situated at Fareham to the north and in Portsmouth Harbour immediately to the east.

### 3.4 Designated Areas of Historic Significance (Figure 3)

- 3.4.1 Within the Study Area there are 13 Scheduled Monuments, all of which comprise elements of the military association with the town. These are:
- Fort Elson, 1001841
  - Fort Brockhurst, 1013401
  - Fort Grange, 1001807
  - Gilkicker Fort, 1001789
  - Fort Monckton, 1001844
  - No 1 Battery, Stokes Bay Lines 1405953
  - Fortification S of Crescent Road, 1001829
  - Haslar Gunboat Yard: gunboat sheds, 1001810
  - Haslar Gunboat Yard: miscellaneous buildings, 1001811
  - Fort Blockhouse, 1001873
  - Fortifications S of Trinity Church, 1001849
  - Fortifications N of Mumby Road, 1001850
  - Earthwork Defences at Priddy's Hard, 1010741.
- 3.4.2 There is also one Registered Park and Garden within the Study Area: The Grade II Royal Hospital, Haslar
- 3.4.3 There are two Grade I Listed Building within the Study Area:
- 'A' Magazine, Museum Buildings, Priddy's Hard
  - 'B' Magazine (North and South Stores) and attached passage and boundary wall, and main rolling way and attached foreman's office, shifting room and shoe houses, Museum Buildings, Priddy's Hard.
- 3.4.4 There are 12 Grade II\* Listed Buildings, eight of which have a military connection:
- 'C' Magazine (Building 435), Priddy's Hard
  - 'E' Magazine (Building 436) and enclosing walls, Priddy's Hard
  - Quick fire shell store (Building 4333) approx. 12m N of 'A' Magazine, Museum Buildings, Priddy's Hard
  - Main Gate and two lodges, Royal Clarence Yard
  - Royal Clarence Yard Bakery Complex
  - Ward Blocks A, B, C, D, E F and centre at Royal Naval Hospital, Haslar
  - Chapel of St Luke, Royal Naval Hospital, Haslar
  - Fort Gilkicker.
- 3.4.5 The remaining four are:
- The Crescent 7-24, Alverstoke



- Holy Trinity Church
- Railway Station Old Terminal
- The Old Rectory Undercroft.

3.4.6 Of the 143 Grade II Listed Buildings within the Study area, the majority are associated in some way with a military establishment. This pattern is repeated for the 535 unlisted buildings regarded as being of historic interest, and placed on the Gosport List of Buildings of Local Interest, maintained by Gosport Borough Council.

3.4.7 All 13 Conservation Areas within the Study Area are shown on Figure 3.

## 4 THE DEVELOPMENT OF GOSPORT

### 4.1 Prehistoric Period (500,000 BP – 43 AD )

#### *Character and Development in Gosport*

- 4.1.1 Hampshire is rich in Paleolithic artefacts, believed to be due largely to the proximity of the county to the continent (Shackley 1981, 4). The area is particularly rich in artefacts of the Acheulean industry (*Ibid*, 6). The majority of palaeoliths found in Britain are from the river terrace gravels (Wymer 1996, 3), on which part of Gosport lies. There have been a number of artefacts of the Paleolithic period found in the Gosport area. The HER records that a series of Palaeolithic artefacts have been found just to the south west of the town, along the beach in the area of Stokes Bay including, a handaxe and an unretouched flake. Acheulian handaxes and other implements have been washed out of the 25ft terrace gravel cliff along with a small twisted ovate handaxe in the same area (HER 18985). Other handaxes have been found at various locations along the coast in this area (HER 54143, 54142, 54136, 54137, 54138 – 40, 54471 and 54470).
- 4.1.2 Evidence for Neolithic occupation is scarce in Hampshire (Fasham & Schadla-Hall 1981, 26), but this is likely to be in part due to a lack of archaeological investigation. Neolithic monuments, in the form of long barrows have been recorded in Hampshire but only on the areas of chalk geology. A number of Neolithic finds have been found in Gosport, Neolithic polished axes have been found at Stokes Bay (HER 18980) and the foreshore by the terrace gravel cliffs (HER 18974).
- 4.1.3 Archaeological evidence for the Bronze Age in Hampshire is also low, especially when compared with neighboring counties such as Wiltshire (Tomalin 1996, 13). However, work on the foreshore of the Isle of Wight, which recorded an array of Neolithic and Bronze Age fishtraps and other wooden structures, suggesting that the Hampshire coastline has good potential for marine archaeology (*Ibid*, 16). Despite this general lack of known Bronze Age archaeology within Hampshire, the HER records a possible Bronze Age settlement on Grange Road (HER 37224). This was excavated prior to the development of a recycling centre, by Alder Moor. Here a number of post-holes and burnt areas (probable hearths) were interpreted as being part of two irregular (oval) timber built buildings, both *c.*6.50m by *c.*4.50m. Several other pairs of post holes and an early Bronze Age ditch were recorded. Several pits had quantities of pottery, one producing 372 sherds, 4 complete or almost complete saddle querns in good condition and 10 pieces of worked flint. Another contained 40 pottery fragments some fired clay and a loom weight dating from the late Bronze Age. It has been interpreted as a probable small unenclosed Bronze Age settlement site with a single phase of construction and a relatively short life.
- 4.1.4 Evidence for possible prehistoric activity has also been found during excavations at the Royal Clarence Yard in the area of St George's Barracks in the east of the town, in the form of a gully dated to this period. This took the form of narrow, shallow gully filled with a fine humic loam cutting through the natural gravels. This contained several prehistoric flints and pottery sherds dating to the late Bronze Age. Also found was a small patch of subsoil which contained a large proportion of prehistoric worked flint of the same date, but this was residual and mixed in with other finds dating to the early 20<sup>th</sup> century (HER 57096).
- 4.1.5 In addition to settlement evidence, three possible Bronze Age barrows in line with each other have been found at Alverstoke just on the 2m contour line (HER 19010).

A Bronze Age hoard comprising one arm ring and 18 palstaves was found in Haslar Lake (HER 41038) and a further hoard of 19 middle Bronze Age/late Bronze Age palstaves and one bracelet was found after workers broke through a concrete floor at HMS Sultan (HER 19653).

- 4.1.6 In contrast to the Neolithic and Bronze Ages, there is abundant evidence for Iron Age activity in Hampshire, mainly due to the extensive archaeological work which has been undertaken on Iron Age sites within the county (Cunliffe 1996, 26). Despite the county abundance, there are no definite recorded features or artefacts of this period within Gosport.

#### *Context of Greater Portsmouth*

- 4.1.7 It is only possible to consider Gosport as part within the wider area for two eras within the prehistoric period. Until *c.* 12,000 years ago the English Channel was much narrower and the Isle of Wight and much of the seabed in its vicinity formed part of the mainland. At that point neither Gosport nor Portsmouth would have been located on the coast, although they would have been on opposite sides of a river. The level of significant interaction between population groups is unknown.
- 4.1.8 By the later Iron Age England was divided between a number of tribal areas. The Greater Portsmouth area would have lain within the general area of the southern Atrebatas, and is close to the boundary of the local areas of the Belgae (in Hampshire) and the Regni (in Sussex). However, the internal organisation of these 'kingdoms' is not well understood.
- 4.1.9 The most significant centre in this region was the international trading centre based on Hengistbury Head at the western end of the Solent (Cunliffe 1987).

#### *Specific Character areas and features*

- 4.1.10 There are no Character Areas or features with any specific link to the prehistoric period. The distribution of archaeological evidence for this period is shown on Figure 4.

## **4.2 Roman Period (43 AD – 410 AD)**

### *Character and Development in Gosport*

- 4.2.1 Hampshire as a whole is rich in Roman archaeology, the main Roman centres being located at Winchester (*Venta Belgarum c.*33km to the north west) and Silchester (*Calleva c.*70km to the north). However, evidence of Roman occupation along the coast is limited, despite the two sizeable Roman walled sites at Bitterne (*Clausentum, c.*6km to the north west) and Portchester (*Portus Adurni*), the former dating to the 1st century, and the latter to the 3rd century.
- 4.2.2 Whilst there is little evidence of Roman activity in and around Gosport (Figure 4), the fact that a Roman fort was present at Portchester, and no doubt servicing a fleet based in Portsmouth Harbour, does suggest it is likely that the area was utilised during this period. However, until recently no direct evidence of Roman settlement had been found. In 2009 various ephemeral features including a shallow pit containing sherds of possible Roman pottery and ditches were excavated to the west of Fort Grange. These have been interpreted as a low status agricultural settlement, representing the first known Roman occupation in the area. A single, repaired piece of Samian pottery has been found close by (1964). This area also contains evidence of early medieval settlement (see below).

*Context of Greater Portsmouth*

- 4.2.3 Trading settlements have been identified at Hengistbury Head and significant Roman walled sites at both Southampton and Portsmouth. There is no discernible pattern of linked activity across the coastal area from this period.

*Specific Character areas and features*

- 4.2.4 There are no character areas or features with any specific link to the Roman period.

**4.3 Early medieval period (410-1066)***Character and Development in Gosport*

- 4.3.1 Once again the continued use of Porchester Castle during this period (as one of the forts of the burghal hidage) must have influenced the settlement pattern of this area. However, the only substantial evidence of an early medieval presence within the area is a cluster of features excavated to the west of Fort Grange and north of Alder Moor (within the same area as the Roman settlement discussed above), Figure 4. Features included gullies and various post and stake holes, have been interpreted as a building with the evidence suggesting that the building had collapsed about its central post (HER 19664, 19666, and 640131). Also found were the outlines of withies wound between posts on the north side of a hearth area suggesting the presence of windbreak type structure. Rubbish pits have also been found filled with domestic refuse and shells and sealed by a layer of seashells and other refuse. A floor of flint cobbling was recovered over which was a deposit of seashells and other refuse 15cm deep representing the abandonment of the floor as a living area. The area was interpreted as a seasonal base on a road or track to Rowner associated with collecting trips to different parts of the shore for shellfish, but not as a permanent settlement (Lewis & Martin 1973, 45).
- 4.3.2 The later construction of a supposed Motte and Bailey castle (HER 22561, 54949) near the site of the existing Apple Dumpling Bridge over the River Alver to the south west of the town suggests an earlier river crossing of some importance, and potentially the site of a ford or bridge (*Ibid*, 45).

*Context of Greater Portsmouth*

- 4.3.3 The Solent was the site of a sea victory over the Danes by Alfred in 897, which can be seen to represent the beginning of the Portsmouth Harbour's link with the Navy.

*Specific Character areas and features*

- 4.3.4 There are no character areas or features with any specific link to the early medieval period.

**4.4 Medieval Period (AD 1066 – 1550)***Character and Development in Gosport*

- 4.4.1 Gosport, not separately mentioned in Domesday Book (1086) lay within the parish of Alverstoke, which became a separate 'liberty' since the villagers themselves held the manor under the monks of Winchester Cathedral Priory (*VCH Hants III*, 202-3). In 1204 Bishop Godfrey de Lucy granted the Priory the income from the 'newly built town on the port in Alverstoke', while reserving to his successors the church and courts (Franklin 1993, 198).<sup>1</sup> The priory was naturally reluctant to allow borough

<sup>1</sup> The words of the charter are: *Totum commodum quod de villa de novo edificata super portum in manerio de Alwarestok' rationabiliter poterit provenire*; the word 'villa' could be translated village or town, but the meaning is obvious.

status (and indeed there was no market until granted by the Bishop in 1717) but it was in all but name, and in 1462, the new bailiff appeared in the Bishop's court and took two burgages and eight acres of arable in the 'borough of Gosport' (*VCH Hants III*, 202-8, n59).<sup>2</sup>

- 4.4.2 Bishop Godfrey (who built the east end of Winchester Cathedral) had an active interest in Hampshire landholdings, and also founded New Alresford (Beresford 1959). Gosport's grid pattern of streets and tenements resembles that of the recently founded borough of Portsmouth, commenced by John of Gisors in c.1180 (Hoad 1981; Quail 1994). How and when the plan was filled in with occupied tenements is another question. There is little doubt that the place would have functioned as a port town throughout the medieval period, in an agrarian setting, and is recorded in 1302 as providing ships for an expedition to Scotland.
- 4.4.3 By the Tudor period if not before, Gosport became involved in the defensive system of Portsmouth Harbour. The first record of a 'Blockhouse' on Blockhouse Point comes from 1417 (Williams 1979, 8). In Henry VIII's reign, probably 1539, two fortifications, known as the Bulwark (HER 17564) and Blockhouse (19017) were raised to guard the entrance to Portsmouth Harbour (and maintain the further end of the protective chain at the harbour mouth).

#### *Context of Greater Portsmouth*

- 4.4.4 South of Portsdown there was an area of rural manors with a series of small towns at Titchfield, Fareham, Portchester, all within the ambit of the large new town of Portsmouth. The borough was founded in the late 12th century, chartered by Richard I, and linked to London by a new road (the A3), and by the navy to overseas territories. Other towns lay on the roads from Southampton to Chichester and from Portsmouth to Winchester. The royal castle at Portchester provided accommodation for special occasions and ancillary storage areas for the port. Many of the manors in the area had grazing rights in the royal Forest of Bere (Munby 1985).

#### *Specific Character areas and features*

- 4.4.5 The central part of the town preserves aspects of the primary planned layout of the town, characterised by ordered blocks of tenements (HUCA 1 Old Gosport, below). These are arranged on either side of High Street, bounded by the parallel North and South Streets, and with further back lanes behind them, forming a plan of four main blocks (and with an extension to the north which may be a much later planned extension). This is a large and sophisticated town plan (comparable with that of Portsmouth, as mentioned above), but when the whole plan was devised, or how rapidly it filled up cannot now be known except as an archaeological question. The grid layout may have been modified and truncated by the 17th-century fortifications, and has been so reduced and compromised by 20th-century change that only the First Edition OS 25-inch map reveals its full character.
- 4.4.6 With Gosport's countryside so extensively built over, only some areas of coastal grassland, along with the outline of creeks and watercourses survive as reminders of the earlier landscape.
- 4.4.7 Few medieval finds have been recovered, though a ditch containing burnt flint (HER 60555) may represent the rear of a medieval burgage plot boundary associated with Privett Road. A single find of significance was a finger ring of c.1450, with silver

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<sup>2</sup> The source is 'Court Roll 81 no. 9', i.e. Hampshire Record Office, Fareham Manor Court Roll (1459-1484) 11M59/C1/12/4 [former reference: 11M59/E1/81/9].

bezel and shoulders engraved with plant motifs around the initial RB in Gothic script with a merchants mark in between (HER 313891).

#### 4.5 Post-Medieval Period (AD1550-1900)

##### *Character and Development in Gosport*

- 4.5.1 Gosport did not develop beyond a small port town and fishing village, as described by John Leland in the 1530s until the early 17th century, when links with the dockyards in Portsmouth were created. Some 16<sup>th</sup>- and 17<sup>th</sup>-century houses survive within the town centre, including 15 North Cross Street (HER 1139) and 63 High Street (HER 797). Charles I had granted land to Robert Pamplin in 1628 for a reclamation scheme, which was not carried out and although plans to move dockyards across were not realised, some connected industries were established in Gosport (White 1989, 27). The 1678 map of the royal engineer Bernard De Gomme shows a long, low, range of buildings annotated as 'Roap Rows' (HER 65357) in the open fields on the north-western edge of the town.
- 4.5.2 Key to the history of Gosport during this period were the construction of different phases of ramparts, gun batteries and forts, which formed part of the wider network of defences surrounding Portsmouth Harbour. These defences are discussed in detail in separate sections below. Other major military establishments also had a strong influence on the town.
- 4.5.3 In 1710 a large area of land on Weevil Lane north of the town was bought and leased to a brewer, Captain Henry Player, who produced beer and biscuits, obtaining a contract for supplying the navy. Over the century the range of goods supplied by the Victualling Yard and Naval Brewery Centre expanded to include coal (White 1989, 40). Eventually the yard was taken over by the navy and renamed Royal Clarence Yard (HER 17568), continuing in use into the later 20th century.
- 4.5.4 Forton Hospital (HER 42149), a Naval Hospital built by Nathaniel Jackson in the early years of the 18<sup>th</sup> century, stood to the north-west of Gosport. By 1777 it had become Forton Prison (HER 42147) housing American and later French prisoners of war, and surviving into the late 19th century as a military prison (White 1989, 49). During the Napoleonic wars there were also prison hulks off Hardway and in Forton Creek, with Barrow Island used as a burial place for those who died (*My Gosport* undated). The Forton Barracks (HER 65238) opened in 1820 and had a long association with the Royal Marines. The land north of the barracks was reclaimed and in 1848-56 sports fields and a swimming bath were provided (*ibid*, 85, 95). Several terraces of houses close to the barracks were constructed for service men, some intended for officers and some for other ranks (Forton Road CAA 2006).
- 4.5.5 This hospital was replaced by Haslar Naval Hospital (HER52410), established by the Navy Board on the site of Haslar Farm and opened in 1756 but was not completed until 1760. The hospital had its own cemetery and another naval cemetery was also located to its west (Haslar Peninsula CAA 2007). The Haslar Peninsula was also home to Scamp's Gunboat Yard, constructed in 1857/8. It closed temporarily when production of wooden boats ceased, but was soon reopened to store and refit boats. In the late 19th century William Froude moved his ship testing facility to new facilities within the Gunboat Yard (HER 38758) (Fort Gilkicker: Haslar Gunboat Yard).
- 4.5.6 The London and South-Western Railway Company extended the London-Southampton line from Eastleigh to Gosport in 1842 terminating at Gosport Station. This project proved controversial, with the Board of Ordnance refusing to allow construction of the station within the Gosport Lines. They also considered its location outside the rampart to be too close to the defences and insisted on a design which would allow the building to be incorporated into the defences if necessary (Eley

1999). The line was extended into Royal Clarence Yard (HER 57678) in 1845 so that trains carrying Queen Victoria on her way to Osborne House on the Isle of Wight could have private access to the waterfront where she boarded the royal yacht to convey her to the Island (Kent 1994). This branch was adapted to serve the yard also. The Stokes Bay Railway & Pier Company established a link to the island in 1863, trains running direct to a pier (Mitchell & Smith 1986, 1).

- 4.5.7 Gas for street lighting was provided by the Gosport Gas and Coke Company in 1834 (*My Gosport*). The gas works (HER 55983) were located to the south-west of the town to the south of Newtown.
- 4.5.8 The Ordnance Survey Drawing (OSD) of Gosport (1797) (Fig.5), and the Ordnance Survey 1st Edition 6-inch and 25-inch maps (1856-72) (Fig.7), shows a number of settlements within Gosport the largest being Alverstoke, Anglesey, Bury, Privett, Newtown, Forton, Camdentown, Brockhurst, Clayhall, Hardway and Elson. The settlements at Alverstoke, Anglesey and Brockhurst attracted the more prosperous citizens of Gosport and senior officers. Anglesey was constructed in the 1830s as part of a resort development (White 1989, 85), with its terraced crescent of housing (HER 35707) ending with a hotel (HER 52343). Outside these key settlements, the characterisation drawings depict a predominantly rural landscape of enclosed fields.
- 4.5.9 Apart from the Clarence Square area where officers and prosperous inhabitants lived (White 1989, 61), the confined town boundary produced severe overcrowding and insanitary conditions within the town. Around the ramparts on both sides an area of open space was kept free of buildings for security reasons. Significant house building outside Old Gosport began in 1807 when Bingham Town, later renamed Newtown, was begun (ibid, 66). This area of housing contained a mixture of small terraces to villas intended for naval officers and attracted a range of shops (Hants CC 2007, 3). This era was a boom period for Gosport, hence the need for this extra housing. Demographic evidence suggests a sharp rise in the birth rate during the Napoleonic Wars, followed immediately by a steep decline (Eley 2014). This was followed by other development on the Grove Estate around Peel Road and along Stokes Road. These developments had some terraced housing, but also villas for officers. Although building continued throughout the later 19th century, Gosport grew slowly and the small hamlets remained largely separate.
- 4.5.10 Industry outside Old Gosport was limited, but that shown on the 1st OS 6-inch map includes:
- Two breweries located off the Stokes Road in Newtown
  - Forton flour mill
  - Elson malthouse
  - A rope walk running along the edge of the military cemetery in Forton
  - Brockhurst windmill (to the north of Camdentown)
  - Saltmarsh, along the east coast to the south of Hardway
  - Gravel pits, lime kilns (old and current) and brick fields, saw pits, timber yard and old quarry.
- 4.5.11 The main areas of industrial activity are situated around the largest settlement areas, large brick fields and occasional brick kilns are located between the settlements of Forton and Newtown to the north of the railway, and Bury and Newtown to the south of the railway. There are further large brickfields to the north of Brockhurst, and to the north and east of Forton. The locations of the brickfields correspond to the main areas of development, and were situated close to the areas of development to easily facility construction (geology allowing).

- 4.5.12 An industrial area is shown on the east coast next to the historic town of Gosport, the 'north wharf' is depicted as is a crane and a 'boat building house'. These are located between Gosport town and an area of shingle which forms part of the coastline.
- 4.5.13 In the mid 17th century Edward Silvester was producing iron mooring chain for the Navy, and, although the location is unknown, his workshops were probably near the harbour. The next recorded iron supply was of manufactured items by the ironmonger John Attwick around 1722. His works at 62-65 Middle Street became the Gosport Iron Foundry. Attwick's business had passed to Henry Cort who began to produce iron with a contract to supply the navy (Hawkins undated). The foundry closed in 1850 after which the premises became part of Camper's yacht yard. These yachts did not have a military link, but were intended for racing and long distance cruises (Camper & Nicholsons 2003).
- 4.5.14 Gosport was linked to Portsmouth by a ferry service (HER 57876) from the 16th century onwards. In 1840 this was supplemented by a floating bridge, well-timed as it made it easy for rail travellers to cross. Steam launches helped the ferrymen compete with the floating bridge. Although the bridge was removed in 1959, the ferry service continues, and, as it did from the 19th century, allows workers from Portsmouth to reside in Gosport (Gosport Ferry undated).
- 4.5.15 A toll bridge connected Old Gosport to Haslar Peninsula from 1791, which became free to use after its takeover by the Admiralty in the mid 19th century. The bridge only returned to council control in the 1950s (White 1989, 91).

*Context of Greater Portsmouth*

- 4.5.16 The post-medieval development of Gosport was driven for the most part by its links with the dockyards in Portsmouth, which needed to be defended and supplied. Portsmouth became a major naval base during this period. The establishment of Royal Clarence Victualling Yard, expanded from a private brewing firm to the main supplier of beer and biscuit to the navy, was key to Gosport's development although Haslar Hospital, boatyards and rope-making were also situated in the town.
- 4.5.17 The defences of Gosport were initially part of the defended approach to the naval dockyard along the river, but from the mid 17th century, the importance of preventing attacks on Portsmouth from the landward side became apparent. This led to the construction of the Gosport Lines, close to the edge of the early town and then later to the string of forts constructed along the west side of the Study Area.
- 4.5.18 In the earlier post-medieval period the town proper provided accommodation for officers and their families, with the outlying hamlets occupied by local farming families and the professional middle classes. As the dockyards and ancillary trades grew there was an increasing demand for housing, leading to the growth of residential area around Gosport and Alverstoke. Many of the inhabitants worked across the river in Portsmouth, finding it cheaper to commute via the ferries and floating bridge.

*Specific Character areas and features*

- 4.5.19 Contemporary maps show the defensive features of Gosport are located along the east and south coast, the landscape within this is rural in character with enclosed fields and small settlements. These settlements include: Elson, Brockhurst, Forton, Privet, Bury, Alverstoke and Rowner. Common land is visible, in particular 'Ore Common' (later Ewer Common) to the east of Alverstoke. Evidence of orchards or laid out gardens can be seen to the west edge of the defensive lines of Gosport. Enclosed wooded areas can also be seen dotted around the landscape
- 4.5.20 The most significant post-medieval features surviving in and around Gosport are the remains of the successive phases of defences and of the associated military



establishments, such as Haslar Hospital and St George's Barracks. These lie within Character Areas 2, 3, 10, 14, 15, 16, 17, 18, 22, 23, 24, and 34 in particular.

- 4.5.21 Older housing and public buildings have survived less well, but there are concentrations in Anglesey and Bury, Character Areas 26 and 27. There are also some in Alverstoke, Character Area 28.

#### 4.6 17<sup>th</sup>-Century Fortifications

##### *Character and Development in Gosport*

- 4.6.1 During the Civil War Gosport was held by Parliament, while Portsmouth was a Royalist stronghold. Batteries were erected in August 1642 from which Portsmouth could be attacked. Two platforms were constructed on locations thought to lie near the ferry. One was behind a barn and large enough for ten guns, while a smaller, two-gun platform was screened by a pile of faggots. The latter set of guns damaged St Thomas' Church in Portsmouth, which was further bombarded after the fall of Southsea Castle. The screening barn appears to have been demolished by the beginning of September when the Governor of Portsmouth surrendered, intimidated by the sight of the ten guns and the prospect of further bombardment (Williams 1974, 22).
- 4.6.2 The gun platforms were temporary, but after the Restoration in 1660 plans were drawn up to provide Gosport with secure fortifications, as well as the construction of improved defences in Portsmouth. Plans were drawn up by the Dutch engineer, Sir Bernard de Gomme, assisted by Thomas Phillips. De Gomme had served Charles I during the Civil War, designing fortifications for Oxford among other places. The final form of the Gosport Lines showed some significant differences from the original design and the lines were incomplete when de Gomme died in 1685 (Saunders 2004).
- 4.6.3 De Gomme's fortifications for Gosport comprised four elements: Blockhouse Point (HER 10197), Charles Fort (HER 19013), James Fort (HER 19264) and the western defences of the town, known as the Gosport Lines (HER 19298). Although de Gomme had designed a rear redoubt for the Blockhouse Point battery, it was only ever a gun battery with seventeen to eighteen guns (Saunders 2004, 151). Charles Fort was located by the main landing point of the town and James Fort further north on Barrow Island. Both were built as drawn by de Gomme. The Gosport Lines, around the town, were rather less elaborate than the original design had envisaged. The western side followed the plan, but the outer rampart in the north was never completed.

##### *Context of Greater Portsmouth*

- 4.6.4 The actions of the Parliamentary forces during the Civil War demonstrated how vulnerable Portsmouth was to a landward attack based on Gosport. At that stage Gosport itself was of little military importance and had therefore not been fortified. The construction of the Gosport Lines was intended to improve the protection of the larger town and the approaches to its harbour.
- 4.6.5 At the same time that de Gomme created the fortifications at Gosport he developed a similar series of defences around the town of Portsmouth, and another line around the dock area to the north of that town and a castle at Southsea to the south. Together these defences made the important harbour area difficult to attack from either land or sea.

##### *Specific Character areas and features*

- 4.6.6 Around half of the original 17<sup>th</sup>-century defensive line has been demolished, with the rampart material pushed into the moats. The influence of the Gosport Lines on the town's development can still be discerned in Character Area 3, Old Gosport Outer

Defences. Similarly, there are some remains of Fort Blockhouse, Character Area 16, and some stonework from Fort James survives on Barrow Island.

#### 4.7 18<sup>th</sup>-Century Fortifications

##### *Character and Development in Gosport*

- 4.7.1 De Gomme's fortifications were barely complete by the beginning of the 18th century, but by 1707-8 they were considered inadequate and both Byng and Talbot Edwards made suggestions for improvements (Williams 1979, 22). As a result three ships were moored off the Harbour to provide floating batteries and Fort Blockhouse was converted into a genuine fort.
- 4.7.2 Land west of Weevil Lane and along the lane to Forton Lake was purchased in 1710 to allow the Gosport lines to be extended, but instead the land was leased to a brewer called Player (Williams 1979, 19). Creation of the extension of the line to Priddy's Hard (HER 33512) began in 1758 at the same time that the existing Gosport Lines were enlarged and redesigned in many places.
- 4.7.3 In 1770 a new Magazine was constructed at Priddy's Hard (HER 51165) after the town expressed concerns about the risks from a magazine being located within the town (Williams 1979, 31). This led the Board of Ordnance to increase its presence in Gosport, beginning a separation of the administration of that town from its neighbour, Portsmouth.
- 4.7.4 Further alterations to the Gosport Lines were carried out in the late 18th century, mainly in the Holy Trinity area. The double gates on the Fareham Road were cut through the existing line (Williams 1979, 31).
- 4.7.5 There were also major developments along Stokes Bay, prompted by war with America. In 1789 a temporary fort was constructed, which was developed into Fort Monckton in the 1780s (HER 19018). At the same period a series of gun platforms (HER 57656-61) were constructed along Stokes Bay. There were also three temporary platforms, removed after the war, and plans for another fort near Bay House (HER5 7647), which was never built (APS 2006). Instead the land was used for the Stokes Bay Brickworks (57646), the eastern of which opened in 1788 and the western in 1806, both connected to piers. Lewis' map of 1832 shows the eastern site and its pier. The production level was high enough to supply not just the Portsmouth area, but some were even shipped as far as the West Indies (Williams 1979, 63-5).

##### *Context of Greater Portsmouth*

- 4.7.6 Activity in greater Portsmouth in the 18<sup>th</sup> century was entirely related to the series of almost continuous foreign wars, either in supplying the navy, defending the home base, and dealing with prisoners of war. This is exemplified in the use of Portchester Castle as a prison, and the phases of activity noted there, as well as continuing concern for the fortifications of Portsea as a whole (Cunliffe & Garratt 1994; Hodson 1978).
- 4.7.7 Fort Cumberland, at the south-east corner of Portsea, was built in 1746 by the Duke of Cumberland, and reconstructed 1786 by the Duke of Richmond. Originally built in the form of a 5 angled star, then reconstructed 1786 in its present form with wide pentagonal shaped rampart with 5 sharply angled bastions at each of the points it has been described as being perhaps the best example of 18th-century defensive architecture left in Britain.
- 4.7.8 As the military infrastructure of Gosport developed, particularly after the new Magazine was constructed at Priddy's Hard, the Board of Ordnance began to establish a separate office for Gosport. Although the improved fortifications helped

strengthen the overall defences of Portsmouth Harbour, Gosport increased its level of independence.

- 4.7.9 Purchase of land for an unrealised fort at Stokes Bay enabled the establishment of a brick yard. This provided a good supply of bricks without the need to purchase them from private enterprise. Its products were shipped to Portsmouth, where they were used in the construction of Fort Cumberland or trans-shipped to supply other locations. The role of Gosport as a supply centre for the wider area had been established.

*Specific Character areas and features*

- 4.7.10 A map of 1774 depicts the town of Gosport surrounded by its defensive lines running between the inlets to the north and south. Further defensive structures identified on the map include:

- Priddy's Hard
- The Gosport lines surrounding the west edge of Gosport town
- Stokes Bay Lines running along Stokes Bay to the south
- Fort Blockhouse
- Weevil Estate (brewery)
- Fort Monckton.

- 4.7.11 Fort Monckton, in Character Area 22, is still in existence and part of one Stokes Bay battery may survive within Character Area 28: Alverstoke. Fort Blockhouse, in Character Area 16, retains some features, although it has been much modified. Similarly Priddy's Hard, in Character Area 4, has some original features within the complex. Closer to the town centre, sections of the Gosport Lines remain within Character Area 3: Old Gosport Outer Defences, but the Weevil Estate, part of Character Area 2: Royal Clarence Victualling Yard and Barracks, has been extensively altered. Part of the boundary wall of Player's house survives within Royal Clarence Yard.

#### **4.8 Napoleonic Era (1799 –1815)**

*Character and Development in Gosport*

- 4.8.1 The changes made to the defences of Gosport during the Napoleonic Wars were for the most part additions or improvements to what was already in existence. An additional section of the defensive line was constructed in the Cackle Pond - Holy Trinity Church area between 1797 and 1802 and a bastion was constructed near the church in 1802-3 (Williams 1979, 37) (HER 52050, 19019); Haslar Gate dates from 1800. Later, in 1840, a sluice was added to allow the moat to fill at high tide.
- 4.8.2 The Gosport Lines generally were refurbished and additional bastions added up to Forton Lake. The seaward defences at Fort Blockhouse were also improved (APS 2006, 11). Work was carried out by prisoners of war, who were lodged on Burrow Island. Ferry services were established to link Priddy's Hard and Blockhouse Point to the town.
- 4.8.3 A musketry base was established at Browndown in 1804, which by 1815 was occupied by German militia. After the end of the war it was used to house French prisoners of war (APS 2006, 20).
- 4.8.4 The most explicit response to the French threat was the purchase and demolition in 1804 of the Cackle Pond mill (HER 65561) and the nearby windmill (HER 65556) (Williams 1979, 37). Two barracks were constructed to accommodate the increased

military presence. Haslar Barracks, dating from 1813, is now an immigration centre, but that built onto the south of Royal Clarence Yard was only temporary.

- 4.8.5 In 1814 removal of the guns from the ramparts began (Williams 1979, 38). During the early 19th century the ramparts filled a social as well as a military role, providing a fashionable promenade with fine views. Fort Charles Fort by the harbour was demolished and Fort James on Burrow Island partially demolished (ibid, 22).

#### *Context of Greater Portsmouth*

- 4.8.6 As a major naval port, the Portsmouth and Gosport area would have been a target for enemy action during the Napoleonic Wars. The network of defences was already extensive and only limited improvements were required on the Gosport side at least. The new Ordnance Survey maps were commenced around this time, and the 1797 OS Drawing of Portsmouth and Gosport (Sheet 75 pt.3) at a scale of 3 inches to a mile (later engraved at 1-inch to a mile) is a magnificent example that is highly informative for land-use and defences in the area (see Figure 5; British Library Online Gallery).

#### *Specific Character areas and features*

- 4.8.7 The rampart and bastion near to Holy Trinity Church are one of the few surviving stretches of the Gosport Lines. Together with the moat and sluice they are a Scheduled Monument, which covers the south-east portion of Character Area 3: Old Gosport Outer Defences. As discussed in paragraph 4.6.9, some stonework from Fort James survives on Barrow Island. Recent work by the Ministry of Defence has also found some human remains, thought to be those of either French prisoners of war or British sailors.

## **4.9 Military Developments (1816-1890)**

### *Character and Development in Gosport*

- 4.9.1 In 1828 the Weevil brewing and victualling complex was completely taken over by the navy as the Royal Clarence Yard. Shortly afterwards the development of the moated defences around Fort Monckton was carried out (APS 2006). Other improvements to Gosport's defences at this period included two phases of expansion of Fort Blockhouse in the 1840s and massive overhaul and reconstruction of all of the ramparts c.1848. The Forton Barracks, later St Vincent's Barracks was built outside the rampart in 1847. Other developments outside the Gosport Lines included the construction of the Gunboat Yard at Haslar and the development of Browdown Camp and Ranges in the mid 1850s. By 1956 the latter housed the German Legion (APS 2006)
- 4.9.2 Priddy's Hard changed considerably in the 19th century. A Laboratory complex was developed in the 1850s and its shell pier altered in 1879. In 1883 there was a large explosion at the complex, which was followed by extensive rebuilding (Evans 2006).
- 4.9.3 The most significant alterations to Gosport's defences in this period took place along the west side of the Study Area and along Stokes Bay to the south. By the mid-19th century military technology had made considerable advances and the Prime Minister, Lord Palmerston, in the context of a (short-lived) fear of French invasion, commissioned a new set of landward defences to replace the inadequate existing fortifications around Portsmouth Harbour (Williams 1979). Within the Study Area, the key elements of the defences constructed under the auspices of the Royal Commission of National Defence were the five forts constructed in a line along the west side from 1852-63 (Fig.6). The northern, Fort Elson (HER 19662), and southern, Fort Gomer (HER 18976), were a little smaller than Fort Brockhurst (HER 19716),

Fort Rowner and Fort Grange (HER 19663) in between, but their designs were similar (*Victorian Forts* undated).

- 4.9.4 A few years later a new system of earthworks, moats (HER 18977) and five bastions (HER 41603, 576343, 38772, 57644, and 27683) were built along Stokes Bay. The present Fort Monckton replaced the earlier structure and a battery was erected close by it on the site of Fort Gilkicker. This was rebuilt in the 1860s when the fort was constructed. Fort Gilkicker was equipped with the latest Armstrong Rifled Guns, but the other forts only had older models with a Palliser conversion.
- 4.9.5 Stokes Bay also played a part in the construction of the Spithead Forts. John Leather established a yard between Fort Gilkicker and Stokes Bay Pier where he manufactured the large concrete blocks needed, blocks and materials transported using a special pier and a dedicated railway siding. Leather overhead gantry and crane system was also used for construction of Fort Gilkicker itself (Fort Gilkicker: Mr Leather's Yard). In 1872 his works were taken over by the Royal Engineers for their submarine mining depot (APS 2006).
- 4.9.6 The last addition to the Stokes Bay defences in this period was the construction of Browndown Battery in 1888-9, at the south-west corner of the Study Area (Williams 1979, 63). The camp at Browndown had been used as a gun cotton store for a short period (Evans and later was a Musketry Camp for the Royal Marine Light Infantry (APS 2006).
- 4.9.7 Changes also took place inside Old Gosport at this period. The new St George's Barracks was constructed in 1859 (Williams 1989, 91), running between Royal Clarence Yard and the ramparts and continuing southwards to a point between North Street and High Street, a previously open area.

#### *Context of Greater Portsmouth*

- 4.9.8 The major review of Britain's Defences during the 1850s in response to a perceived threat from France considered all the major naval bases. This included Chatham and Plymouth as well as the defences of Portsmouth and Gosport. As always these two had to be looked at together to assess the level of risk of attack from the sea and from encircling action by forces landed at more distant points and making a landward approach.
- 4.9.9 The 19th-century landward defensive line was therefore constructed much further away from the harbour, with a string of forts west of Gosport, another at Fareham and then another string along Portsdown Hill. In addition the Portsmouth peninsula was further defended by a bastioned line across its northern neck (the Hilsea Lines). The sea defences from Langstone Harbour to Browndown were also expanded with new forts and moats. The forts and batteries constructed on the Isle of Wight provided, together with the sea forts at Spithead, provided an outer line of defence from naval attack. Bearing comparison only with Plymouth, the Portsmouth defences are one of the most impressive series surviving in these islands, though in parts comparatively neglected and unknown. (Saunders 1989, 172-3).
- 4.9.10 The improvements to the laboratories and production facilities at Priddy's Hard were part of a national programme of changes. The Portsmouth Gun Wharf was also considerably altered at this period.

#### *Specific Character areas and features*

- 4.9.11 The two forts survive on Stokes Bay, Fort Gilicker as Character Area 22 and Fort Monckton Character Area 23. Within Character Area 24: Stokes Bay are Browndown Battery and the remains of Batteries No 1, 2 and 5, all except Battery No 2 now Scheduled Monuments. There is also evidence for the ramparts and moats. The earth bank along the coast between Fort Gilkicker and Monckton appeared at this time to

protect military installations behind (mortars I believe). This ought to be added as extant archaeology. The two military searchlight platforms near the fort also fall into this era I believe. The stretch of surviving military moat from Browndown Common past Battery No 1 and Battery No. 2 should be mentioned.

- 4.9.12 St George's Barracks has closed and redeveloped for housing, but the principal buildings still survive, within Character Area 2: Royal Clarence Victualling Yard and Barracks. The main gateway on the north side of Mumby Road is still an imposing structure.
- 4.9.13 At Priddy's Hard many of the buildings and some of the equipment has been preserved and incorporated into a new museum, *Explosion!*

#### 4.10 Late 19<sup>th</sup>/ Early 20<sup>th</sup> Century

##### *Character and Development in Gosport*

- 4.10.1 The end of the 19th century and the years before the First World War saw improvements to the municipal buildings and infrastructure of Gosport, even though plans for clearance of the medieval and early post-medieval buildings, by then slums, were not implemented. Piped water had been provided from the waterworks at Bury in 1856 (HER 55974), but in 1900-4 work was carried out on the town's drainage system. Horse-drawn trams began to operate in 1870, which were electrified in 1903-6 (*My Gosport* undated). Gosport Park (HER 52054) was laid out on the Ewer Common in 1891.
- 4.10.2 A number of public buildings were constructed on the west side of Old Gosport – Thorngate Memorial Hall in 1885, the Library in 1901 and Connaught Drill Hall (HER 65302) in 1902 – with parts of the ramparts cleared to allow this expansion (Williams 1989, 126).
- 4.10.3 There was also significant expansion of the town westwards from the line of the ramparts during this period, mostly along the line of the existing road network, but with some new streets in the Bingham Town area. Some of these houses were associated with the military presence in Gosport, but the shortage of housing for dockyard workers in Portsmouth, who could easily make the short ferry journey, was a major driver (Williams 1989, 122). Some building took place in Hardway and Elson also towards the end of this period.
- 4.10.4 Military developments were limited. The Submarine Mining base was operated at Stokes Bay from 1873 to 1905, after which it changed to the School of Electric Lighting Fort Gilkicker: Stokes Bay). At Haslar, the Army Experimental Workshops (AEW) transferred from Torquay to new purpose built testing facilities within the Gunboat Yard (Gawn 1955). The ship testing continues, now carried out by QinetiQ. The Fuel Depot to the west of Royal Clarence Yard was also constructed before the First World War.

##### *Context of Greater Portsmouth*

- 4.10.5 This period was one of consolidation and municipal improvements across the region. The major conflicts during this period were in Africa, posing no direct threat to the UK and military expansion slowed. The close relationship between Gosport and Portsmouth continued, with the former providing housing for workers from both sides of the harbour, while Portsmouth and Southsea experienced a similar growth in housing and expansion of the built area. The population of Portsmouth was 32,166 in the first (1801) census; 63,032 in 1841; 94,799 in 1861, and reached 190,281 by 1901.

##### *Specific Character areas and features*

- 4.10.6 Most of the new municipal buildings have been redeveloped, but the Library, later a school, survives as the Local History Centre, on the western edge of Character Area 1: Old Gosport. There are many areas of housing, in Character Areas 11: Forton; 12: Lessland; 13: Christchurch; 19: Newtown; 27: Bury, and 29: Privett. Of the military features, the ship testing tanks are still present in Character Area 15: Armed Forces Sail Training (former gun boat yard).
- 4.10.7 *Census Data and Character definition in late 19<sup>th</sup> century.*
- 4.10.8 The potential of 19<sup>th</sup>-century census data (now available online from 1841 to 1911) for family history is well known, and it has become a popular source with accessible websites that allow the presence of relevant data to be established before purchasing copies (and uniquely the 1881 household data is freely accessible). Findmypast.co.uk has been used here. An old but valuable guide to the returns remains the Guides to Official Sources No. 2: *Census Reports of Great Britain 1801-1931* (HMSO 1951), and the original returns are in the Public Record Office of the National Archives (class Registrar General, RG 11) .
- 4.10.9 What may be less obvious is that the census returns can (once identified) be followed down a street to obtain an overview of the social characteristics of the area. Given the changes in street names and numbers (and the fact the ‘Gosport’ did not at first exist as an official subdivision of the parish of Alverstoke), this is not always so easy, and seems to be harder for some censuses than others.
- 4.10.10 A small number of sample addresses have been chosen to investigate the potential for this approach; they are Albert Street (1881); Bury Road (1881); Durham Street (1881), and Joseph Street (1871).
- 4.10.11 Albert Street in 1881 (PRO RG 11/1164): had a distinct railway flavour, with porters, booking clerk, firemen, steam-getter and parcel delivery men alongside builders and general tradesmen (builder, brazier, wheelwright, cabinet maker). As always, the trades of wives and daughters include laundresses and machinist/ dressmakers. There was also a number of military households associated with the Royal Marines (Corporal, Privates, Pay Sergeant, Colour Sergeant (at nos 35-49), and a few sailors.
- 4.10.12 Bury Road in 1881 (PRO RG11/1163): was a contrasting mixture of grander households and lesser cottages, some no doubt inhabited by the servants who worked in the big houses. At one end were tradesmen (few with obvious naval connections), though several associated with brewing and building trades. The numbered houses and villas have a high concentration of annuitants (living off investments), a wine merchant, and both retired military (Lieut-Col. of Marines, Captn Royal Engineers, Surgeon on half pay), and wives of absent, serving husbands (RN Commander, Major in Marines, Lieut RN). Then there is a scattering of gardeners in cottages, more ‘fundholders’ a Marine private, Greenwich Pensioner, and a Woodman Hill Contractor for public works with 450 men.
- 4.10.13 Durham Street in 1881 (PRO RG 11/1164): was predominantly inhabited by tradesmen (bricklayer, smith, stonemason, general and agricultural labourers, cordwainer, shipwright, laundress and charwoman), and a few military (RN corporal, seaman and bandsman, RN pensioner).
- 4.10.14 Joseph Street in 1871 (PRO RG10/1149): was much larger and with a pronounced naval and seafaring character, with roughly a quarter of households involved in each of naval, marine, general trades and miscellaneous. Naval households include RN seamen, RN steward, Marine private, labourers in Clarence Yard, Bounty widow, retd Warrant officers, Greenwich pensioner, naval pensioners, and wife of RN engineer. The marine related trades include many shipwrights, sailmakers, ship sawyer, Master

mariners, mariners, waterman, and a retired Coastguard Officer. The remainder include a few annuitants, policemen, teacher, tailors, outfitters, joiners, cabinet maker, carpenter, boot and shoe maker, coopers, coal dealer and gas engineer.

- 4.10.15 Even on this rapid assessment, the diversity of trades and occupations seems to have a distinct character in some streets and parts of streets, suggesting that the approach could be taken further. There may be a problem with knowing whether some tradesmen (e.g. a whitesmith in Bury Road) worked in a naval workshop or separately, though the mention of labourers in Clarence Yard would suggest that directly employed naval workmen may well be identified in the returns as such. They may even have plied their trade in Portsmouth. The other possibility is of character changing through time, and with housing rising or falling on the social scale. The potential for further study, and for the systematic tabulation and mapping of results must be considerable and would prove rewarding.

#### 4.11 First World War

##### *Character and Development in Gosport*

- 4.11.1 In 2014 a site visit to look for trenches seen on an 1950s aerial photograph revealed that a mock First World War battlefield had been constructed on the west side of Gosport to train soldiers for trench warfare. The feature covers a 0.5km square of open-land, and contains two sets of opposed trenches, complete with no-mans land between them (Snow 2014, 26-9).
- 4.11.2 During this period, Gosport played a significant role in the development of warfare by air. The airfield at Fort Grange became first the base for the Fleet Air Arm and then the Royal Flying Corps, which used it for the School of Special Flying, run by Smith Barry (Burton 2004, 6). This instructor developed the Gosport Tube device, which allowed him to communicate directly with the pilots (*GosportTube* undated).
- 4.11.3 Camper and Nicholson continued to build boats during this period, but also established the Gosport Aircraft Company, which produced flying boats from 1914-19 (Wikipedia: Gosport Aircraft Company).

At Haslar a Coastal Motor Boat Base was in operation during the First World War, and in 1921 the base was made a permanent establishment, although it only took on the name HMS Hornet in 1925 (Gosport Borough Council 2007, 16). This was located close to HMS Dolphin, the submarine base which had opened in 1904 at Fort Blockhouse.

##### *Context of Greater Portsmouth*

- 4.11.4 The Portsmouth Area would have been played a major role in the preparation of troops for combat roles. Its important naval bases would have been a potential target for invasion and its defences suitably reinforced.

##### *Specific Character areas and features*

- 4.11.5 The training battlefield is located just outside the Study Area in an area of heathland just north of Browndown (BBC News 7/3/14). Although owned by the MoD, the area is open to the public, adding to the recreational opportunities of Gosport.
- 4.11.6 The airfield has closed and the runways redeveloped as housing. There is little evidence of activity in the Gosport area, which is specifically linked to First World War, apart from War Memorials.

#### 4.12 Inter-war

##### *Character and Development in Gosport*



- 4.12.1 The major development in Gosport in the inter-war period was the growth in yacht building, by the Charles E Nicholson Company. The company diversified into steam yachts, but were never fortunate enough to build the America's Cup winner (Camper & Nicholsons International 2003).
- 4.12.2 From the end of the 19th century onwards, leisure facilities were developed at Stokes Bay, which enjoyed some popularity as a resort. Public conveniences, tea rooms and bathing stations were constructed. Next to the promenade were tennis courts and a putting green and at the east end, on the opposite side of the railway pier there was a golf course. The beach also provided a good vantage point for seaplane races over the Solent in pursuit of the Schneider Trophy (APS 2006, 32).
- 4.12.3 In the inter-war period some attempt was also made to establish leisure facilities close to the town centre. The Esplanade or Falkland Gardens (HER 52052) inside the rampart and Walpole Park (HER 52060) on the outside were both laid out and the Cockle Pond (HER 64737), adjoining the latter, was converted into a model yacht pool. A swimming pool (HER 64845) was installed within the rampart (Williams 1989, 149).
- 4.12.4 A major addition to the town was the opening of the Gosport War Memorial Hospital on Bury Road in 1923, on the site of the former Blake Maternity Hospital (*My Gosport* undated).

*Context of Greater Portsmouth*

- 4.12.5 Portsmouth saw continuing growth in the mid-20<sup>th</sup> century, associated with continued use of the naval dockyard and boundary extension to cover the whole of Portsea.

*Specific Character areas and features*

- 4.12.6 Evidence for the leisure facilities, such as the tennis courts, can be seen in Character Area 24, Stokes Bay and Walpole Park, and in Character Area 3: Old Gosport Outer Defences. Inter-war housing survives in Character Areas 6: Hardway; 7: Brockhurst; 27: Bury; 28: Alvstoke (east end); 30: Ann's Hill; and 35: Elson. The hospital is still operating in Character Area 27: Bury, although much modernised.

#### **4.13 Second World War**

*Character and Development in Gosport*

- 4.13.1 Like all of the UK's military sites, Gosport was subject to bombing raids during Second World War, which destroyed nearly 500 houses and killed 111 civilians (*My Gosport* undated).
- 4.13.2 In addition to its continued and enhanced military functions Gosport played a major role in the preparations for the D-Day landings. In 1943 the population in the Stokes Bay, Hardway and Beach Street areas found that access was being restricted and residents issued with passes (Burton 1981, 40-43). At Stokes Bay construction of concrete caissons for the floating Mulberry Harbours was carried out and in the same area (HER 57654), Tank Regiments were trained in the use of Duplex Drive 'swimming tanks' (Wikipedia: Mulberry Harbour & DD tank). The tanks were parked on concrete standings, on the site of the modern mobile home park. On the east side of Gosport the Camper and Nicholson yards were adapted for the production of SLUG (Safe Landing Under Girder) shallow boats (Burton 1981, 43).
- 4.13.3 The build up to D-Day around the Solent brought around 1,600 additional personnel to the town, who were accommodated by the requisition of large buildings such as Bay House and Alverbank or construction of temporary structures. A marquee had been erected on the putting green for example (Burton 1981, 43).

- 4.13.4 When the invasion began the fleet was guided to the right beaches by a pair of midget submarines from Gosport's HMS Dolphin. Several troop embarkation points were created around the town, with large areas of concrete laid on the beaches to help vehicles reach the landing craft (Burton 1981, 40). Contemporary reports of the busily crowded waters at the commencement of the invasion confirm that this must have been the high-point of naval activity in the whole history of Portsmouth Harbour.

*Context of Greater Portsmouth*

- 4.13.5 The military tradition of Greater Portsmouth and the large stretches of available beach meant that the whole area was of major importance to the allied troops during the Second World War. Gosport was an integral part of this, with the production of 14 caissons representing its particular contribution.
- 4.13.6 Southwick Park, north of Portsdown was requisitioned in 1941 and became the new home of HMS Dryad. In 1943, with the planning for D-Day already underway, the house was chosen to be the location of the Advance Command Post of the Supreme Headquarters Allied Expeditionary Force and HMS Dryad was moved out of the house onto further land requisitioned from the estate. In 1944, in the months leading up to D-Day, the house became the headquarters of the main allied commanders, including Naval Commander-in-Chief Admiral Ramsay, Allied Supreme Commander General Eisenhower and the Army Commander-in-Chief General Montgomery (O'Connor 2006).

*Specific Character areas and features*

- 4.13.7 There is very limited evidence remaining to demonstrate the extent of military activity during the Second World War, although sites can still be identified and located. The temporary structures have been removed, but some areas of concrete and soil marks from buildings have been identified with Character Areas 24, Stokes Bay, and 25, Bayhouse school and surrounds, which includes the mobile home park.

#### **4.14 Post-Second World War**

*Character and Development in Gosport*

- 4.14.1 Gosport suffered extensive bomb damage during the Second World War, which ensured that genuine slum clearance work was carried out in the old town area. The area south of South Street was redeveloped with flats and the shopping precinct constructed in 1966. Several other municipal buildings, including the town hall, bus station, schools and the library date from the post-war period also.
- 4.14.2 Land was bought up for housing, the construction of which was begun in Bridgemary and Rowner by German prisoners of war (*My Gosport* undated). Much of the early housing consisted of prefabs. In the 1960s Fort Gomer was demolished for a new estate and a large new estate was built for the navy at Rowner (HER 31012). In the 1970s and 1980s council housing was also constructed at Holbrook. The characterisation drawing of this period (Fig. 8) illustrates the increased density of settlement within the Study Area, particularly when compared to the OS First Edition. The military installations are evident along the coastlines and in the western line of defence, within which settlements have lost their geographically distinctiveness as boundaries have become infilled.
- 4.14.3 New industrial estates were also built after the Second World War, along Fareham Road and north of Mumby Road in bomb-damaged areas. Among the large companies occupying the new estates were Cyanamid and Ferguson Radio Corporation. Television production at what had become part of Thorn EMI continued

until 1992. The Hardway Industrial Estate opened in the 1960s (*My Gosport* undated).

- 4.14.4 Although there was extensive rebuilding, the historic road layout was preserved in many areas, including the old town centre. Good quality older buildings, many now listed, were also retained in the older residential districts. The Crescent in Anglesey, Bury Road and the remains of Bingham town along Stoke Road are probably the best examples (Bury Road CAA 2006; Stoke Road CAA 2007).
- 4.14.5 Changes to the defence installations in Gosport took place from the 1950s onwards. Forts Gomer and Brockhurst were both sold in the early 1960s and the moats around the remaining Stokes Bay battery filled in for a mobile home park. Gilkicker Fort was converted to workshops in 1956. Fort Romer was transferred to the navy, becoming first HMS Siskin and then HMS Sultan, which finally closed in 1991. Fort Blockhouse became HMS Dolphin, part of the submarine service. Even the training centre at St Vincent closed, reopening as the Sixth Form College in 1987 (*My Gosport* undated).
- 4.14.6 The Second World War interrupted the use of Stokes Bay as a resort and, despite construction of a mini-railway in the late 1940s, it never regained its popularity, although the pre-war facilities have largely survived.

#### *Context of Greater Portsmouth*

- 4.14.7 Many of those occupying of the new housing constructed after the Second World War were employed outside the town, particularly in Portsmouth. The naval estate at Rowner served the families serving with all the establishments in the Portsmouth and Gosport areas and the diversification and modernisation of the function of military establishments was also a wider phenomenon. The development of industrial estates and new areas of manufacturing was taking place across the whole sub-region also, and Portsmouth also had to recover its housing stock from heavy destruction by bombing.
- 4.14.8 The gradual abandonment of historic defences to non-defence use was also a characteristic of the great Portsmouth area, and while some have been opened for public viewing (and a few remain in use), others have been abandoned and almost forgotten (e.g the Hilsea Lines).

#### *Specific Character areas and features*

- 4.14.9 The redevelopment is clearly visible within Character Area 1, Old Gosport, where the flats and municipal buildings can be found.

### **4.15 Late 20<sup>th</sup> Century**

#### *Character and Development in Gosport*

- 4.15.1 Ongoing closure of military establishments from the 1990s has changed the character of Gosport. Royal Clarence Yard, Priddy's Hard and St George's Barracks have all been sold and HMS Dolphin is now divided between a military medical college and the Royal Navy Submarine Museum. At Priddy's Hard there is also ***Explosion!*** Museum of Naval Firepower, although much of the site is now housing, separated from the historic site by a nature reserve. The former victualling yard houses the Royal Clarence Marina.
- 4.15.2 The marine market remains one of the major industries in Gosport, particularly at Endeavour Yard, on the edge of the old town. To the south the former Gunboat Yard is now Haslar Technology Park, site of companies such as QinetiQ (*Marine Industry in Gosport* undated; *Endeavour Quay* undated).

- 4.15.3 Gosport no longer has a rail connection (except through Portsmouth Harbour), but its road link to the M27 is good and it is possible to commute to further afield than just Portsmouth. However, the ferry provides a convenient link which maintains traditional patterns of living and working between Gosport and its neighbour.

*Context of Greater Portsmouth*

- 4.15.4 Portsmouth is one of the few remaining naval bases, but reductions in the armed forces and privatisation of many elements of the defence industry have led to closure of most of the ancillary units, on both sides of Portsmouth Harbour. Portsmouth has exploited the heritage potential of its naval links, providing a home for the Mary Rose and HMS Victory for example, and has developed its role as a ferry port. In addition to attracting new industry to the city, Portsmouth has used its post-bombing redevelopment to provide excellent retail and leisure facilities including the iconic Spinnaker Tower. It is also now a university town.
- 4.15.5 The whole area of South Hampshire from Southampton to Portsmouth has experienced substantial, unplanned urban development, which can make it difficult to separate the different towns particularly when driving through the outer suburbs. Gosport has suffered from the shrinkage of its military involvement and, although new industries have come to the town, it is overshadowed by its more successful neighbour.
- 4.15.6 The key marine industries tend to be run by large companies and consortia who have a number of facilities across the sub-region, such as BAE Systems and Premier Marinas.

*Specific Character areas and features*

- 4.15.7 Haslar Technology Park, located in Character Area 15, and the Endeavour Quay, within Character Area 1, represent key elements of Gosport's recent development. Priddy's Hard falls into a number of Character Areas, the retained historic elements No 4, Priddy's Hard, the housing No 5 Priddy's Hard Estates, and the nature reserve within No 9, Felicia Park, which includes a community farm.

## 5 HISTORIC URBAN CHARACTER

### 5.1 Introduction

5.1.1 A total of 36 character areas was identified within the Study Area, which are described below and illustrated in Figure 10. These character areas are defined according to military installations, settlements area and key landscape features. The heritage significance and archaeological potential of each character area is also described, and illustrated in Figures 3, 4 and 11. The modern historic types (narrow) are illustrated in Fig. 9.

### 5.2 Overall settlement character

5.2.1 The overall character of the Study Area is formed by its landscape and strategic setting. Its peninsular location surrounded by coastline to the east and south, and the two tidal creeks extending westwards from the Harbour have defined its development. It is this significant setting and its proximity to Portsmouth, that have led to a long history of military installations within Gosport, and have shaped the makeup of the landscape. It is within these parameters that Gosport has developed into a densely populated area with a diverse development pattern. The historic centre of Gosport is strategically situated centrally on the east coast, surrounded to the west by military installations. From here, between the constraints of the western Advanced Line, the southern coastal defences and related infrastructure such as Haslar Hospital the suburbs of Gosport have developed.

5.2.2 Historic settlements such as Alverstoke, Rowner, Elson, Brockhurst and Forton have lost their geographical distinctiveness, as residential housing has merged boundaries. These have however retained their unique characteristics which can still in places be identified, Alverstoke is considered to be the best example. Today, the landscape consists of a mix of predominantly 19th and 20<sup>th</sup>-century housing with some pockets of earlier surviving settlements. The characterisation assessment illustrates clear blocks of residential growth in the late 19th and early 20th centuries, laid out on a grids of streets with further infilling in the inter-war period, particularly to the north of the study area around Elson. During the Second World War Gosport town was heavily bombed which opened up areas for redevelopment in the historic core of the town, and also saw major areas of infilling within the surrounding suburbs.

### 5.3 Archaeological Potential

5.3.1 Hampshire CC (HCC) has provided an assessment of the archaeological potential of the Study Area, which falls into two parts. Within the historic core of Gosport a number of Areas of Archaeological Priority, based on historic maps have been identified. On the wider scale there are areas where archaeological potential has been identified and assigned one of three levels of Alert: red, orange and yellow, as shown on Figure 11. The 'red alert' areas coincide with Scheduled Monuments. The archaeological potential for each HUCA is discussed below, based on the HCC assessments, the presence of designated features and consultation of the Hampshire HER. Some additional areas of archaeological potential relating to early prehistoric activity and areas of known medieval settlement have been identified by OA and are shown on Figure 11.

5.3.2 There has been very limited archaeological investigation carried out within the Study Area and, as a result, the absence of evidence for any below-ground archaeology cannot be taken as a reliable indicator of the absence of archaeology. Archaeological

potential provides some indication of the sensitivity of an area to change as well as its historic development.

#### **5.4 Descriptions of Historic Urban Character Areas (HUCAs) (Fig. 13)**

##### **Basis for definition**

- 5.4.1 The Study Area comprises a total of 36 character areas, which have been determined using cartographic analysis, on-site assessment and past studies of Gosport. The Gosport Townscape Study (Michael Ricketts Associates 2013), and the Gosport Townscape Types (HCC 2010) have been particularly useful sources.

#### **HUCA 1 Old Gosport**

##### **Description of Character**

- 5.4.2 Old Gosport defines the historic core of Gosport, the surviving plan of which dates from the medieval period. The area is characterised by the broad High Street orientated east/ west with North Cross Street, South Cross Street, Bemister's Lane, and South Street laid out to the east and west dating from the medieval plan. The High Street is the commercial and civic heart of the town, and contains the most surviving historic buildings, with predominately three storey 18<sup>th</sup>- and (to a lesser extent) 19<sup>th</sup>-century buildings, built up against the pavement. The rest of the area also has some earlier examples of buildings, but contains mainly post-war buildings particularly to the east and west; it is here that the architectural quality of structures lessens. The High Street terminates to the east when it meets Mumby Road and the waterfront area, where the ferry and bus stations are situated. Unfortunately the connections between the High Street and waterfront are visually weak. At the west end of the area, the character of the High Street changes with large retail units next to St George Playing Fields (HUCA 3).

##### **Archaeological Potential**

- 5.4.3 The survival of the medieval plan, the historic street pattern of the town incorporating High Street, North Cross Street, South Cross Street, Bemister's Lane and South Street is of high archaeological importance. Following the Second World War the centre of Gosport was substantially rebuilt, with a limited survival of historic buildings, of which a number have been Listed. There is potential for remains of the earlier phases of the town to survive below-ground and almost the whole of this HUCA is a 'yellow alert' area, with a series of Areas of Archaeological Potential identified for different phases of the town's development. The part of the historic core where the level of survival of older buildings is greatest forms the High Street, Gosport Conservation Area
- 5.4.4 In the 17<sup>th</sup> century earth ramparts and an accompanying moat were constructed around the town, which were reconstructed in the mid-18<sup>th</sup> century. No parts of the surviving ramparts lie within this HUCA, but its boundary runs close to their line and overlaps with it in the south-west and north. The original 17th-century rampart culminated in a fort in the north-east corner of this area. Another fort, Fort Charles, stood to the north of Esplanade Gardens. There is potential for some survival of below-ground evidence for all these features, which are within the 'yellow alert' area and AAPs.
- 5.4.5 There is no known archaeological potential for any period prior to the medieval.

## HUCA 2 Royal Clarence Yard and Barracks

### Description of Character

- 5.4.6 The character area is dominated by its waterfront setting, and the large group of architecturally impressive, robust red brick buildings. Within Royal Clarence Yard these include the granary, bake house, pump house, slaughterhouse and superintendent's house. Many of these are listed and have a high group value rivalling those of Plymouth Dockyard. The Yard has recently been successfully converted to a mixed used area, retaining the structure's historic setting and sense of place whilst opening up the waterfront area. St. George Barracks are also constructed in red brick usually with natural slate, but also clay tiles to earlier buildings and distinctive cast iron verandas. These structures lie along the west boundary of the character area, separating the Yard from the old outer defences (HUCA 3).

### Archaeological Potential

- 5.4.7 In the south this HUCA contains an area which was formerly occupied by the Gosport Lines, where St George's Barracks was constructed. A number of military buildings, some Listed, survive within the former Royal Clarence Yard and there is potential for below-ground evidence for the development of the Victualling Yard, including its railway system, to survive both above and below-ground. A 'yellow alert' covers almost all of the HUCA and Areas of Archaeological Potential have been identified associated with the former Gosport lines. Archaeological evidence for the northern end of the 17th century defences has been found.
- 5.4.8 This HUCA lies within three Conservation Areas: the entire extent of Royal Clarence and the eastern sections of St George's Barracks North and St George's Barracks South, where they fall inside the rampart line.

## HUCA 3 Old Gosport Outer Defences

### Description of Character

- 5.4.9 The area of old outer defences is a linear open area forming the western boundary running along HUCA 1 and 2. To the north of the character area are historic remnants of the outer fortifications now heavily overgrown, but clearly following the alignment of the fortifications, now sandwiched between the oil storage depot to the west (HUCA 8) and Royal Clarence Yard and barracks to the east (HUCA 2). To the south, the character area includes the open green area of St George Playing Fields and Walpole Park providing an open green barrier between Gosport old town and its development to the west. To the south the character area includes the old cockle pond (a former mill pond) and the impressive fortifications of Bastion No.1.

### Archaeological Potential

- 5.4.10 There are surviving stretches of the Gosport Lines at the north and south ends of this HUCA, both of which are Scheduled Monuments. Where the Lines have been removed, their influence on the development of the town can be seen and there is potential for below-ground archaeological evidence to be present, with the level survival helped by the limited extent of recent development. HCC have identified a number of Areas of Archaeological Potential associated with the Gosport Lines and places them within the area of a 'yellow alert'.
- 5.4.11 This HUCA lies within three Conservation Areas: St George's Barracks North, St George's Barracks South and High Street, Gosport, although the last only covers a

small area. The southern third of the HUCA lies outside the Conservation Areas, but the level of survival is generally lower apart from the Trinity Bastion portion, which is Scheduled.

- 5.4.12 A Bronze Age gully was found in an archaeological investigation within the Lines on the edge of the Royal Clarence Victualling Yard, but this is only of moderate significance. The location is within the ‘yellow alert’.

## **HUCA 4 Priddy’s Hard**

### **Description of Character**

- 5.4.13 Priddy’s Hard is situated on a small promontory on the north side of Forton Lake, now connected to the south bank by the Millennium Bridge. The historic naval site dating from the mid-18th century, contains an impressive group of predominantly 18<sup>th</sup>- and 19<sup>th</sup>-century red brick former Board of Ordnance buildings. The historic context of the structures remains impressive and provide part of the heritage experience focused on the ‘*Explosion!*’ Museum of Royal Naval Firepower. The area now contains some modern residential development, in addition to the conversion of some of the historic buildings.

### **Archaeological Potential**

- 5.4.14 Priddy’s Hard is an area with high archaeological potential. The surviving area of the Gosport Lines on the west side is a Scheduled Monument and many of the remaining military buildings are Listed. These are predominantly towards the east, where a museum has been established. There has been significant regeneration work carried out in this HUCA, but there is potential for below-ground evidence for military activity to survive and, apart from the SM, it is all within a ‘yellow alert’ area. There is no known archaeological potential for periods prior to the 18th century.
- 5.4.15 The whole of the HUCA is contained within the Priddy’s Hard Conservation Area.

## **HUCA 5 Priddy’s Hard Estates**

### **Description of Character**

- 5.4.16 Priddy’s Hard Estates is an area of early 21st-century estates bounded to the east by Gosport’s coastline, and to the south by the open space of Felicity Park separating the character area from the historic core of Priddy’s Hard. It consists of detached houses and short terraces arranged in medium sized plots, the curving roads and layout of the east contrasts with the more regimented plan to the west. The latter follows the more regimented arrangement of the earlier settlement of Hardway forming the west edge of the character area. Priddys’ Hard estates predominantly includes a mixture of modest two- and three-storey houses constructed in a diverse range of styles and materials. The area includes two earth mounds to the south, presumably associated with Priddy’s Hard.

### **Archaeological Potential**

- 5.4.17 HCC has not identified any archaeological potential within this HUCA. However, there are two magazine sites which have been preserved as wooded mounds and the site of a third coincides with an area of open grass and a playground. There is potential for archaeological remains to be present in the mounds and below-ground at the third site. It is possible that further below-ground archaeological remains from the later phases of Priddy’s Hard as a military establishment may survive elsewhere. There is no known archaeological potential from other periods and historic maps show no evidence for settlement.



- 5.4.18 The coastal strip of this HUCA lies within the Priddy's Yard Conservation Area, where a number of jetties operated until the later 20th century.

## **HUCA 6 Hardway and Elson**

### **Description of Character**

- 5.4.19 Hardway retains much of its village character developed in the 18<sup>th</sup> and 19<sup>th</sup> centuries, with predominantly two-storey residential houses built along a road plan developed since at least the mid-19<sup>th</sup> century. In many cases, 20<sup>th</sup>-cent buildings are in keeping with the scale and materials of earlier structures. The character of the area particularly from the foreshore is dominated by its relationship to Portsmouth Harbour from which there are clear views. Priory Road forms the main spine of the area and contains some of the most distinctive buildings, most of which are Victorian although there are examples from the Georgian period.

### **Archaeological Potential**

- 5.4.20 There are no records of archaeological investigations or finds within the Conservation Area (Gosport Borough Council 2007), however this lack of evidence is due to a lack of investigation. Hardway's position next to the harbour, its long history of habitation and its functional significance in the Second World War means that it has considerable archaeological potential. This is mainly related to its role in preparations for the D-Day landings. Many ships and craft were anchored in Portsmouth Harbour, the waters and foreshore of Hardway were heavily used for refuelling and repair of naval ships. The foreshore reclaimed for the D-Day embarkation have in recent years been used by the Hardway Sailing Club.
- 5.4.21 Further below-ground archaeological remains from this period and evidence for earlier activity associated with a fishing village may be present. It has a long history of boat building and again there is potential for evidence of this part of its history to survive, particularly in the intertidal area.
- 5.4.22 Parts of this HUCA, which cover the extent of the fishing village in the 19th century and the D-Day preparation areas, form the Hardway Conservation Area. Within it are a number of historic buildings, some including 82 Priory Road and 15 St Thomas's Road of 18th-century date.

## **HUCA 7 Brockhurst**

### **Description of Character**

- 5.4.23 The large area of Brockhurst consists of inter-war residential housing laid out on a grid-pattern of streets, much of which are long straight roads. Along Brockhurst Road (as it runs northwards extending up to Brockhurst Fort), earlier residential housing predominantly dating from between 1850-1914 survives. This linear housing that also includes local shops, is constrained to the west by the old railway line with allotments separating it from the defences to the west (HUCA 34). With the exception of the allotments the area is characterised by limited green open space, and a medium density of housing.

### **Archaeological Potential**

- 5.4.24 There was settlement at Brockhurst from the medieval period onwards, located in the south-west of the HUCA. There is some potential for below-ground archaeological evidence for the earlier periods of settlement to be present, although the modern suburb contains little sign of any historic core.

- 5.4.25 The western end of Forton Lake was infilled and developed in the late 19th century and associated deposits may survive below the housing. In the medieval period a tide mill was located at near the current west end of the creek and again there is the potential for below-ground evidence to survive. There are no areas of significant archaeological potential known elsewhere in the HUCA.

## **HUCA 8 Royal Navy Fuel Store**

### **Description of Character**

- 5.4.26 The Fuel Store was constructed on a previously open area of landscape separating the outer defences of the town from housing to the west (HUCA 11). The works are not evident on the post-war map of the area (1952), but are shown on an Admiralty map of 1914 which details some tanks constructed and others in the course of construction. The Fuel Store is still in use, although some of the tanks in the northern part of the site have been removed. The bases are still distinguishable and no redevelopment has yet taken place.

### **Archaeological Potential**

- 5.4.27 The archaeological potential of this HUCA lies on the eastern side, which follows the line of the outer rampart of the Gosport Lines. This is recorded by HCC as a 'yellow alert'. There is a perimeter road running along the rampart line, but construction of tanks, which will have had a significant adverse impact on the survival of any below-ground archaeological remains, has extended into the area.
- 5.4.28 The coastal strip along the north side of the HUCA is included in the St George's Barracks North Conservation Area. The Fuel Store itself was part of a fuel supply network across the Greater Portsmouth area and is of some significance for industrial archaeology.

## **HUCA 9 Felicia Park**

### **Description of Character**

- 5.4.29 The character area includes the large open space between Priddy's Hard (HUCA 4) and Priddy's Hard estate (HUCA 5) to the east, and to the west Felicia Park which is bounded to the east by HUCA 7. It includes Grove Road recreation ground, and sports fields to the east and west connected by a rough open green. Felicia Park is first marked on the OS 2<sup>nd</sup> Edition plans (1898).

### **Archaeological Potential**

- 5.4.30 There are no known archaeological sites or findspots within the majority of this HUCA and the historic maps show that most of it has never been developed. The eastern portion lay within the Priddy's Hard military complex, but no above ground features have been located there. The boundary of the area runs along the route of the Gosport Lines and includes the edge of the Scheduled Monument. The south-east tip overlaps slightly with Priddy's Hard Conservation Area.
- 5.4.31 There is some archaeological potential, a HCC 'yellow alert' area in the south of the HUCA. This contained the former military cemetery for Forton Barracks and the fort's bathing place. Although the area has been cleared, there is potential for below-ground archaeological features, including human remains, to be present.

## **HUCA 10 St Vincent's College and surrounds**

### **Description of Character**

- 5.4.32 The front range of the former Forton Barracks with its cupola forms an impressive landmark and the focus of the area. It was constructed in 1807 on the site of the former Fortune Hospital and became the Portsmouth Division of the Royal Marines Light Infantry, until 1927 when it was used for the Royal Naval training. Now used as sixth-form college the building has retained its architectural quality, and remains bounded by a red brick wall retaining sports facilities to the rear. Directly to the east of the College, built as a Commandant's residence in 1847, is St.Vincent's House, the architecture and style of which are closely associated with the former barracks. Also associated with the former military site is the green open space of Forton Field (the former Drill Ground) situated opposite the barracks, and 18<sup>th</sup>- and 19<sup>th</sup>-century former barrack buildings to the east and west of the area.

### **Archaeological Potential**

- 5.4.33 There are a number of historic buildings remaining within the college complex, some of which are Listed. The area was open land prior to the construction of Forton Hospital in the early 18th century and the archaeological potential of the HUCA is confined to evidence for the changing uses of the area in the post-medieval period.
- 5.4.34 The Forton Road facade of the St Vincent complex is included within Forton Road Conservation Area, enhanced by the open land to its south. The Conservation Area focuses on the frontage of the former HMS St Vincent, the open recreation ground and a few 18<sup>th</sup>- and 19<sup>th</sup>-century terraces surrounding it, which form a coherent entity.

## **HUCA 11 Forton and surrounds**

### **Description of Character**

- 5.4.35 The character area of Forton and surrounds includes a range of mostly mid-19th century houses and shops with some modern infill. To the south is an industrial/office area, in the area of the former Stokes Bay railway junction. This includes a mix of older industrial structures as well as more recent office/ warehouse buildings. To the west is housing of a variety of periods, including 19<sup>th</sup>-century terraced housing particularly along Cobden Street and Lees Lane North, and post-war houses and flats. The character area is more coherent to the east with the survival of much of the 19<sup>th</sup>-century residential properties. Running along the boundary of St Vincent's College is early to mid 19<sup>th</sup>-century terrace housing, with a further row of substantial properties along Parnham Road. The old railway station, which has recently been restored and converted, is situated at the east edge of the area.

### **Archaeological Potential**

- 5.4.36 This HUCA contains a number of older buildings of historic significance of which only a few are Listed. The former station building itself is Grade II\* and there is potential for railway archaeology to survive both above and below-ground. The former station is included in St George's Barracks South Conservation Area.
- 5.4.37 There was a settlement at Forton from the medieval period and there is potential for remains from this period to survive. Around Ferrol Road a ropeworks and a boat-builders yard operated in the late 18th to 19th centuries and again some evidence for these may survive.

## **HUCA 12 Lessland**

### **Description of Character**

5.4.38 The character area of Lessland follows the boundary of the former railway line to the north and east, and Ann's Hill Road to the west. The area is predominantly characterised by 19<sup>th</sup>-century residential housing surrounding the key landscape features of the cemetery and Lessland Park. To the north the houses are laid out on a grid plan with later modern housing around the north and east boundary of St. Ann's Cemetery, these occupy an area (in part) of former allotments. To the south of the cemetery is a large area of medium-density inter-war housing built around a grid pattern. Sandwiched between this and Lessland Park to the east are some good examples of mid-19<sup>th</sup> century terrace housing running along Whitworth Road, which have been afforded some architectural embellishment.

#### **Archaeological Potential**

5.4.39 There is no known archaeological potential for this HUCA, other than possible below-ground evidence for the 19th century brick fields. The surviving 19th-century buildings are of historic significance.

### **HUCA 13 Stoke Road and surrounds**

#### **Description of Character**

5.4.40 The area is a coherent entity characterised by architecturally attractive 19<sup>th</sup>-century residential housing laid out in the original Victorian grid of residential roads. Stoke Road lies at the southern edge of the character area, and is prominent shopping street, with mostly mid-19th century two- to four-storey buildings, situated to both sides of the street. To the west of the character area the housing dates from between 1850 and 1914, and is laid out around Kings Road which follows the arch of the railway line which forms the west edge of the character area. Streets of medium-density housing extend from this to Sydney Road running along a north/south axis, with further streets extending south towards Forton Road. To the east of the character area as it meets the outer defences of Gosport town are rows of predominately 19<sup>th</sup>-century houses, but there are also pockets of more recent modern housing.

#### **Archaeological Potential**

5.4.41 There is no known archaeological potential for periods earlier than the post-medieval. This HUCA contains a number of buildings of historic importance, but only two are Listed Buildings.

5.4.42 This HUCA contains all or part of three Conservation Areas. The Peel Road Conservation Area includes a housing development from the 1850s and Stoke Road Conservation Area contains houses from the early 19th century, part of Bingham Town. The eastern edge of the HUCA lies within St George's Barracks South Conservation Area, where the larger houses overlook the open recreation land.

### **HUCA 14 Haslar Hospital and HMS Hornet**

#### **Description of Character**

5.4.43 Haslar Hospital closed in 2009 and is currently undergoing redevelopment. Constructed from 1745, it remains an important historic presence within Gosport, occupying a large site on the south-east coastline. High walls enclose the entire area limiting visual links into the area from the Haslar Road which dissects HUCA 14 and 15. The hospital has an austere quality in keeping the Navy's specifications, but has a classical formality with a landmark facade and prominent water tower. Today many of the buildings remain remarkably intact and the layout can clearly be understood. The main elevation, enhanced by the open space in front of the main facade, remains

an important landscape feature within the wider area. The grounds and spacing of the buildings are also an important feature of the character area, recognised by recent designations.

- 5.4.44 HMS Hornet is currently used as a Joint Service Adventurous Sail Training Centre. Historically the site dates from the First World War HMS Hornet, then a Coastal Motor Boat Base, was not permanently established until 1925. Structures of particular importance include a wardroom, mess and cabins, gunboat sheds and gun emplacements dating from the period of the two World Wars. A significant part of the area is dominated by a recreation ground framed by avenues of trees. The submarine museum is located at the east end of the character area, and is sympathetic to the historic important of the site.

#### **Archaeological Potential**

- 5.4.45 Haslar Hospital has been an important feature of Gosport since the 18th century and the site is now a Registered Park and Garden, most of which forms a 'yellow alert' area. Many of the buildings are of historic interest, although few are Listed. This includes the Submarine Escape Training Tank, which is an 'orange alert' area. There is significant archaeology relating to the history of the hospital and a programme of investigation has already been carried out within The Paddocks, the south-west portion of the former cemetery. There is potential for a large number of burials still to be present within the HUCA.
- 5.4.46 This HUCA lies within Haslar Peninsula Conservation Area. This is divided into four areas of which Area 1: Haslar Hospital and Historic Park coincides with the boundary of the Registered Park and Garden. The remainder of the HUCA is within Area 3: Former HMS Hornet site & Blockhouse 2. At the eastern end of this HUCA is the location of the medieval Lynden's Bulwark and it is possible that some below-ground evidence for this feature may survive.

### **HUCA 15 Armed Forces Sail Training (former Gun Boat Yard)**

#### **Description of Character**

- 5.4.47 This character area currently includes part of the QineitQ site, formerly the AEW, the eastern area of which includes the former Victorian gunboat yard. This is a coherent area enhanced by the surrounding historic brick wall. It includes ten large covered sheds completed in 1857, which are a significant landscape feature. The 'Traverser', by Green and Skamp, which was a steam driven wheeled platform to haul ships up from Haslar Creek, enhances understanding of the functionality of the site with features such as the surviving crane and structures at the entrance to the site. The military site closed in 1978, and was subsequently taken over by QinetiQ. East of this lies Blockhouse 3.

#### **Archaeological Potential**

- 5.4.48 The former gun boat yard has played an important role in military history, such that a number of the surviving structures are now Scheduled Monuments, and 'red alert' areas. A 'yellow alert' area has been created to cover the experimental tanks. The site also contains a Grade II Listed 'Cavitation Tunnel', made in Germany in the 1940s and moved to Gosport in 1945. The work of the AEW, continued by QinetiQ, made an important contribution to naval developments.
- 5.4.49 There is no known archaeological potential aside from the post-medieval military uses of the site, but the mudflats on the north side may contain below-ground evidence for waterside activity in earlier periods.

- 5.4.50 This HUCA lies partly within Haslar Peninsula Conservation Area, which is divided into four areas. The eastern portion forms Area 4: Victorian Gunboat Yard, and has experienced a lower level of change in the more recent period than the western portion.

### **HUCA 16 Fort Blockhouse**

#### **Description of Character**

- 5.4.51 Fort Blockhouse retains its military use as an active MOD site. A blockhouse is known to have been located on this land from as early as 1417, but it was in 1674 that the fortified tower was constructed with development continuing through to the Victorian period. The Submarine Service occupied the site from 1904 until 1998, during which time it experienced substantial changes, and development extended beyond the fort. Despite this there is clear evidence on site that much of the 17th and early 18th century archaeology survives and important features are visible. The archaeology of the fortifications dictate the form of the site, and the later structures relating to its use as a submarine base are laid out in a planned form in respect of the tower. The extant structures, with the exception of the fortified tower, date from the 19th and 20th centuries and include officer quarters, the Captain's house and gun platforms. The SETT (Submarine Escape Training Tower) is a significant landscape feature, which is of international importance.

#### **Archaeological Potential**

- 5.4.52 The remains of Fort Blockhouse are a Scheduled Monument, and a 'red alert' area. This part of Portsmouth Harbour has played a significant role in its defence since the medieval period when a round tower was erected on the point, to which the chain across the harbour mouth extended. There is some potential for below-ground evidence for these earlier fortifications to survive within the HUCA.
- 5.4.53 The archaeological potential aside from these defences has yet to be explored fully, but it is anticipated that a number of historic buildings and structures will be identified as significant.
- 5.4.54 The HUCA corresponds with Area 2: Fort Blockhouse of the Haslar Peninsula Conservation Area.

### **HUCA 17 Haslar Immigration Centre**

#### **Description of Character**

- 5.4.55 The current Immigration Centre occupies the site of the former military barracks which were constructed in 1813. The site has also been used as a Young Offenders Detention Centre, and Young Offender Institution until its use from 1989 as an immigration centre. The site is located at the south-west end of Haslar Hospital and is surrounded by an imposing brick wall, 19<sup>th</sup>-century red brick buildings can be seen although the site is very enclosed and further analysis is not possible.

#### **Archaeological Potential**

- 5.4.56 The archaeological potential of this area is limited, but the 19th-century buildings, remains of the barracks constructed during the Napoleonic period have historic significance.

### **HUCA 18 Haslar Royal Naval Cemetery**

#### **Description of Character**

5.4.57 The Naval Cemetery is located to the north-east of Haslar Hospital; dating from c. 1856, it remains a significant tranquil and pleasant space within Gosport. The area is bounded by a brick wall containing 1,500 graves with a corner dedicated to 25 Turkish sailors, several prominent memorials, a lodge and chapel. The area lies to the west of Haslar Hospital, from which funeral processions would lead down Clayhall Road. The grounds are well maintained, with paths leading between rows of well-spaced graves. The history and significance of the cemetery is described through on site interpretation boards.

#### **Archaeological Potential**

5.4.58 There is no known archaeological potential for this HUCA apart from the large number of burials present and the monuments present within the cemetery. It is possible that the mud flats along its northern boundary may contain below-ground evidence of earlier waterside activity.

5.4.59 This HUCA forms part of the large Anglesey Conservation Area, apart from the housing along its western edge and the open land on its east side. The cemetery forms a distinct character area within the Conservation Area, although it has some resonance with the open area of Gosport Park on the opposite side of Workhouse Creek.

### **HUCA 19 Newtown**

#### **Description of Character**

5.4.60 Newton is a residential area to the west of Gosport town centre, it is a compact area characterised by predominantly two storey houses with small gardens and little green space. South Street, built in 1970, runs along the north of the character area following the alignment of the Stoke Road. Sandwiched between this and Workhouse Lake at the southern boundary of the site is a mixture of 19<sup>th</sup>-century and inter-war housing with some post-war development to the west. Workhouse Lake to the south is a prominent feature which is linked by Alver Bridge to the former 19<sup>th</sup>-century Workhouse, which is no longer extant.

#### **Archaeological Potential**

5.4.61 The post-medieval suburb contains a number of buildings of historic interest, several from the period 1807-10. It would be interesting to discover more about the Dock Village marked on the Lewis Map of 1832. There is otherwise no known archaeological potential for this HUCA. It is possible that the mud flats along its southern boundary may contain below-ground evidence of earlier waterside activity.

### **HUCA 20 Clayhill**

#### **Description of Character**

5.4.62 Clayhill is characterised by post-war high-density residential development, in regular plots with front and rear gardens. The buildings are predominantly two-storey, and a mixture of detached and semi-detached housing laid out on staggered and off-set building lines to curved feeder roads. The area includes a large recreation ground to the south, bounded by the coastline and adjacent to the Immigration Centre.

#### **Archaeological Potential**

5.4.63 There are no recorded archaeological features or finds for this HUCA, although there is potential for some below-ground evidence for the former Monckton hutment camp to survive in the open area next to the coast. There are a number of surviving 19<sup>th</sup>-century buildings of historic interest.

## **HUCA 21 Gosport Park**

### **Description of Character**

- 5.4.64 Gosport Park is a large open green recreation ground between Stoke Lake and Haslar Lake, laid out in 1891. At its north edge is modern housing and to the south its boundary is delineated by the coastline, from where there are long views towards Fort Blockhouse and Portsmouth.

### **Archaeological Potential**

- 5.4.65 There have been some prehistoric tools recovered from the Stoke Lake close to Gosport Park and there is potential for further artefacts to survive within the mud flats around its edge. During the post-medieval period the Admiralty erected boundary markers, usually stone, and some of these survive in Gosport Park.
- 5.4.66 Gosport Park lies within the large Anglesey Conservation Area. It has some similar open characteristics to Haslar Cemetery on the opposite side of Workhouse Creek, particularly the open area at the cemetery's east end.

## **HUCA 22 Fort Gilkicker**

### **Description of Character**

- 5.4.67 Fort Gilkicker is a post-Palmerston Fort forming part of the historic fortifications along the strategically important southern coastline of Gosport. Fort Monkton lies immediately to the east, and it forms part of the defences along Stokes Bay, dominating the key anchorage of Spithead. The Victorian Fort has long views across to the Solent, and is surrounded by open landscape (some of which is used as a golf course). Constructed in brick, it is semi-circular in plan with 22 casemates, and continued in use until 1956 when coastal defence was abolished. Plans to convert the Fort for residential use have been approved.

### **Archaeological Potential**

- 5.4.68 Fort Gilkicker itself is a Scheduled Monument and a 'red alert' area. This part of the coast has been used as a seamark and by the military for many centuries and its potential to contain below-ground evidence for this activity has placed the entire HUCA outside the fort in an 'orange alert' area.

## **HUCA 23 Fort Monckton**

### **Description of Character**

- 5.4.69 Fort Monckton itself is owned by the Home Office and is located within an active site referred to as 'Military No.1 Training Establishment'. Some of the surrounding area is likely to be under MoD control. The Palmerston Fort is located at the eastern end of Stokes Bay, surrounded (but separated from) a Golf Course which helps to retain its open landscape setting. The Fort was constructed alongside seven small redoubts along Stokes Bay, the earthworks for one of these evidently survives immediately to the north of the Fort, as do earthworks between the two forts of Monckton and Gilkicker.

### **Archaeological Potential**



- 5.4.70 Fort Monckton itself and the former *c.*1830 moat area are a Scheduled Monument and a ‘red alert’ area. The non-scheduled area between them and the area just beyond the northern end of the moat lie in an ‘orange alert’ area, demonstrating the importance of Monckton to the defences of Gosport and the potential for below-ground evidence of the pre-fort works to survive. The fort outworks have yet to be plotted. In the Tudor period Haselworth Castle was situated somewhere under Fort Monckton. The later post-medieval earthworks associated with military training are of interest, as is evidence for the military railway, searchlight positions and general fortifications.

## **HUCA 24 Stokes Bay**

### **Description of Character**

- 5.4.71 Stokes Bay is a dramatic coastline comprising a sweeping bay with a backdrop of vegetation and evergreen trees, that has a long history of military activity, and stunning views across the Solent. At the west end, beyond Battery No.2, the landscape has a barren quality where the bay protrudes into the sea, this is enhanced by the remains of redundant military structures including Brownton Camp. Some of the area is a nature reserve, and other areas remains in MoD use for training particularly for rifle training (which has had a presence here since at least 1850). Battery No.2 is now the Diving Museum [<http://www.divingmuseum.co.uk/>] and closely surrounded by a mobile home park. Earthworks from the Stokes Bay lines are clearly evident beyond the Stokes Bay Road. Between the road and coastline is large green public open space, a path follows the coastline making the bay a popular recreation spot.

### **Archaeological Potential**

- 5.4.72 The archaeological potential of this HUCA is high. At the western end a large number of palaeolithic stone tools have been recovered, and Neolithic finds have been made elsewhere in the area.
- 5.4.73 The northern edge of the HUCA is dominated by the remains of the Stokes Bay Lines, and the remains of Battery No 1 and the fortifications south of Crescent Road are Scheduled Monuments and ‘red alert’ areas. No 2 Battery, a Listed Building, now houses the Diving Museum while Browndown Battery is still part of the MoD land. The area where there is significant above ground evidence for the fortifications have been given a ‘yellow alert’. There is the potential for more evidence for these fortifications to survive below-ground. The whole extent of the mid 19th-century Browndown Camp, both within and to the west of the Study Area, is of historic significance and would merit recording and further research.
- 5.4.74 There is also potential for evidence of the sites where Mulberry Harbour caissons were produced and other preparations for D-Day carried out to survive. In addition the HUCA was crossed by the railway line to the pier and there is some potential for below-ground evidence of these features to survive. The footings for the earlier pier serving Stokes Bay Brickworks do survive.

## **HUCA 25 Bay House School and Surrounds**

### **Description of Character**

- 5.4.75 This area includes the Grade II listed Bayhouse School to the west which is one of the large mansions associated with Alverstoke, constructed in Gothic Revival style in 1832 on the site of former brickworks. Alverbank House, also Grade II Listed, was built in 1842 and was for a long time a hotel. Its drive leads over a brick bridge constructed to serve the brickworks. The house is now a school with associated

buildings and playing fields, and separated from but surrounded by Stanley Park to the east. Stanley Park was once part of the grounds belonging to the Bay House, but was sold to Gosport Borough Council in 1944 and subsequently became a public park. The open green space includes wooded areas and laid out gardens and its pathways are a popular thoroughfare

#### **Archaeological Potential**

- 5.4.76 There is no known archaeological potential for this HUCA before the post-medieval period. There is some potential for below-ground evidence from the Old Bay House and the Stokes Bay Brickworks to survive. The bridge over the Alver, which linked the brickworks to the pier, does survive. There is in addition potential for the area to retain evidence of the influx of military personnel who were deployed to the Stokes Bay area during the preparations for D-Day during the Second World War.

### **HUCA 26 Anglesey**

#### **Description of Character**

- 5.4.77 Anglesey is an attractive spacious residential area situated directly to the north of the Stokes Bay area. The area has a planned layout with large 19th-century detached properties running along Stokes Road with large rear gardens. The centre of the character area is Regency in character, with the Crescent and Crescent Gardens providing particularly fine examples. From this historic core, to the east and west are later post-war residential housing but these properties are also well spaced and retain the areas open village quality. The old railway line runs through Anglesey, now used as cycle path. To the east is the Institute of Naval Medicine, with an attractive row of predominately 19th-century houses forming the western boundary of the character area along Monckton Road.

#### **Archaeological Potential**

- 5.4.78 This HUCA contains a large number of historic buildings, many of them Listed, which illustrate the areas importance as a late post-medieval settlement and the attempts to develop a seaside resort. The remains of the demolished baths and library on the south side of the Crescent survive below-ground.
- 5.4.79 Anglesey was also crossed by the railway line to Stokes Bay and there is some potential for railway archaeology to survive. A Palaeolithic tool was recovered from the gravel pits by the railway line, and there is the potential for more artefacts from this period to be uncovered. When Anglesey was developed the River Alver and parts of Stoke Lake were filled in and the water diverted along a culvert. The culvert and evidence for the former waterways may remain below Stokesmead Field and Anglesey Road.
- 5.4.80 The bulk of this HUCA lies within the large Anglesey Conservation Area, including the crescents constructed as part of the resort development.

### **HUCA 27 Bury**

#### **Description of Character**

- 5.4.81 Bury is an historically significant residential area situated to the west of the former railway line, and to the south of Ann's Hill Cemetery, the busy thoroughfare of Bury Road providing access to Gosport town centre runs east/ west through the centre. The road retains its historic character with 18th Century buildings surviving including Bury Lodge, Bury Cottage and Bury House. The Gosport War Memorial Hospital (1921-3) retains a prominent position along the road and within the area. To the east

of the character area 19<sup>th</sup>-century houses are laid out on grids, with large blocks of post-war housing to the north and south, and inter-war housing to the west.

#### **Archaeological Potential**

- 5.4.82 Evidence for a possible Bronze Age barrow cemetery has been identified within the HUCA: at a location accorded a 'yellow alert'. Evidence for medieval activity has also been identified and there is therefore potential for further below-ground evidence of settlement or farming during this early period to survive.
- 5.4.83 Bury is one of the earliest settlement with the Study Area, and there are a significant number of historic buildings, some Listed, showing the area's post-medieval development.
- 5.4.84 The Bury Road Conservation Area runs through the centre of this HUCA, incorporating the historic core of Bury, and phases of 18<sup>th</sup>- and 19<sup>th</sup>-century development along the line of the road towards Gosport.

### **HUCA 28 Alverstoke and Gomer**

#### **Description of Character**

- 5.4.85 Alverstoke is a large area to the south of the Study Area situated to the north of Stokes Bay and almost entirely to the west of the former railway line. The core of the character area is an old residential hamlet still defined by its medieval layout with enclosed narrow lanes and lined with 18<sup>th</sup>- and 19<sup>th</sup>-century buildings. The parish church of St Mary and its churchyard form an impressive landmark, enhancing the village quality of this character area. Surrounding this core historic area is predominantly post-war development, extending between the Gosport Advance Line and Workhouse Lake.

#### **Archaeological Potential**

- 5.4.86 Alverstoke was the principal settlement in the Gosport area during the medieval period and has significant potential to contain below-ground archaeological remains dating from this period and the early parts of the post-medieval period. The core of the settlement contains a number of historic buildings, some Listed, and has been placed within a 'yellow alert' area. The Old Hall, Listed Grade II\*, retains evidence for its 13<sup>th</sup>-century origins, including vaulted cellars. The present church is believed to have replaced a Saxon foundation.
- 5.4.87 When this part of Gosport was developed the River Alver and parts of Stoke Lake were filled in and the water diverted along a culvert. There is potential for evidence for the earlier watercourses, including palaeoenvironmental deposits, to survive below-ground.
- 5.4.88 There is in addition potential for the area to retain evidence of the influx of military personnel who were deployed to the Stokes Bay area during the preparations for D-Day during the Second World War. The railway line to Stokes Bay ran through the east of this HUCA and there is some potential for railway archaeology to survive.
- 5.4.89 The historic core of Alverstoke has been designated as Alverstoke Conservation Area. The villa developments to the south form part of the large Anglesey Conservation Area.

### **HUCA 29 Privett**

#### **Description of Character**

5.4.90 Privett is a large residential area to the east of the Gosport Advance Line, incorporating significant areas of open space including recreation grounds and school playing fields. Privett Park, situated roughly at the centre of the character area, is surrounded by mostly post-war housing. These are predominantly two-storey detached and semi-detached properties with medium to small plots. Privett Road leads on to Bury Road and is a busy thoroughfare providing access to Gosport town centre.

#### **Archaeological Potential**

5.4.91 Although there are no known archaeological sites or finds from this HUCA, documentary sources show that there was some settlement at Privett from the medieval period onwards. There is some potential for below-ground archaeological evidence for the early phases of settlement to be present.

5.4.92 The border of this HUCA extends to the former site of Bury Farm in the east, which has been included within Bury Road Conservation Area. The farm lay on the western edge of the historic settlement of Bury.

### **HUCA 30 Ann's Hill**

#### **Description of Character**

5.4.93 This small character area to the west of the Study Area sandwiched between HMS Sultan and Lessland incorporates Ann's Hill cemetery to the south, and a large area of allotments to the north. The cemetery (1854) occupies a significant and tranquil plot orientated east/west, and includes graves from the First and Second World Wars, as well as some foreign burials. Between this and the allotments the housing is post-war laid out on a grid pattern, and are almost entirely pebbled-dashed attached bungalows with small plots to the front and rear.

#### **Archaeological Potential**

5.4.94 There is no known archaeological potential for this HUCA, other than possible below-ground evidence for the 19<sup>th</sup>-century brick field in its north-west corner and the large number of burials within the cemetery.

### **HUCA 31 HMS Sultan**

#### **Description of Character**

5.4.95 HMS Sultan is an active MOD site, home to the Defence School of Marine Engineering (DSMarE) and the Royal Navy Air Engineering and Survival School (RNAESS). The site is situated directly to the east of HUCA 34 and accessed from Military Road which forms the east boundary of the Gosport Advanced Lines. This is also part of the active MOD site but is a separate entity because it does not have the historic significance of this western line of fortifications. The two sites are connected via two overhead walkways above Military Road, which is an attractive tree lined street. HUCA 31 is surrounded by wire fencing but includes barrack buildings, sports areas and training structures. Residential housing within the surrounding HUCAs (29, 30 and 32) and in some places built up to the military fencing.

#### **Archaeological Potential**

5.4.96 It is difficult to assess fully the archaeological potential for this HUCA, as access is restricted. It is possible that below-ground evidence for the 19<sup>th</sup>-century Married soldiers quarters may survive and there are likely to be buildings present relating to the military history of the site.

## **HUCA 32 Hermitage**

### **Description of Character**

5.4.97 Hermitage is a residential area following the alignment of the railway line to the west, and bounded on its western side by Military Road running along the eastern edge of the Gosport Advanced Line (HUCA 34). This compact area consists of a large block of inter-war housing to the south, within this there are bungalows to the east along Northcroft and Clyde Roads and two-storey semi-detached houses extending from Grange Crescent to the east edge of the character area. These are laid out on adjacent streets extending on a north/ south axis down to Park Close and the allotments within HUCA 30. To the north is a block of post-war development extending up to an area of open woods in the north corner.

### **Archaeological Potential**

5.4.98 There is no known archaeological potential for this HUCA, other than possible below-ground evidence for the 19<sup>th</sup>-century brick fields. The inter-war buildings may a contribution to understanding of the development of Gosport.

## **HUCA 33 Camdentown**

### **Description of Character**

5.4.99 Camdentown is situated to the north of the former railway line as it extends westwards above Fort Rowner, and Forton/Brockhurst Road. This is residential character area with a mix of 19<sup>th</sup>-century attached houses, and some later post-war areas. At the west end are allotments with early-19th century attached houses along the edge of Forton Road which are laid out on narrow short roads including Alma Street and Inverness Road. The remaining houses are blocks dating from the mid to late 19th century with are generally two storey of medium density with small rear plots. With the exception of the allotments there is limited green space.

### **Archaeological Potential**

5.4.100 There is no known archaeological potential for this HUCA, other than possible below-ground evidence for the 19<sup>th</sup>-century brick fields. The surviving 18th and 19th-century housing is of historic interest. Development in this area involved infilling of part of Forton Creek. There was settlement in that area by the 18th century, including a windmill and there is potential for below-ground archaeological remains to be present.

## **HUCA 34 Gosport Advanced Line**

### **Description of Character**

5.4.101 The Gosport Advanced Line is of historical significance as the western line of Gosport defences, which includes a line of four Palmeston Forts, and the fifth (Fort Gomer) is no longer extant. This was situated at the south end of the character area, now occupied by a large area of post-war housing. Forts Grange and Rowner are both within the active MoD Site, HMS Sultan, situated between Military Road and Grange Road. This is a compact site with buildings placed around the two fortifications which include some red brick structures, but mostly large industrial-type buildings. Both forts were situated on the edge of the airfield at Fort Grange, most of which lay

outside the Study Area. RAF Grange was transferred to the Royal Navy in 1945 as HMS Siskin. This became HMS Sultan, an engineering establishment, in 1956 after the airfield closed. Some of the current buildings were built for the airfield, but many are late 20th century additions. The old railway line cuts through the character area above Fort Rowner, next to which is a Community College. Fort Brockhurst, which is owned and used by English Heritage, is surrounded by an industrial estate to its immediate north and east. Between Fort Brockhurst and Elson is an area of green open space, with evidence of Palmerston era earthworks along the western edge. Fort Elson is also part of an active MoD site, the Fort is surrounded by Elson Woods with Frater Lake running along the north boundary of the character area. MoD structures between the two north Forts are predominantly functional industrial-type sheds, dating from the late 20th and early 21st centuries and under civilian ownership.

### **Archaeological Potential**

- 5.4.102 The archaeological potential of this HUCA is dominated by the remains of the line of Palmerston Forts, three of the four surviving all designated as Scheduled Monuments and ‘red alert’ areas. The fourth, Fort Rowner, lies within HMS Sultan and has an ‘orange alert’. Both it and Fort Grange contain a large number of Listed structures. As well as the remains of the forts themselves the area has evidence for earthwork defences, particularly noticeable to the north of Fort Elson, and contains some cast iron military boundary markers.
- 5.4.103 Aside from the post-medieval and modern military activity, this HUCA has little known archaeological potential. An area of Roman and Early Medieval activity, a ‘yellow alert’ area has been identified on its western edge, opposite Fort Grange, and there is the potential for below-ground evidence for this to extend into the HUCA. There have also been a number of prehistoric stone tools recovered just on the edge of the area and one within it, indicating some archaeological potential for this period also.

## **HUCA 35 Elson**

### **Description of Character**

- 5.4.104 The character area of Elson is situated to the north of the Study Area, at the east of Fort Brockhurst. It is residential in character with a large sports area, including recreational fields between Elson Road and Rydal Road. The area is dominated by semi-detached and detached inter-war housing, often on attractive long straight roads with plots to the front and rear. This growth has largely consumed evidence of Elson’s early settlement although there are examples of 19<sup>th</sup>-century housing, particularly along Elson Road. To the north the area has been infilled by post-war housing laid out on shorter closes.

### **Archaeological Potential**

- 5.4.105 Although there are no known archaeological sites or finds from this HUCA, documentary sources show that there was some settlement at Elson from the medieval period onwards. There is some potential for below-ground archaeological evidence for the early phases of settlement to be present.

## **HUCA 36 RNAD Site (MoD)**

### **Description of Character**

- 5.4.106 There is a Royal Navy Armaments Depot (RNAD), established at the end of the 20th century, at the northern extent of the Study Area, between Fort Elson and the coastline. Access to the site is restricted, but well spaced depots are evident from

aerial views connected by roads/pathways, as well as some larger operational buildings.

### **Archaeological Potential**

5.4.107 Apart from any features associated with the RNAD Site itself, this HUCA has no known archaeological potential. Within the site a number of pillboxes have been identified and there are two Grade II Listed boundary markers dating from the 19th century on the perimeter road, which was constructed to reach Fort Elson. Other markers survive further north in the area.

## **COASTLINE AND TIDAL AREAS**

### **Description of Character**

5.4.108 The Coastline and Tidal areas on the east side of the Gosport Study Area comprise a number of tidal creeks, known as Lakes, which feed into Portsmouth Harbour. This body of water was created from the valley of a stream flowing from Portsdown into the former Solent River. At low tide extensive areas of mudflats are exposed. The exposed land extends past the mouth of Forton Lake, the northern creek, connecting to Barrow Island.

5.4.109 Forton Lake, Haslar Lake, Workhouse Lake and Stoke Lake have all been modified as the town of Gosport has developed. Much of Stoke Lake was filled in during the early 19th century when the Anglesey district was developed. Military establishments and the civilian port have also influenced the character of both Lakes and the coast of Portsmouth Harbour. The last now contains extensive marinas serving the increasing leisure market. There are some marinas within the creeks, but most of their frontages still remain undeveloped.

### **Archaeological Potential**

5.4.110 All of the mud flat areas and any infilled palaeochannels will have the potential to contain palaeoenvironmental evidence including waterlogged remains. There are indications that the present coast and the creek areas were exploited during the prehistoric period, and stone tools have been identified in a number of locations in particular the Stoke Lake/Gosport Park area.

5.4.111 There is potential for evidence for use of the creeks and coast for a range of activities such as fishing, boat building and trade from all periods. In the 19th century there were a number of saltings operating on the south side of Stoke Lake for example. Such evidence may include wrecks and several, including a Roman vessel, have already been identified in Portsmouth Harbour. From the post-medieval and modern periods there may also be evidence for military activity, particularly relating to the preparations for D-Day during World War II.

## 6 RESEARCH FRAMEWORK

### 6.1 Introduction

- 6.1.1 The EH project brief set a number of over-arching areas of research interest for this project (Section 3). These are now considered in a broad framework of archaeological potential and historical development in relation to military and other influences, with a concluding section on some potential aspects for further archaeological, historical and architectural research.

### 6.2 Archaeological Potential of the Study Area (Fig. 11)

- 6.2.1 There has been a very low level of archaeological investigation within the Study Area, which may be responsible for the very limited evidence for activity in the area before the post-medieval period. However, it is likely that there was some level of fishing or sea trade from an early date.
- 6.2.2 All of the mud flat areas and any infilled palaeo-channels will have the potential to contain palaeo-environmental evidence including waterlogged remains. Such remains will provide information about the changing landscape and its human use.
- 6.2.3 There are indications that the present coast and the creek areas were exploited during the prehistoric period, and stone tools have been identified in a number of locations. It should be remembered that the coastline has changed considerably since the Palaeolithic period when the Solent was a river and the Isle of Wight part of the mainland. Two areas in particular seem to have significant potential to contain more remains, one in the Stoke Lake/Gosport Park area and the other on the shore of Stokes Bay, close to Browndown. These are shown on Figure 11. At Alverstoke a possible group of Bronze Age barrows has been identified, and the location designated as a ‘yellow alert’ by Hampshire CC.
- 6.2.4 Although there have been some finds dating from the Roman period within the Study Area, there are no areas where any significant archaeological potential can be identified. Portsmouth Harbour was in use during this period as a naval harbour, but the focus would appear to have been Portchester Castle at its north end, north-east of the Study Area.
- 6.2.5 The evidence for activity during the early medieval period is confined to documentary references to Alverstoke and an area of occupation identified in excavation just outside the Study Area west of Fort Grange. These and the other settlement foci identified for the medieval period have been designated as ‘yellow alerts’. It is possible that the activity on outside the western edge of the Study Area may have extended into it.
- 6.2.6 Gosport began to form part of the defences of Portsmouth Harbour during the later medieval period. The site of the Blockhouse tower was reused for Fort Blockhurst, but the sites of Lynden’s Battery and Haselworth Fort were not and these have been identified as areas of archaeological potential on Figure 11.
- 6.2.7 The main areas of known archaeological potential for the post-medieval and modern periods are associated with the fortifications and military establishments and with Old Gosport and the historic cores of the various villages, which are now parts of the town. Newtown in particular would merit further investigation. These have all been identified and given an appropriate level of alert by Hampshire CC as shown on Figure 11. No additional areas have been identified for this project, apart from the intertidal and coastal areas.



- 6.2.8 Browndown Common, immediately west of the Study Area, was extensively used by the military during the First World War and a practice battlefield has recently been identified. RAF Grange was established in 1918, on the site of a former flying club at Fort Grange which evolved into the Royal Flying Corps base during the war. Some airfield buildings survive and there is potential for further evidence of the airfield's history to be present. There are also Second World War pillboxes around the airfield site.
- 6.2.9 Gosport played a major role in the Second World War, particularly in relation to preparations for D-Day. The town's defences would have been updated during this periods and the archaeological potential of these defences and of specific sites associated with the military build-up are all areas where further investigation is required.
- 6.2.10 The tidal creeks and the shore along Portsmouth Harbour have the potential to contain archaeological evidence, including palaeoenvironmental remains, from all periods. These areas will have been used for activities such fishing, moorings, boat-building and saltings and a tide mill have been identified from maps and documents. These areas were later used by the military, particularly in the preparations for D-Day. An archaeological project in 2002-8 recorded a significant number of wrecks in Forton Creek, many relating to naval activity in the late 19th and 20th centuries (HWTMA/NAS 2006-8). More wrecks may survive.

### **6.3 Gosport's main development phases**

#### *6.3.1 Prehistoric – Early Medieval*

- 6.3.2 The only recorded settlement from these periods within the Study Area is at Alverstoke, which was the centre of a manor held by St Swithin's, Winchester in the early medieval period (*VCH Hants III* 1908). The manor included the area which became Gosport. The archaeological evidence suggests a level of activity during the prehistoric and Roman periods, but this mainly consists of stone tools and Roman finds from the harbour.

#### *6.3.3 Medieval*

- 6.3.4 By the 13th century there were small settlements at Elson, Brockhurst, Haselhorde, Privett and Gosport. Their distribution is shown on a map from 1585. Gosport became was founded as a new town but did not formally become a market or borough before the mid-15th century, probably as a result of its role in the defence network for Portsmouth Harbour.

#### *6.3.5 17th century and Civil War*

- 6.3.6 Gosport remained a small town, primarily a fishing village, until after the Civil War when the construction of the Gosport Lines began. A map from 1626 shows that it had grown more than the other settlements in the vicinity, including Alverstoke to which parish it still belonged until the late 17th century. The Gosport Lines formed a limit to the town's expansion and as the town developed its naval supply role, the new storehouses and timber yards were confined within them. A map of 1679 shows the street layout within the town, much of which survives, with fields beyond the ramparts. In addition to the Gosport lines two forts were constructed, Fort Charles on the sea front in the centre of the town and Fort James on Barrow Island. Although the Gosport Lines have been altered and stretches removed there is surviving evidence for defensive works from this period above and below-ground.

#### *6.3.7 18th century – Forton and Haslar Hospitals, expansion of Gosport Lines*

- 6.3.8 The growth of Gosport in the 18th century was driven by the expansion of the military infrastructure outside the original defensive line. A mill was constructed just

outside them to the south. These were extended to protect the Victualling Yard and Naval Brewery Centre on the north side of the town and to surround the new magazine depot at Priddy's Hard. The final stretch to Forton Lake in the south also dates from this period. Further afield, Haslar Hospital was constructed on open land on the Halsar Peninsula close to Fort Blockhouse. Another hospital, which became a prison, and later a barracks were built at Forton. Maps from the period show these changes with the only significant settlement growth outside the defences taking place at Forton (Figure 5). This map also shows the original defences laid out along Stokes Bay.

- 6.3.9 Again there is significant potential associated with the defensive infrastructure of the town, above and below-ground. When sections of the Gosport Lines were demolished the material was pushed into the moat and levelled rather than removed.
- 6.3.10 *19th century – Victualling Yard, Palmerston Forts, Newtown*
- 6.3.11 The early 19th century saw significant growth at Alverstoke where Anglesey Town was constructed to produce a leisure resort. This is shown on a map from 1832, which also shows some growth at all the outlying hamlets and the barracks south-west of Haslar Hospital. The early stages of Bingham Town, the new development just west of Old Gosport can also be detected, although a band of open land has been retained all round the defended area. Construction of Bingham Town, now Newtown, began during the Napoleonic wars, but lay outside the possible fields of fire. This period also saw construction of a temporary barracks on the south side of Royal Clarence Yard and the demolition of the mill to allow for changes to the Gosport Lines. Parts of the mill sluice and the causeway over the mill pond survive and more remains may be present below-ground.
- 6.3.12 Unusually, the advent of the railway did not prompt significant new housing. The other major change within the Study Area, the construction of the Palmerston Forts on its west side and the rebuilding of the Stokes Bay Lines, also produced limited growth.
- 6.3.13 In 1886 the Admiralty Experimental Works was established at the Gun Boat Yard on the north side of Haslar Road. These major facilities included experimental tanks and a cavitation tunnel. This facility is of historic significance and contains several surviving structures.
- 6.3.14 The 1st Edition Ordnance Survey 6-inch and 25-inch plans from 1867 shows the slow growth of residential areas, which remain mainly ribbon developments. The most significant new building took place in Bingham Town, renamed Newtown, westwards towards Bury and the new Camden Town, between Forton and Brockhurst. Figure 6, still shows the Gosport Lines surrounding Old Gosport. But by the end of the 19th century these had been partially removed and expansion westward had begun. Christchurch, Lessland, Bury and Forton had all continued to expand.
- 6.3.15 *Early 20th century – flying and Fort Grange, inter war housing*
- 6.3.16 The airfield at Fort Grange was developed during this period. Details of this are difficult to identify, but the main area of expansion was probably west of the Study Area. Housing growth continued slowly before the First World War, mainly in Christchurch and Bury, but Elson and Hardway in the north of the Study Area began to expand also, as the 1909 Ordnance Survey Map shows.
- 6.3.17 The major transformation of Gosport took place in the inter-war period, although the town centre was little changed before wartime bombing forced major rebuilding. The level of new construction, both of council housing and private development, was sufficient to join all of the outlying areas into a single conurbation for the first time. The 1933 Ordnance survey Map shows that the line of Palmerstonian Forts formed

the western limit of growth, with the density of building lower on that side of the town and in the south at Clayhall.

- 6.3.18 *Post Second World War - slum clearance, housing estates, industrial estates*
- 6.3.19 The Ordnance Survey maps from the 1960s and 1970s show that house building spread to the area west of the Palmerston Forts and the Study Area after the Second World War. The large naval estate at Rowner and the estates at Bridgemary to its north contributed to what is now a continuum of development linking Gosport and Fareham. In the north at Hardway the 1970s maps show some new industrial estates.
- 6.3.20 Within the Study Area more house building was carried out at Privett and, by the 1970s, Fort Gomer was demolished and its land used for house building. The details of the redevelopment with Old Gosport are difficult to see on the maps as the road layout was largely maintained.
- 6.3.21 *Late 20th onwards – closure of military establishments, closure of industries, marinas*
- 6.3.22 Modern Gosport has experienced a reduction in the level of military activity, with facilities closing. Some have been taken over by private concerns, such as the Gun Boat Yard and others maintained as museums. However, large areas have been sold for redevelopment and much of Priddy's Hard for example has now become housing. The Royal Clarence Yard is now a mixed-use area, including one of the several marinas which have changed the character of the town.
- 6.3.23 Although housing density has continued to increase, rebuilding is of more significance in most of the Study Area. The only military establishment which has experienced growth in recent years is HMS Sultan, where the engineering college has benefited from the closure of similar facilities in other parts of the UK.

#### **6.4 The effect of Gosport's military infrastructure on the topographic development of the town and its spatial organisation**

- 6.4.1 The most significant influence of military infrastructure on the town was the construction of Bernard de Gomme's Gosport Line around it in the mid-17th century. Apart from an expansion of the available building area when the Lines were expanded northwards and the original northern section subsequently demolished, the ramparts formed the limit of the town until the 1820s when some new housing was built at Bingham's town, now Newtown. Within the old town, little changed and overcrowding produced extensive areas of slums where disease was prevalent. The poor conditions persisted until after the Second World War, by which time bombing had begun the clearance process.
- 6.4.2 The influence of the Gosport Lines was strong enough to prevent a railway line extending into the town and to the harbour. The station was constructed just outside the Lines and designed to form part of the fortifications. A breach was made in the Stoke's Bay Lines to allow the railway to reach the south coast.
- 6.4.3 After the Outer Defences were built in the 1860s, the line of the forts provided a new limit to Gosport's expansion, which only became significant in the inter-war period. Expansion beyond this line began after the Second World War when the Royal Navy and Gosport Council began to build large housing estates at Rowner and Bridgemary, outside the Study Area. Construction of industrial estates also began in the post-war period. The characterisation drawings show that the constraints set by the coastline and military installations impacted the level of development within the Study Area, as the areas within it became densely populated. Individual settlements lost their geographic boundaries, as areas were infilled from the 19<sup>th</sup> century onwards.
- 6.4.4 There is little evidence to suggest that the opening of an additional military establishment generated any particular phase of house building, although further

study of data such as baptismal and census records might demonstrate such relationships. In the 19th century, there was a quota of married soldiers allowed for each battalion, and five years service was required for a soldier to be eligible. The families were provided with accommodation and at Fort Rowner, for example, a few lived in the fort itself (Victorian Forts: Gosport Advanced Lines undated) while by the 1890s a row of married quarters had been constructed on Military Road and near Fort Monckton (HER 65125). A row of cottages on the edge of Alverstoke, built for the coastguard, had been acquired as married quarters by the 1930s.

- 6.4.5 The 1851 census showed that some of the terraced houses east of the barracks were occupied by marines and it is understood that other houses in the vicinity were constructed for their officers. St George's Barracks included accommodation for both married soldiers. Documentary sources talk of officers living around Clarence Square and in other dispersed better-class areas (Williams 1989).
- 6.4.6 Of the 36 HUCAs identified in Gosport 15 are either still occupied for the most part by military establishments or were used by the military until the later part of the 20th century. Significant evidence for past military activity survives in three more HUCAs - Stokes Bay, Priddy's Hard Estates and Forton. The historic core of the town, Old Gosport, owes its compact form to the constraints of the Gosport Lines and was the location of much of the industry serving the military presence.
- 6.4.7 There are other areas where there was a particular military presence during the Second World War, such as Alverstoke and Hardway. Documentary sources suggest that there was some housing provided for servicemen, particularly officers, in other areas of Gosport, but it is not possible to identify particular concentrations before the Second World War. It is also difficult to establish for this project whether the late 19th and early 20th century housing in Gosport was, as has been suggested, occupied in large part by employees of establishments in Portsmouth.

## **6.5 Significant influences on the development of the town**

- 6.5.1 There has been little significant industry in Gosport pre-dating the end of the Second World War, which was not directly linked to the military role of the town. A close study of historic maps, supported by documentary evidence, does not show any development of the town related to production to meet military procurement, apart from the premises of the brewer which were taken over by the Navy and developed into the Royal Clarence Victualling Yard. It appears that there were some smaller industrial premises within Old Gosport, such as the Gosport Iron Foundry, which was under contract to the navy.
- 6.5.2 The brewing and brick-making trades were pursued within the Study Area, particularly in the 19th century, but these did not develop into major industries and have made little impact on the development of the town.
- 6.5.3 Yacht construction by the company that became Camper and Nicholson was an important part of the town, and, apart from in wartime, had no direct links to the navy. The yard was situated within the old town until the clearances of the 1960s, after which the company split into yacht building and marinas. The latter maintains the link with Gosport.
- 6.5.4 There have been attempts to diversify Gosport into the leisure market, beginning with the construction of Anglesey in 1836 and the inter-war recreational facilities in the centre of the town. Wartime activity halted their use and the momentum was never regained.
- 6.5.5 New industries came to industrial estates in the outer suburbs post-Second World War, but these remained small in scale. The key factor influencing the development of the town during this period was the redevelopment of Old Gosport following

extensive bomb damage and the construction of the new housing estates. In addition to infilling of previously undeveloped areas, these resulted in the western and northern expansion of the town beyond the Study Area.

- 6.5.6 The most recent phase of development is associated with the closure of military establishments and their conversion for other uses, most prominently the development of marinas. The diversification of industries forms part of a more widespread population growth and increased density of development across the Greater Portsmouth sub-region.
- 6.5.7 Gosport does not demonstrate a direct relationship between new houses and the expansion of military establishments. Similarly there is no evidence that its railway prompted house building as it did in many other towns (e.g. Newbury, Berks).

## 6.6 Research questions

### 6.6.1 *Archaeological*

There is much scope for assimilation of existing knowledge, and field investigation (non-invasive) or surviving remains. The key areas identified include:

- *Palaeoenvironmental evidence and changes to Lakes:* The creeks and rivers around Gosport, particularly Haslar Lake and Stoke Lake have been subject to man-made alterations. It is likely that these were exploited for fishing and boating from an early period and evidence for such activity may survive in the mudflats and on the lines of former channels. There is potential for waterlogged remains to be present and the potential for stone artefacts to be recovered has already been demonstrated.
- *Solent River prehistoric archaeology:* The Solent changed from a river to a sea channel during the earlier prehistoric period before which Stokes Bay would have been inland. Palaeolithic axes have been recovered from that area and it retains the potential to contain evidence for early occupation.
- *Bronze Age barrow cemetery:* A possible Bronze Age cemetery has been identified at Alverstoke with three barrows in a line. There is the possibility of evidence for other barrows to survive below-ground in the surrounding area.
- *Identify locations of 1417 Blockhouse, Lyman's Battery and Haselworth Castle:* Any above-ground evidence for these early fortifications has been removed and their exact locations are based on early maps and descriptions. Any surviving information about their design and construction, or more precise location, would make a significant contribution to knowledge and understanding of the town's early development.
- *Remains of former military structures:* The evolving defences and other military establishments located within Gosport and its surrounding area are the most significant aspects of the town. These have changed considerably and many of the features have been removed. However, there will be archaeological remains surviving below-ground in many locations, which should be identified and recorded. These remains may include the Napoleonic period barracks and the evolution of the Gosport Lines. In the south-east of the Study Area more research should be carried out on establishments such as the AEW and the submarine base.
- *Wartime defences or other military structures:* Although there is good historical documentation for the key military features of Gosport, there will be features which have not been well-recorded, as illustrated by the practice battlefield from the First World War identified recently. The whole area of Stokes Bay and Browndown Common should be considered in more detail. It is likely that there will be surviving

evidence for other structures such as pill boxes, air raid shelters and ARP bases. The presence of such features within the civilian areas of Gosport would be of particular significance. Coastal Defences from the two World Wars also deserve identification and research. Further research associated with the D-Day sites and the defences of RAF Grange would also be worthwhile.

### 6.6.2 *Historical*

There is much scope for investigation of written sources, from medieval documents to modern newspapers, and especially the collection of oral history evidence of the most recent era, both for the military history, and general social and economic changes. The records, for example of the Board of Ordnance, in the National Archives are not yet fully explored and will have much to offer, as will all other classes of record such as the Census returns for 1841-1911. Suggested themes for further work include:

- *Improved understanding of medieval Old Gosport, its development and location of key features:* The town was slow to develop before the post-medieval period, but existed from the 13th century as a fishing village. Any archaeological evidence from this period would help to determine how the town plan evolved and the nature of activity within it.
- *Gosport's brewing heritage:* Brewing was important to Gosport, leading to the development of the Royal Clarence Victualling Yard. Wider research into breweries and the public houses supplied may add to understanding of the town.
- *More detailed histories of the distinct phases of housing development:* The civilian development of Gosport had multiple foci, often associated with small medieval and early post-medieval settlements, which only gradually merged into a whole. Addition information about these developments, particularly Newtown, could add to understanding of how the population was dependent on Gosport's military presence.
- *Further exploration of Census records:* The limited research carried out for this project suggest that Census returns may provide more information about the patterns of employment followed by Gosport residents and the relationship between occupations, social class and housing locations.
- *Gosport's bomb damage:* Gosport was heavily bombed during the Second World War. Although the ARP records have been preserved and a photographic record and bomb damage map exist (pers. comm. Rob Harper, Gosport BC), most of the information was not available at the Gosport Local Studies Centre. Access to the data would assist in improving understanding of the extent of damage to buildings will help the assessment of archaeological potential within the historic core of the town.

### 6.6.3 *Built heritage*

There is much scope for investigation of remains of the built heritage, in addition to the military structures mentioned above. Suggested areas include:

- Identify remains of medieval and early modern houses in Gosport.
- Identify military and industrial buildings, and transport infrastructure.
- Establish survival of defences as above or below-ground features.
- Identify the character of 18<sup>th</sup>-19<sup>th</sup>-century housing in plan form and built character (e.g. use of brick types, terracotta, decorative features).

## 7 CONCLUSION

- 7.1.1 Gosport has a rich heritage due to its long association with the Royal Navy, and its relationship to Portsmouth from which it is separated by a narrow stretch of water. Together they share one of the most varied and important military landscapes in Britain, with much potential for discovery and enjoyment. Gosport has a high concentration of historically significant military complexes dating from the 17th century onwards including various forts and batteries, Haslar Hospital, Priddy's Hard, Haslar Gunboat Yard and the Royal Clarence Victualling Yard. These are situated around the perimeter of the Gosport Study Area, defining the western boundaries and following the coastline to the south and east. The most significant influences on the development of the town are de Gomme's mid-17th century Gosport Lines and the Outer Defences built in the mid-19th century. Within the constraints of these military installations Gosport developed in a diverse pattern; historic settlements such as Alverstoke lost their geographically distinctiveness as residential housing, predominately dating from the later 19th and 20th centuries, gradually filled Gosport's hinterland.
- 7.1.2 The Characterisation Study has identified 36 character areas that include residential areas, military complexes and key landscape features such as Stokes Bay. Some of these areas are uniquely military in character and remain in active use, whilst other settlement areas are typical of urban expansion and not directly related to Gosport's military history. Evidence of Gosport's historic development are visible within the character areas from the medieval period onwards; central parts of Gosport town retain their planned medieval layout despite heavy bombing during the Second World War. Evidence of industry in the post-medieval period can be identified on historic maps situated around the settlement areas, but its development was driven predominately by its relationship with Portsmouth and the most significant surviving features of this period are its defences.
- 7.1.3 Much of Gosport's 17th-century defences are no longer extant, but some lengths of the line survive and their influence on the landscape constraining Gosport town to the west can still be discerned. During the 18th-century Gosport saw military expansion in response to the series of almost continuous foreign wars, many of these installations surviving within the character areas including Fort Blockhouse and elements of Priddy's Hard, Royal Clarence Victualling Yard and Gosport's defences. The Napoleonic period saw additions and improvements to existing structures and defences. It was following the 1850s Defence Review that Gosport saw major additions to its defences, including the construction of the Palmerston Forts and the Stokes Bay defences, many of which survive today.
- 7.1.4 There were further developments to the military infrastructure of Gosport in the second half of the 19th century. Browndown Camp dates from the 1850s and the Browndown Battery was added in 1888-9. Further along Stokes Bay a submarine mining establishment had been added, although this has since been relocated to the Fort Blockhouse area. In the Haslar Area the AEW was established and many of its structure survive, including the experimental tanks and cavitation tunnel. The research work continues on the site, since the end of the 20th century under the auspices of QinetiQ. Similarly the submarine base, HMS Dolphin, which had opened in 1904 at Fort Blockhouse is still the location of a research facility.
- 7.1.5 During the 19th- and 20th-centuries there was significant residential expansion westwards from the line of the ramparts mostly along the existing road network. The civilian development of Gosport from the end of the 18th century took place around a number of foci, often small medieval or early-post medieval settlements and only merged relatively recently. Unusually, there is no evidence for significant development associated with the construction of the railway line to the town. Some of

the houses were associated with the military presence in Gosport, but many met the housing shortage in Portsmouth for dockyard workers.

- 7.1.6 There is limited evidence within Gosport relating to the First World War, although a Coastal Motor Boat Base was in operation during the First World War, which survived as HMS Hornet. Recently the practice battlefield at Browndown Common, to the west of the Study Area, has been identified. In the inter-war period saw residential expansion including leisure facilities to serve the urban expansion. Gosport played a major role in the preparations for the D-Day landings, although little evidence survives relating to its activity. A major impact on Gosport's townscape was the Second World War bombing raids, and the subsequent regeneration of Gosport's centre. The post-war period also saw a decline in Stokes Bay as a resort, which never regained its earlier popularity. There was also saw a gradual abandonment of historic defences to non-defence uses, a theme that was continued through the 20th century.
- 7.1.7 There has been a very low level of archaeological investigation within the Study Area, which may explain the limited evidence for activity in the area before the post-medieval period. However, two areas in particular have been identified as having significant potential to contain pre-historic remains; one is in the Stoke Lake/ Gosport Park area and the other on the shore of Stokes Bay, close to Browndown. Evidence for activity during the medieval period is confined to settlement areas, an area near Fort Grange, the site of Blockhouse tower, Lynden's battery and Haselworth Fort. The main areas of known archaeological potential for the post-medieval and modern periods are associated with the fortifications and military establishments and with Old Gosport and the historic cores of the various villages, which are now parts of the town.
- 7.1.8 Cartographic and documentary research has to date identified little evidence to suggest that the expansion and development of Gosport is directly linked to the opening of particular military establishments, but there is scope for future work. Industrially, there is limited reliable evidence pre-dating the end of the Second World War for industrial activity that was not directly linked to the military role of the town. Brewing and brick-making trades were identified within the Study Area, but these did not develop into major industries and had little impact on the development of the town. New industries came to industrial estates after the Second World War, but remained small in scale. In recent years Gosport has experienced a reduction in the level of military activity, with facilities closing. Some have been taken over by private concerns and others maintained as museums. However, large areas have been sold for redevelopment and much of Priddy's Hard for example has now become housing. The Royal Clarence Yard is now a mixed-use area, including one of the several marinas that have changed the character of the town. The only military establishment that has experienced growth in recent years is HMS Sultan.
- 7.1.9 The closure and regeneration of military installations, whilst sympathetic to its historic character, has impacted the overall character of Gosport. Changes to the locations and functions of military establishments have always formed part of the town's development, but the recent scale of such changes, while retaining much of the key historic structure, has produced a more significant impact on its overall character. The ethos of the town is no longer immediately associated with the armed forces and Gosport is becoming part of a wider urban conurbation in the greater Portsmouth area; nonetheless its distinctive heritage remains an important factor.



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## Appendix 2: The English Heritage Project Brief

### Military Towns – Gosport 4A1.206 (6444)

#### 1. Summary

English Heritage wishes to commission a characterisation of the town of Gosport with specific reference to the relationship between the town's Civil and Military areas. The project will be mostly desk based with some field verification. The contractor will produce a final report, GIS mapping and a project archive.

#### 2. Background

##### 2.1 Historical

2.1.1 From the 15th century the development of Gosport has been intimately linked to the growth of Portsmouth naval dockyard. Portsmouth Harbour is a natural inlet with a constricted mouth that has formed an ideal shelter for shipping since at least the late Roman period, witnessed by Portchester Castle at its northern end. Gosport lies on the western side of the harbour and its initial significance and role was as part of the sophisticated Spithead defences designed to protect the entrance to the harbour.

2.1.2 In the late 17th century Gosport's defences on the western side of the inlet were improved by the strengthening of Fort Blockhouse and the construction of Fort Charles and Fort James. Substantial archaeological traces of Fort Charles may lie beneath the former Camper and Nicholson boatsheds and remains of Fort James may be seen on Burrow Island. On their landward side the defence in depth of the town was extended by a bastioned trace, at the northern end of which is Priddy's Hard, which from 1771 was an important explosives magazine and armament depot.

2.1.3 During the 18th century there were concerns that Stokes Bay to the west might provide a convenient landing place for a landward assault on Gosport and Portsmouth. This potential weakness was addressed by the construction of Fort Monckton and a series of batteries.

2.1.4 Accompanying the expansion of the Navy the economy of the town became more closely linked with its fortunes, including from the mid-18th century the victualling of ships through the Royal Clarence Yard, and immediately to the west of Fort Blockhouse the establishment of the Haslar naval hospital (1746-1762). A large prison and hospital were built in Forton and close by a barracks for marines.

2.1.5 During the late 19th century, the town's defences were strengthened by the addition to the west of the 'advanced' lines, represented by five substantial artillery forts – Fort Grange, Fort Rowner, Fort Brockhurst (Guardianship), Fort Elson, and Fort Gomer (demolished). Stokes Bay's defences were strengthened with defensive lines and to the east by Fort Gilkicker. The contemporary Haslar gun boatyard is one of the few sites that may be directly attributed to the Crimean War (1854-56). From this time until the 1950s Gosport was home to the Navy's gunboat and later motor torpedo boat detachments.

2.1.6 Reflecting the growing professionalisation and increase in size of the armed forces, and concerns about the welfare of the troops new barracks were built in the

town. Surviving examples of barracks include St George (1856-59), St Vincent (1847, partial survival), while Forton barracks (1807) are lost. The large military community is also reflected by three significant military cemeteries in the Borough

2.1.7 During the 19th century, linked to the growth of military activity, the town underwent rapid expansion, the urban area was pushed out westwards beyond the original defences and eventually filled most of the area to the line of western defences.

2.1.8 From their establishment in the late 19th century the Admiralty Experimental Works were at the forefront of naval architectural leading experiments into ship design and propulsion.

2.1.9 The highpoint of the Navy's dominance of Gosport was during the 20th century and in particular during the two world wars. The older fortifications were put to new uses as various shore establishments. During the First World War an airfield, HMS Daedalus, was constructed 3km to the west at Lee-on-Solent. At the mouth of the harbour HMS Dolphin was established to meet the demands of submarine warfare and was the country's most important submarine establishment. Grange airfield/RAF Gosport was also built between Fort Grange and Fort Rowner, a number of hangars survive.

2.1.10 During the Second World War Gosport played a vital role in the D-Day landings, caissons for the Mulberry Harbours were constructed at Stokes Bay, troops also embarked from there and Hardway onto the invasion vessels.

2.1.11 Since the end of the Second World War there has been a large reduction in the Royal Navy's presence in Gosport, and a commensurate reduction in its land holdings. Nevertheless, the Royal Navy is still a major employer in the district, with large shore establishments at Haslar, with supply and maintenance facilities to the west of the town at HMS Sultan and to the north at Fleetlands, and a large training establishment at HMS Collingwood.

## **2.2 Current academic issues**

2.2.1 In the initial information collection stage of the National Heritage Protection Plan (January 2010) defence areas, including military towns, were identified as one of the priorities to be addressed to improve understanding and protection measures.

2.2.2 The broader environmental and community context of defence sites, and the relationship between fortifications and urban growth has rarely been researched at a comprehensive level. British defence sites developed in close association with their local communities and landscapes, stimulating agricultural and industrial development as well as settlement growth and change. This developed in a largely organic and symbiotic relationship with national and local industries, in contrast to the centralised means of delivering goods and services to military common in many other European countries.

2.2.3 Historically, much previous work has focused on individual defence sites and complexes. This project is designed to explore the parallel developments, and interactions, of Gosport's military establishments and the civil realm, to understand how its built heritage continues to shape the character of the town, contributing to its local distinctiveness, quality of life, and the tourist economy.



## 2.3 Protection issues

2.3.1 Gosport's military heritage is acknowledged, through a number of listed and scheduled monuments, locally registered Conservation Areas and locally listed buildings. It also has a number of publicly accessible monuments and museums, these include Fort Brockhurst, No2. Battery, the Submarine Museum, and 'Explosion' at Priddy's Hard. Many other historic properties are visible from public open spaces.

2.3.2 Historically designation has also addressed the military monuments and buildings individually, and we need to better understand the gaps in HERs and their capacity to deliver advice as sites and areas come forward for development, and their potential for designation at a local and national level.

2.3.4 Future pressure and opportunities in the area might be anticipated as a result of the recent identification of the former airfield at HMS Daedalus as an Enterprise Zone.

2.3.5 Continued reduction and realignments in the defence estate might be also expected. The sustainable future of many former defence establishments will be as part of the civil economy and this study will contribute to reforging links between the town and previously closed areas.

## 3. Aims and Objectives

The main aim and objectives of this project are as follows:

Aim – The aim of the project is to characterise the town of Gosport, see attached map for the extent of the study area. The report and GIS mapping will address the following questions.

Objective 1.1 - What were the town's main development phases?

Objective 1.2 – What effect did the development of the town's military infrastructure have on the topographic development of the town and its spatial organisation?

Objective 1.3 – What character areas may be identified within the town, and which might be seen to be as specific to a town dominated by the military? This might include characterising areas by period, areas occupied by the military for different functions, industry, housing by social status, and other characteristics that emerge during the study.

Objective 1.4 – Were there other significant influences on the development of the town, such as its development as seaside resort, how has this influenced its character?

Objective 1.5 – What areas of the town have high potential for the presence of buried archaeological resources?

## 4. Business Case

4.1 The National Heritage Protection Plan (NHPP) sets out how English Heritage, with help from partners in the sector, will prioritise and deliver heritage protection for the four years (2011-2015). It will make best use of our resources so that England's

vulnerable historic environment is safeguarded in the most cost-effective way at a time of massive social, environmental, economic and technological change.

The heart of delivery of the NHPP is the Action Plan. This is divided into 8 themes (called Measures). These are further sub-divided into a series of Topics and Activities comprising over 400 projects. The Activities address specific areas of work (e.g. places of worship, historic ports, strategic designation) that have been identified as priorities for the Plan.

This project will be funded under Measure 4 - Assessment of significance;  
Topic A - Activity 4 – Historic towns and suburbs

Activity 4A1 – Our urban centres are subject to continuous and significant change. Work focussed on developing significance and protection is still outstanding, with particular targets including several major centres, some small towns and market towns. Action will include assessment of poorly understood suburbs, mass/public housing, urban vernacular, designed open spaces, vulnerable building types, and buried archaeological assets.

4.2 Specifically, this project will provide improved information for the understanding of the significance and value of Gosport.

National Heritage Protection Programme

Stage	Understanding
Measure 4	Assessment of Character and Significance
Activity 4A1	Historic towns and suburbs
Project 4A1.206	Military Towns – Gosport

4.3 Under the priorities identified in the English Heritage Corporate Plan 2011-2015 it will support –

- The priority of safe guarding the future of the most significant remains of our national story.
- Contribute to understanding the character and history of areas undergoing regeneration and change.

4.3 The principal SHAPE activity it addresses is –

D: Studying and assessing risks to historic assets and devising responses.  
D1: Heritage at risk: Quantifying and analysing the condition of the historic environment.

4.5 The recent draft Gosport Local Plan 2011-2029 (December 2012) recognises that 'Gosport is poorly provided with definitive histories of the development of the area so archaeological and historic background information is considered important' (2012, para 8.42, 94).

4.6 This report will inform discussions across government about the future of the Borough's historic environment, including colleagues in the local authority and the Ministry of Defence's Defence Infrastructure Organisation.

4.7 With an increased emphasis on delivery of advice from English Heritage local offices this report give local staff increased confidence in the provision of authoritative advice to Gosport Borough Council officers and other partners.

4.8 The report may also be used to identify buildings, complexes, or areas which may repay further more detailed investigation and assessment for possible protection.

## **5. Methods and scope**

5.1 The study will characterise Gosport's historic urban area, essentially bounded by the five 19th century forts to the west, Stokes Bay and Spithead to the south and Portsmouth harbour to the east (see attached map).

5.2 This study will build on the earlier Gosport Townscape Assessment (Hampshire County 2010) and recent Townscape Appraisal to provide chronological depth and a higher resolution understanding of the relationship between military controlled areas and the civil town.

5.3 Reference should also be made c.1999 Extensive Urban Survey  
[http://archaeologydataservice.ac.uk/archives/view/hampshire\\_eus\\_2003/downloads.cfm](http://archaeologydataservice.ac.uk/archives/view/hampshire_eus_2003/downloads.cfm)

5.4 This report will be compiled by a combination of archival and library research supported by field verification, some may be subject to Ministry of Defence approval.

5.5 Sources of information may include the Gosport Borough Council, Hampshire HER, The National Archives, Kew, English Heritage Archives, Swindon, Hampshire Record Office, and other record offices. English Heritage holds drawings and photographs from the Property Services Agency and the national collection of air photographs.

5.6 During the course of the project it is essential that the contractor regularly consults with Gosport Borough Council's Conservation and Design Section.

## **6. Products**

### **6.1 Report**

Six copies of the written report will be supplied to English Heritage as hardcopy and on CDs containing unprotected Word files.

Four of these will be for internal use and EH will supply copies to Gosport Borough Council and Hampshire County Council.

The report will contain –

An overview of the history of the development of Gosport.

The report will address the research questions set out in the Aims and Objectives (Section 3).

This will describe the main phases of fortifications and other major military facilities and discuss how they affected the growth and character of the town.

It will present a characterisation of the different commercial, domestic and other site and building types, how they express their function and social class, how these factors shifted through time and how much of the town's development and character related to the development of its military infrastructure and economy.

It will also consider other influences on the town's development, such as its development as seaside resort and the coming of the railway.

It will map the areas that were controlled and owned by the government, and how these changed through time.

It will be illustrated by copies of plans, air and ground photography, the most important of which will be plans that indicate significant phases of expansion.

It will be the author's responsibility to ensure that copyright permission is obtained any illustrations used in the report and for possible distribution on the web.

A suggested report structure may be found in Appendix 1.

## **6.2. GIS mapping and database**

The mapping will be supplied in a GIS format compatible with the system operated by Gosport Borough Council.

The 'printed' maps may include the following themes, but may also include others themes that emerge during the study –

- The study area's main character areas.
- Areas of archaeological potential. This potential might be graded.
- Phased maps, broadly these may depict the developed areas at key points in the town's history. For some periods of the late 19th century and 20th century phases may be marked in decades.
- Military areas by function and periods, for example, areas of defensive lines compared to barrack accommodation.

The maps will be produced at a resolution that will allow the whole of the study area to be viewed as a single map sheet at a nominal scale of 1:10 000 or greater. Smaller map inserts may be used in the report.

The depiction should also ensure that the map detail, including road names and other identifiers are visible through character areas.

## **6.3 Archive**

The site archive will be lodged with the Archaeology Data Service (ADS). After the report has been approved it will be the contractor's responsibility to deposit the report and supporting data with ADS.

Electronic copies of any digital images will be supplied to English Heritage and Gosport Borough Council.

## 7. Stages and tasks

7.1 The project will be undertaken as a single main stage.

7.2 The following basic tasks are envisaged, but we would expect the Project Design which results from this brief to expand on these –

- 1 Project start up meeting with Wayne Cocroft, project PAO, a representative of Gosport Borough Council, and the Inspector from the local English Heritage office.
- 2 To gather necessary research material through library and archive visits.
- 3 To confirm the results of desk based research of the study area through fieldwork, for the purposes of this study it is envisaged that external inspections of current Ministry of Defence sites combined with webbased aerial photography will suffice.
- 4 Produce a report and submit to English Heritage in electronic and hardcopy format.
- 5 Produce mapping and a database in a GIS format compatible with the system operated by Gosport Borough Council.

## 8. Interfaces

English Heritage - Designation team - South  
National Planning & Conservation team – South

Defence Infrastructure Organisation - Historic Advisors

Gosport Borough Council - Planning and Conservation officers

## 9. Timescale

We envisage that this work will take about 3 working months and that the report will be complete by October 2013.

The estimated budget range for this project is up to about £12.5k (excluding VAT).

## 10. Form of tender

The tender submission should refer to the *National Heritage Protection Commissions Programme Guidance for Applicants* and be based on the structure of a *Management of Research Projects in the Historic Environment* (MoRPHE) Project Design.

The Project Design should also include:

- a document-control grid with contact details (see MoRPHE p42)
- costs calculated according to Section 12 of the Guidance for Applicants and set out per financial year (see Guidance for Applicants, Appendix 5)
- a task list which included days per person, per task (see Guidance for Applicants, Appendix 5)
- a Gantt chart and/or timetable

The structure of a MoRPHE project design can be found on page 44-47 of the MoRPHE project managers guide which can be downloaded at: <http://www.englishheritage.org.uk/publications/morphe-project-managers-guide/> and the guidance notes can be downloaded at [www.english-heritage.org.uk/nhpcp](http://www.english-heritage.org.uk/nhpcp).

## **11. Copyright**

The report and all associated documentation, databases and photographs will be the copyright of English Heritage. Copyright on all reports submitted will reside with English Heritage, although a third-party in-perpetuity licence will automatically be given for reproduction of the works by the originator, subject to agreement in writing from English Heritage.

The author should ensure that copyright permission is obtained for any images used in the report, and be aware that English Heritage may wish to make the report available on its website. The author should also make certain that all material copied from other sources is fully acknowledged and the relevant copyright conditions pertaining to that data will be observed.

## **12. Selection Process**

Tenders will be appraised at a formal tender board comprising three or more appropriate English Heritage officers, and will be scored in accordance with the English Heritage Procurement Regulations. English Heritage may consult externally as well as internally when appraising the tenders. Successful and unsuccessful tenderers will be notified of the results of the tender board in writing usually within a week.

## **13. Administration of Contract**

The grant award will be administered via a standard English Heritage National Heritage Protection Commissioning Programme (NHPCP) contract. If the contractor is a sole trader, rather than a limited company, association or partnership, then we would advise that early contact be made in order that an Employment Status Questionnaire (a requirement of English Heritage by Her Majesty's Revenue and Customs (HMRC)) can be completed in advance of submission of a Project Design.

## **14. Management, monitoring and reporting arrangements**

The project will be administered through the National Heritage Protection Commissions Programme (NHPCP); for guidance see <http://www.englishheritage.org.uk/professional/funding/grants/grants-available/nhpcp/>.

The Commissioned Organisation's Project Manager will be responsible for liaison with the English Heritage Project Assurance Officer, and expected to produce highlight reports (see MoRPHE Project Managers Guide p48) at appropriate points throughout the project and an end-of-project report (see MoRPHE Project Managers Guide p49).

English Heritage Project Assurance and routine monitoring of standards and progress will be undertaken by an NHPC Project Assurance Officer. Project

assurance will be carried out by the leads and members of the 4A1 and 4E2 Activity Groups.

## 15. References

English Heritage 2012 National Heritage Protection Plan  
<http://www.englishheritage.org.uk/professional/protection/national-heritage-protection-plan/>

English Heritage 2008 Shape 2008: A strategic framework for historic environment activities and programmes in English Heritage. London: English Heritage

Extensive Urban Survey Gosport c.1999  
[http://archaeologydataservice.ac.uk/archives/view/hampshire\\_eus\\_2003/downloads.cfm](http://archaeologydataservice.ac.uk/archives/view/hampshire_eus_2003/downloads.cfm)

Hampshire County 2010 Gosport Townscape Assessment  
[www3.hants.gov.uk/gosport\\_townscape\\_assessment.pdf](http://www3.hants.gov.uk/gosport_townscape_assessment.pdf)

Gosport Borough Council Gosport Borough Local Plan 2011-2029 Consultation Draft December 2012  
<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/localdevelopment-framework/gosport-borough-local-plan-2029/gosport-borough-local-plan-2011-2029-consultation-draft-december-2012/?Consultation%20Draft%20December%202012>

Hampshire County Council Archaeological Alert Map

## Appendix 1

### Suggested report structure

Title page

Following page

Summary – 200 word summary for use on the English Heritage website

Contributors

Acknowledgements

Project archive location – if any

Date of research

Contact details

Contents

Introduction

Main report - divided as required

Methodology

Bibliography

Appendices – if required

Electronic map files

### **Appendix 3: Glossary of terms**

English Heritage (**EH**) - national organisation with an important statutory role in conserving the historic environment. EH has responsibility for the designation of Scheduled Ancient Monuments and Listed Buildings. It also maintains registers of Historic Battlefields and Historic Parks and Gardens.

Geographic Information System (**GIS**) - a computer-based mapping system using a series of information layers to produce a picture of the present town and its history.

Historic Character Type (**HCT**) - key historic features which have existed within the Study Area at particular time periods for the development of the town. These are generic types.

Historic Landscape Character (**HLC**) - distinct character of areas of the existing landscape in terms of their function and its date of origin.

Historic Urban Character Area (**HUCA**) - an area of the town where the existing built environment has a distinctive character, which derives from its historic development.

Sites and Monuments Record (**SMR**) - a database of historical and archaeological data about the district maintained by West Berkshire District Council's Archaeological Service.

Victoria County History (**VCH**) - a multi-volume history of the county produced in the early 20th century. Part of an ongoing project for the whole country.



## Appendix 4: GIS

All the shapefiles for the Gosport Characterisation Study have been created without the use of an external database and the relevant data is directly embedded within the shapefile. The data contained within each file varies in accordance with the two basic types of data types described below.

The first data type consist of shapefiles received from the SMR (Sites and Monuments Record). These reflect statutory areas, such as battlefields and listed buildings etc. For these, the datasets within this shapefile was the most complete, containing all the relevant information from the SMR itself (i.e. area of the site in question, name, NGR and precision of plot). The second data set consists of shapefiles created by the Geomatics department. These were digitised in AutoCAD from hand-drawn plans, such as for the Historic Character Types, and imported into ArcView. The embedded data within these files is not as complete, and is limited to information assigned to each shape by OA (this usually consists of a number, or a name, and few additional details (e.g., area of polygon, or precision). In these cases, the precision is entirely reliant on the individuals who initially defined the area. As these polygons are best estimates of historic character areas, there are elements of interpretational irregularity in the spatial extents of areas.

In all cases, the files can be queried by SQL or VB based upon their data and extent. Each site/area can also be readily identified by simple clicking on the shape. The data relies on SMR numbers and OA designations, so can in future be linked to external databases utilising either the MonUID or OA numbers.

The ArcView shapefiles consist of:

- Study Area (polygon)
- Basemap (varies; TFW and NTF format)
- Town development (polygons)
- Historic Urban Character Areas (polygons)

### **Statutory Areas**

- Parish boundaries (polygons)
- Registered Battlefields (polygons)
- Conservation Areas (polygon)
- SAM's (polygon)

### **Heritage**

- Monuments by period (point)
- Listed buildings (point)

### **Historic Character Types (polygons)**

