

ITCHEN NAVIGATION HERITAGE TRAIL HAMPSHIRE

Heritage Report for a Conservation Management Plan

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SUMMARY

Wessex Archaeology was commissioned by the Hampshire and Isle of Wight Wildlife Trust to compile a Heritage Report for inclusion in a Conservation Management Plan for the Itchen Navigation Heritage Trail, Hampshire. The purpose of the Heritage Report for the Itchen Navigation Conservation Management Plan is to inform the bid for major funding through the HLF Heritage Grants Scheme.

The disused Itchen Navigation runs between Winchester and Southampton. It was constructed in the late 17th century to carry chalk, aggregates, coal and timber. The route was created with new cuts and embankments, with associated locks, sluices and bridges. It was an important trading link, and is now a renowned wetland habitat.

Information about the Itchen Navigation and its environs was drawn together for the Heritage Report by studying a variety of sources and conducting site visits. All the major components of the Navigation were detected, including the sites of the original seventeen locks. The survival and condition of the locks varies greatly.

The Itchen Navigation has significance for a number of reasons. Historically it is significant as part of a water management system which dates back to the 11th century, and also as one of the oldest, longest running, and arguably most successful of canals and navigations in the Hampshire area. Culturally the Navigation was part of a change away from slow road transport, while the industrial scale of the Navigation and the loads it could carry were revolutionary in local terms. The Navigation is significant as a place for leisure activities, and has left an important legacy in the former towpath, which has a public footpath overlying it for most of its length. While it is not comparable in scale to the canals that served industrial centres in the north of England, it is an important reminder that industrialisation reached even the more rural parts. The aesthetic value of the Navigation varies depending on the area of the waterway considered, but in the built up areas along it, and particularly at either end, this value is most significant. The educational value of the Itchen Navigation is vast, including history, industry, literature, geography and nature. Access to the Navigation is exceptional, especially when compared to other local chalk streams. Such open access is rare, giving the waterway great significance and a high recreational value.

A Conservation and Management Plan is designed to identify the importance of a site, ascertain any issues that have arisen or might arise from future works, and create policies with which to address them. Policies for the preservation of the Itchen Navigation include the retention of its character through maintaining water levels, preserving the water-meadows, and where possible minimising the encroachment of man made structures and clutter. Any proposals for the ongoing conservation of the historic structures should be fully informed, recording and analysis undertaken, and a record made of works carried out. Repairs should follow best conservation practice, and the retention of historic fabric should be maximised, while new work should be sympathetic to its context. Consideration should be given to removing vegetation and consolidating surviving masonry. Interpretation of the surviving elements of the Navigation should be provided at key points, and the restoration of one of the locks could be considered as part of this.

ACKNOWLEDGEMENTS

The Conservation Management Plan was commissioned by Hampshire and Isle of Wight Wildlife Trust. Their assistance, in particular that of Leah Mathias, Itchen Navigation Officer, is gratefully acknowledged. We would like to acknowledge the help given by David Hopkins, Hampshire County Archaeologist, and Rod Murchie of the Environment Agency. Thanks are also due to the staff of Hampshire Record Office and Winchester Local Studies Library, to Karen Parker and Tracy Matthews of Winchester Historic Resources Centre, and to the staff of both Southampton City Archives and the city's Special Collections Library. The assistance of Suzanne Foster, Deputy College Archivist at Winchester College is also appreciated. Special thanks are due to Edwin Course who took the time to talk about the history and significance of the Navigation.

The project was managed for Wessex Archaeology by Charlotte Matthews. Charlotte Cutland collated the data and produced the report, with IT support from Russell Gant and Jens Neuberger.

ITCHEN NAVIGATION HERITAGE TRAIL HAMPSHIRE

Heritage Report for a Conservation Management Plan

1 INTRODUCTION

1.1 PROJECT BACKGROUND

Wessex Archaeology was commissioned by the Hampshire and Isle of Wight Wildlife Trust to compile a Heritage Report for inclusion in a Conservation Management Plan for the Itchen Navigation Heritage Trail, Hampshire. The Itchen Navigation Project is a partnership between the Wildlife Trust, the Environmental Agency, Hampshire County Council, Eastleigh Borough Council, Winchester District Council, Southampton City Council and English Nature with the support of the Heritage Lottery Fund.

The disused Itchen Navigation runs between Winchester and Southampton. It was originally constructed in the late 17th century to carry chalk, aggregates, coal and timber. The route was created with new cuts and embankments, with associated locks, sluices and bridges. The c.16.7km length of the Navigation links Winchester, an important market place, with the Itchen at Woodmill in Southampton, where access was gained to the port and coastal traffic. It was an important trading link, and is now an internationally renowned wetland habitat.

Unlike the River Itchen that provides little in the way of public access, the Navigation towpath allows rare public access to a chalk stream in a valley of outstanding natural heritage value. However, as a consequence of its disuse some parts of the Navigation are dried out/filled in, and in places the towpath and structures are degraded and undermined by bankside breaches, damaged trees and vegetation undergrowth. This appearance of neglect leads adjacent communities to turn away from the waterway and brings with it associated problems of vandalism and fly-tipping.

Although the Navigation is no longer used for traffic, it is important as an early navigation and forms part of the heritage of the origins, character and purpose of the waterborne transport revolution. As a result of its relative early disuse it retains some early features such as remnants of turf sided locks. The physical structures such as bridges, locks and sluices have considerable historical and community value.

The Navigation is an integral part of the River Itchen system. It is a Site of Special Scientific Interest (SSSI) and candidate Special Area of Conservation (cSAC) along most of its length.

As an important part of Hampshire's industrial heritage, an internationally important habitat and as a well-used recreational resource, the partnership has decided that it is in the public interest to preserve and enhance it. No local organisation has a duty or the resources to do this and external funding, hopefully from the Heritage Lottery Fund (HLF), will be needed. The Conservation Management Plan will seek to

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integrate the interests of the Navigation, the uses and conflicts, within a programme of conservation, maintenance and enhancement.

A partnership has been developed to preserve the Navigation for the future, to conserve and enhance its wildlife interests and to create a heritage trail along the Itchen Valley incorporating heritage, archaeology, education, public access and amenity value. The project will be focused on preserving the fabric and structures of the waterway, safeguarding and enhancing the wildlife interests and improving access, understanding and enjoyment of the navigation by the public using the footpath. Whilst the project seeks to conserve the Navigation and its nature conservation importance, the objective is not to restore it to a functioning canal.

1.2 AIMS OF THE CONSERVATION AND MANAGEMENT PLAN

Conservation is concerned with managing change by reconciling significance with potential new or continuing uses. In order to achieve this reconciliation there must be a basic understanding of the heritage assets which make up the site and their significance should be clearly set out in an accessible form. Conservation is about sustainability and economics, as well as cultural heritage. Conservation is also about raising awareness of an asset's public value, through informing and engaging people in constructive dialogue and building support for a project.

The purpose of the Heritage Report for the Itchen Navigation Conservation Management Plan is to inform the bid for major funding through the HLF Heritage Grants Scheme.

The objectives are as follows:

- To assess the cultural heritage significance of the site and its components and characteristics
- To define the issues affecting the site in relation to these areas of significance and as far as feasible anticipate how these will be affected by conservation management of the Navigation and the cSAC
- Describe a long-term vision of the cultural heritage management of the Navigation
- Develop policies which will provide a framework for future co-ordinated management within the long-term vision and which will seek to retain the areas of cultural heritage significance without degradation.

1.3 METHODS

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Introduction

Information about the Itchen Navigation and its environs was drawn together for the Heritage Report by studying a variety of sources. Each is listed below.

Documentary sources

A search of relevant primary and secondary sources was carried out in the following archives:

- Hampshire Record Office
- Winchester Local Studies Library
- Historic Resources Centre, Winchester
- Winchester College archives
- Southampton City Archives
- Southampton Special Collections Library
- Eastleigh Museum
- Gods House Tower Museum, Southampton
- Wessex Archaeology's own library.

The sources consulted are referenced in the Bibliography.

Sites and Monuments Records

Three Sites and Monuments Records (SMRs) were consulted for the area surrounding the Itchen Navigation. SMRs are continually updated databases of all known archaeological and historical sites and findspots etc.

The Hampshire Archaeology and Historic Buildings Record (HAHBR) is compiled and maintained by Hampshire County Council, Winchester.

The Winchester SMR and Southampton SMR are compiled and maintained by the respective city councils.

The Itchen Navigation Officer supplied copies of the SMR entries in the vicinity of the Navigation. All entries falling within the Study Area (the valley floor of the River Itchen, from the head of the Itchen Navigation at Wharf Bridge, Winchester to its end at Woodmill, Southampton) were examined and a gazetteer of sites is provided in **Appendix 1**.

Cartographic Sources

A search of surviving historic maps was undertaken in Hampshire Record Office, Winchester College archives, and in Wessex Archaeology's own collection.

Early maps and associated documents may indicate changes in land use, ownership and property boundaries, and can also provide information on the sequence of buildings and structures on a site. Historic maps show the development of the site and its environs from 1618. A list of maps and plans consulted is provided in **Appendix 2**.

Site Visits

Site visits were carried out between 15th February and 2nd March 2005 in order to study the Navigation and environs and to compile the gazetteer. The survey team was

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equipped with a Compaq IPAQ handheld PC connected to a Garmin Etrek handheld GPS device. This combination provided a stated accuracy of +/- 5m (but with processing through GIS improved to +/- 3.5m). The device ran Pocket GIS software loaded with OS landline data (1:10000) and Arcview shapefiles together with point data for identified monuments as provided by the SMRs.

The site visits were restricted to following public footpaths, so only features readily identified along the footpath were recorded. A general photographic record was made using digital photography.

Format

The data gathered for this report is included separately as a searchable Microsoft Access database with hyperlinks to photographs of each of the monuments identified. In addition, mapping data for monuments and photographs is attached as ESRI shapefiles.

Sites and locations referred to in the text are as indicated in **Appendix 1**, and on the above mapping data.

2 UNDERSTANDING

2.1 LOCATION

The Itchen Navigation runs for approximately 16.7km from Woodmill, near Southampton, to Blackbridge Wharf in Winchester. It largely follows the course of the River Itchen, but also joins it where existing parts were improved for navigability. The River Itchen is just over 48km long from the chalk hills at Kilmeston to the tidal salt estuary and Southampton Docks.

The British Geological Survey maps for the area (sheets 299 and 315) show that the floodplain of the River Itchen is covered with alluvium, with some deposits of Valley Gravel and Brickearth to the sides. At the north end of the Itchen Navigation, from Winchester to St Catherine's Hill, the river system cuts through Lower and Middle Chalk. To the south, between the villages of Twyford and Compton it cuts through Upper Chalk. In this stretch, to the north of Colden Common, tufa (a calcium carbonate incrustation derived from the chalk downlands) has been deposited within the alluvial floodplain. Between Colden Common and Southampton, the river system cuts through Eocene deposits (London Clay, Reading Beds, Bagshot Sands and Bracklesham Beds), which overlie the Upper Chalk.

2.2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Palaeolithic (c. 500,000-10,000BC)

The Palaeolithic saw the first appearance of people in what is now the British Isles probably not before c. 250,000 years ago. Palaeolithic remains comprise principally worked stone implements and debris. Hampshire is noted for the richness of its Palaeolithic remains, usually recovered as chance finds from gravel strata. Some have been recovered from the gravel deposits at the sides of the Itchen Valley.

Palaeolithic implements have been recovered from Twyford and Colden Common. Gravel working at Colden Common in 1914-15 revealed an area of 500-600 yards square strewn with Palaeolithic flint working debris (**WA1**). Tim Schadla-Hall lists 70 handaxes, 3 flake implements, 5 retouched flint implements, 1 flake and 1 miscellaneous worked fragment from the flint-working site. Other Palaeolithic remains from the Itchen Valley include retouched flakes (**WA2**) from a gravel pit near the Fleming Arms in Swaythling, an area of Southampton just to the north of Woodmill (Wessex Archaeology 1993, 157, No. 22). Three hand axes and one rough out, with no specific provenance other than Swaythling (ibid; Roe 1968, 113) are held in Southampton Museum along with (presumably) another handaxe (**WA3**) provenanced only to the Itchen Valley.

Mesolithic (c. 10,000-4,000BC)

There is some evidence that during the Mesolithic, people may have started to influence the natural environment. During this period the chalk downland was probably a largely wooded landscape, although there is limited evidence for woodland clearance and the creation of 'glades' perhaps for occupation, or to encourage browsing animals such as cattle and deer, or to encourage the spread of a more diverse

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vegetation. The rich and varied natural resources of the valley of the River Itchen and its marshy, floodplain environment, would have been attractive to the people of the time. The river provided water, fish and fowl and a means of communication and transport. The woodland and undergrowth on the margins of the floodplain provided fuel, shelter, and cover for wild animals.

Due to the variable nature of the physical survival of different archaeological materials over long periods, the most commonly recovered material of the Mesolithic period is flint, utilised for tool making. A number of Mesolithic flints have been recovered from the Itchen Valley. A stray find of a non-tranchet axe (**WA4**), c. 6,000-5,000 BC, has been found somewhere in the St Cross water meadows. A Mesolithic/Neolithic artefact scatter (**WA5**) was recovered by fieldwalking between 1984-1994 between the villages of Shawford and Twyford. A chance find of a tranchet axe (**WA6**) was found in the bed of a stream known as Rosemary Leet, near Kingfisher Lodge, between Otterbourne and Colden Common. A 'Thames pick' (**WA7**) of Early Mesolithic date was found by O.G.S. Crawford in 1942 at Bishopstoke. Many Mesolithic flint tools (**WA3**), including axeheads, borers, scrapers, a flake and a pick, are held in Gods House Tower Museum in Southampton and are provenanced only to the Itchen Valley.

Neolithic (c. 4,000-2,400 BC)

The Neolithic period saw the introduction of farming and pottery to Britain. During the Neolithic period, farming techniques may have resulted in small scale and periodic deforestation of the local downland, the first major environmental impact by people in the area. Small plots of land, rather than formalised fields, may have been tilled for cereals to supplement wild resources. It is also the first period in which monuments were built and which may still be visible in the landscape today. The earlier Neolithic is known for its long burial mounds, ceremonial and settlement sites known as causewayed enclosures, while the later Neolithic is known for henge monuments.

These classic Neolithic monuments are typically found on chalk downland and none are known from the floodplain of the Itchen Valley. Neolithic finds from the valley include an axe (**WA8**) found at Otterbourne by a schoolmaster in c. 1905-6. Two axeheads and three scrapers (**WA3**), held in Gods House Tower Museum in Southampton, are provenanced only to the Itchen Valley.

Bronze Age (c. 2,400-700 BC)

By the Early Bronze Age, the landscape was increasingly open, although there remains little firm evidence for formalised fields. By the Middle Bronze Age, the land was probably intensively cultivated and covered with a patchwork of fields, set within structured field systems. Early fields known as 'Celtic' fields can date from the Bronze Age although they are also associated with later periods. These fields are regular in shape and generally of similar sizes. They are often still visible on downland slopes, defined by lynchets, which result from soil movements and accumulations at field edges. No 'Celtic' fields have been identified in the floodplain of the River Itchen. Any early fields in this area may have been covered by later accumulations of alluvium.

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Visible Bronze Age archaeological remains in the landscape include characteristic round barrows. Although these burial mounds are the most numerous prehistoric monuments to be seen in Hampshire, these are usually sited on higher ground and none are known from the Itchen Valley.

Bronze Age settlement sites are generally known from buried features such as storage pits and postholes, which are all that remain of post-built structures such as houses. These sites are often found during archaeological interventions in advance of roads, housing and industrial development. None are known within the floodplain of the Itchen, which, although not developed, would never have been a favoured location for settlement.

In addition, there are occasional finds of distinctive Bronze Age metalwork recovered as stray finds. These are often found near water, possibly as a result of ritual deposition. A small looped and socketed celt (**WA9**) was found in 1907 about a mile south of Winchester, near the Great Western railway bridge over the Itchen. The cutting edge of a Middle Bronze Age palstave (**WA10**) was found by a metal detectorist in 1978 near the Itchen Navigation (not precisely located). A small socketed spearhead (**WA11**) has been found near the river at Bishopstoke, again it was not precisely located.

Iron Age (c. 700BC - AD43)

The remains of the Iron Age are generally more substantial and widespread than for earlier periods, with certain characteristic monuments, such as hillforts, still visible and important features in the landscape. During the Iron Age, a dispersed but relatively high population with a developed and controlled agricultural system was in place. There were many rural settlements comprising farmsteads with 'Celtic' field systems, linear ditches and trackways.

It is from the Middle Iron Age that there is evidence for substantial human activity in the area now occupied by Winchester itself. During this period, a defended (ditched) enclosure known as Oram's Arbour (**WA12**) was established. It was very large, with multiple entrances and was located on the lower valley side rather than on the slopes as a hillfort would be. Only a small proportion of the area within the enclosure has been excavated, however it is believed that the site may have been used for controlling access to the ford across the River Itchen (Whinney 1994).

The site appears to have been largely contemporary with the hillfort of St Catherine's Hill (**WA13**), which is so called because of the medieval chapel to St Catherine which once stood on its summit. It lies on a steep sided hill south of Winchester, overlooking the Itchen Valley and water meadows. It is an example of a univallate hillfort (it has a single bank and ditch) which encloses approximately 9ha. The main construction work is dated to c. 400BC and it was occupied until c. 100 BC (Morgan Evans 1987, 10).

Romano British (c. AD43-410)

The Roman city of Winchester (**WA14**) was founded soon after AD 43. The city, or *Venta Belgarum* meaning the 'market place (*civitas*) of the Belgae', lies in the east of

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a Roman canton which included most of Hampshire. It comprised part of the territory of the pre-Roman Atrebates (in the east) and in the west part of that of the Dobunni (Rivet 1964).

The Roman city comprised a defended urban settlement with a planned street layout and civic buildings. Importantly they diverted the course of the River Itchen and began a drainage system, which enabled previously marshy ground around the higher islands of land in the river floodplain to be utilised. Winchester became the fifth largest town in Roman Britain. These changes however happened gradually throughout the Roman period. In the later Roman period the town was in decline and by AD 450 all signs of urbanism had gone.

Control of the ford would have been important. Roads, which linked the City with other Roman towns and allowed efficient military communications and trade, were established. The Itchen Valley formed an important corridor linking *Venta Belgarum* with port facilities at Bitterne, probably the site of the Roman town of *Claesentum* (Coates 1989, 34), which is now part of Southampton. The route of the Roman road (**WA15**) appears to have followed the modern B3335, along the western side of the Itchen Valley. The small Roman town of *Claesentum* lay on the east bank of the River Itchen, some 2km to the south of Woodmill.

During the Roman period when Winchester was regional capital, there were many and varied other settlements (many with contemporary burial grounds), along the Itchen Valley south to *Claesentum*. It is likely that many of these were providing supplies to Winchester. Apart from the Roman villa at Twyford (**WA16**), there is evidence for the site of a possible Roman villa (**WA17**) at Bishopstoke. The site is recorded on the 1908 six-inch Ordnance Survey map. A coffin was found at the site, and is in store at Tudor House Museum in Southampton. Glass vessels found with the inhumation are now in Winchester City Museum. The site is now under the sludge beds of a sewage works. A small bronze coin (**WA18**) of Claudius Gothicus (AD 268-269) was found on the perimeter of the sewage works and close to the site of the Roman building. It is now in store at Tudor House Museum.

Another lead coffin (**WA19**) was unearthed by gravel diggers within about one mile of Eastleigh train station in 1864. It contained the skeleton of a young woman, together with four thin glass bottles and is dated as Late Roman. The location is problematic since all the sources differ, but the most accurate find spot provided is on the embankment of the railway. There is some possibility that this is confused with **WA18**, although the finds are said to be stored at a different location (Cranbury Park).

Another villa (**WA20**) was excavated in 1924, just to the south of **WA17**. Wall foundations of Isle of Wight limestone, two broken square tiles (probably from the pilae of a hypocaust) and fragments of Samian were recovered. According to the excavation report, the site was located on the bank of the old canal, but the OS grid reference is nowhere near the Navigation!

Sherds of Roman Samian pottery (**WA21**) were apparently found in 1920 during groundworks said to be in the area of the Roman villa site (**WA20**) at the former Crematorium (now Southampton airport). They were found whilst trenching a watercourse from the villa site (**WA20**) past the Crematorium to the Itchen.

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During the working of a gravel pit east of the River Itchen at Highbridge Gravel Pit, Colden Common, a large quantity of Roman material (**WA22**) was recovered, including tiles, 1st century pottery and a quern stone. This suggests the existence of a settlement, although again the site is only roughly located.

Other occupation material (**WA23**) came from a watching brief on the southern part of a drainage pipe trench in the grounds of South Stoneham House in 1977. An undated pit or ditch, limestone blocks and Roman brick and tile fragments were found. In 1911, it was suggested that Roman pottery finds (**WA24**) in the Woodmill area may indicate that there was a pottery kiln near Woodmill.

Several Roman coins have been found along the Itchen Valley between Winchester and Southampton. These include two (**WA25**, Gratian (AD367-83) and Arcadius (AD388-402)) found with a metal detector on the banks of the Itchen Navigation near Black Bridge in 1978. Two more coins (**WA26**) were also found in 1978 with a metal detector near Garnier Road Bridge. One was a copy of House of Constantine 'Victoriae DD AUG Q NN' type (AD347-8), while the other was possibly a late 3rd century radiate. A coin (**WA27**) of the Constantine period was found in 1900-2 near the old canal in the parish of Compton and two coins of Constantine (**WA28**) were found at Shawford in 1900. Neither **WA27** nor **28** are precisely located.

Saxon and medieval (AD410-1499)

Evidence suggests that following the collapse of the Roman Empire, Winchester suffered a decline, and partial abandonment. In Winchester during the 5th to mid 7th centuries AD, the drainage system established by the Romans fell into disrepair and the Itchen may have in part returned to a natural course (Scobie 1995; 1996). Documentary evidence shows that the Bishopric of Wessex was transferred to Winchester in the mid-7th century, probably partly encouraged by the survival of the defences of the former Roman town. While Winchester emerged as an important royal and ecclesiastical centre from the mid-7th century AD onwards, the extent and nature of occupation within the defences is unknown but was probably not 'urban'.

A major mid-Saxon settlement and port was established at Hamwic (Southampton) *c.* AD 700, which thrived until *c.* AD850. During the 9th century, settlement in Southampton was established to the south-west of Hamwic within the walled town. Documentary evidence shows that Winchester grew in importance in the 9th and 10th centuries after Alfred made Winchester the first capital of England. It recovered its urban character as a planned Saxon *burh*. The city grew in size and importance from the 9th to the 12th century although its influence and importance gradually declined after this date.

Documentary sources show that many settlements along the Itchen Valley between Winchester and Southampton were in existence by the Late Saxon or early medieval period (Ekwall 1991). These include the following:

WA no.	Place	Documentary evidence	Place name meaning (Ekwall 1991)
WA29	Twyford	<i>Tuifyrde c.</i> AD960	Double ford, either one over a river that had two arms or perhaps a place where there were two fords side by side in the same river.

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WA30	Compton	<i>Cuntune</i> AD1086	The valley of the fields
WA31	Shawford	<i>Scaldeforda</i> AD1208	Shallow ford
WA32	Otterbourne	<i>Oterburna</i> c. AD960	Otter stream
WA33	Brambridge	<i>Brombrigce</i> AD909	Broom bridge
WA34	Allbrook	<i>Alebroc</i> AD1208	Ale, i.e. frothy, brook or personal AELLA
WA35	Bishopstoke	<i>?aet Stoce</i> AD928	Belonged to the Bishop of Winchester
WA36	North Stoneham	<i>Stanham</i> AD925-41	HAM by a stone or with stony ground
WA37	South Stoneham	<i>Stanham</i> AD925-41	HAM by a stone or with stony ground
WA38	Swaythling	<i>Swaeoeling</i> AD909	swathe, track, but the meaning is obscure

Saxon and medieval (**WA39**) and medieval (**WA40**, **WA41**) artefact scatters have been recovered from the water meadows north of Compton Lock during fieldwalking between 1984 and 1994. These may represent manuring of the open fields, with pottery sherds being thrown out with the waste used to manure the fields. Two early medieval brooches (**WA42**) were found with a metal detector in 1998. The findspot should be treated with caution as both artefacts may easily have been brought in within the local soils that were extracted from the M3 Twyford Down bypass cutting.

Documentary evidence suggests that a medieval bridge ‘with breakwaters’ (**WA43**) existed at Twyford (**WA29**). The current bridge was rebuilt in 1750 and 1891 and no traces remain of the medieval bridge.

A moated site survives at Compton Place as a rectangular earthwork (**WA44**) covering an area of c.80 and 65m with associated features covering an area of c.154m by 82m. The moat is currently dry. There is evidence of structures, visible as earthworks, on the island. Limited test pitting revealed artefact evidence of activity in and around the moat dating to the medieval and post-medieval periods; also some evidence of stratigraphy. There is good documentary evidence for the site from medieval to post-medieval periods. It does not appear to have been a manorial site, though the owners disputed its status. The moated site is a Scheduled Monument (number 12059).

The present village of Otterbourne lies to the north-west of the deserted medieval village of the same name (**WA32**). All that now remains as a visible record of the medieval church (**WA45**) of St Matthew of this deserted settlement are a fragment of the south wall of the porch and the stones in the grave-yard in Kiln Lane. The nave was demolished soon after 1839 and the chancel was pulled down in 1971 after repeated vandalism. The entire church site was excavated by Southampton University Archaeological Department between 1982-4.

The moat of Otterbourne manor (**WA46**) still survives to the south of the church. It is water filled and in good condition. It encloses an area c.115m by 60m and is c.12m wide and c.2m deep. The manor of Otterbourne is well documented throughout the medieval period, and was granted to Merton College, Oxford in the mid 15th century.

Only the remains of the church of St. Mary's (**WA47**) at Bishopstoke (**WA35**), which was rebuilt in 1825 with a west tower, survive. They now consist of a raised platform, contained by a red brick and flint foundation course of the nave and west tower (tower demolished 1965). A tablet set in the grounds states that the church existed from Saxon times to 1891. It is mentioned in Domesday, although nothing of the earlier

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church is visible. The bridge known as Mans Bridge (**WA48**) is first documented in AD 932 as *Mannes Brgege* (The Hundred Meeting Place).

According to the Domesday survey of 1086, South Stoneham (**WA37**) consisted of land for 9 ploughs, 11 villeins and 9 bordars, 1 serf, 23 acres of meadow, and 2 fisheries. This medieval settlement appears to have been deserted and by the early 20th century consisted only of the church of St. Mary, a few adjacent houses and South Stoneham house, formerly the manor house. The salmon pool (**WA49**) at Woodmill was probably one of the two fisheries held by the Bishop of Winchester in his manor of South Stoneham at the time of Domesday.

The name the Itchen (*Icene*), first occurs in documentary sources in AD701, and is a British river name perhaps related to the tribal name *Iceni* (Ekwall 1991). It is likely that during the Roman and Saxon periods, the River Itchen between Winchester and Southampton was used for transport between the two centres. The river channel would have originally been reasonably unobstructed, allowing the tides to run further up than at present, which would have had the effect of keeping the channel scoured clean. From the number of mills recorded in Domesday, it is likely that the river was becoming obstructed to through traffic.

A Saxon charter of 1054 refers to a “new river”, which was dug to allow boats, and probably fish such as salmon, to by-pass mills at Woodmill and Gater’s Mill. Currie (1995) suggests that the substantial water channel (**WA50**) along the south boundary of Riverside Park and in Marlhill Copse in Southampton represents the remains of this ‘canal’. It is up to 1.5km long and 15m to 20m wide. Its west end is crossed by Woodmill Lane, an assumed medieval routeway. Dr A.D Russel however disagrees and suggests that the channel dates to landscaping of Riverside Park by Borough Engineers in 1950.

Documentary evidence indicates that the river was used for traffic in the late 12th or early 13th century (Course 1983, 6). Godfrey de Lucy, Bishop of Winchester from 1189 to 1204, appears to have rendered the river navigable between Southampton and Alresford, approximately 9 miles upstream from Winchester. In recognition of his enterprise, the Bishop was granted a Charter by King John allowing him the right to levy a toll on all hides, leather and other goods entering the river by the canal he had made (Course 1983, 6). Furthermore, in the late 13th century a jury decided that the watercourse should be made narrower and deeper in several places. In spite of Bishop de Lucy’s efforts, the navigation to Alresford appears not to have been particularly successful, the only evidence remaining being Alresford Pond, a great lake formed at the end of the navigable river [unreferenced document in HRO ARC/S/TR/3 + 4]. In 1891 it was recorded that an anchor had been dredged up from a considerable depth in the bed of the River Itchen near Winchester, close to some massive oak piles. It was supposed that they belonged to the days of Bishop de Lucy’s navigable river to Alresford (Anon 1891, 26).

At the beginning of the fourteenth century, Winchester’s wool trade was in decline as a result of strict import and export laws, the Plague, and the effects of the Hundred Years War [unreferenced document in HRO ARC/S/TR/3 + 4] and the navigable river became neglected.

2. UNDERSTANDING

Post-medieval and Modern (1500-present)

Water-meadows

Apart from the major waterways of the River Itchen and the Navigation, there is a myriad of minor waterways along the valley floor of the Itchen. Some of these were simply dug as ditches to drain the land, but the majority were part of complex schemes to irrigate meadows, known as water-meadows.

The term water-meadows has always been used casually to describe riverside meadows that flood naturally from time to time, such as those between Winchester and Southampton along the Itchen Valley. The grass in these flooded meadows grew quickly, providing an 'early bite' for grazing at a time when fodder stored over winter was running out and the next year's growth on dry meadows was not yet ready. The advantage of this provision was probably well appreciated in the Roman and medieval periods.

Large-scale development of controlled water-meadows took place throughout Wessex, mainly in the valleys of Hampshire, Wiltshire and Dorset, from about 1650 to 1750, and had a huge impact on the landscape of the river valleys. By the late 1700s almost all suitable land near the rivers had been developed for this purpose. Attempts to create water-meadows in other parts of the country were generally unsuccessful or uneconomic, because the techniques employed owed their success to the special characteristics of chalk streams. Although the Itchen water-meadows have now fallen into disuse, their remains are still visible in the form of meadows with ridges about 0.3-0.6m high, together with a maze of ditches.

The creation of water-meadows required considerable skill and experience. The desired results were achieved by intermittently flooding the meadows with water diverted from the river during winter and early spring. Men who operated and maintained the meadows were known as 'mead men' or 'drowners'. Rivers such as the Itchen maintain a fairly even temperature throughout the year. The relatively warm water carries a considerable amount of chalk. This is generally thought to be a significant factor in encouraging the growth of grass by reducing the acidity of the soil, particularly in peaty areas.

During the hey-day of man made water-meadows there were two main types. These were known as 'catch-work meadows' and 'flowing (or floated) meadows'. Catch-work meadows were relatively simple in construction. They were formed by diverting part of a river along a hillside via a hatch, stopping the end and allowing the water to overflow in a sheet down the hillside back to the river below. This type of water-

meadow was best suited to country where there was a considerable slope of land. The more complicated 'flowing meadow' construction was preferable along the Itchen Valley, because of the gentle slope of the valley.

'Flowing' meadows were constructed by building a weir at a suitable point on the river in order to raise the water level, and by digging out a new 'cut' just above the weir to carry the water down to the meadows to be irrigated. A hatch to control the supply of water to the meadows was built close to the weir. This varied from a simple board running across the new cut to more complicated, mechanically operated gates.

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The cut was known as the main carrier or head drain and on arrival at the water-meadow, the water was diverted into a number of furrows dug into the tops of ridges. Typically these ridges were about 1m high and 7 m apart. They were filled to the brim and the water flowed down the sides of the ridges into drains or 'drawn'. These were connected so the water returned to the river.

By the late 17th century and throughout the 18th century man-made water meadows provided a valuable economic resource (OAU 2000, 1). Their importance began to decline in the early 19th century and by the mid 1930s the system had been largely abandoned.

An earthwork and contour survey was carried by Gifford and Partners in 2000 at Twyford meads in order to produce an interpretative plan of the water meadow system in action. The earthworks (**WA51**) were found to survive in relatively good condition and in certain areas they still hold water. Eleven brick or stone built features survive with a further brick structure observed to the north of the water meadow system that supplied the leat/head drain which supplied the northern portion of the system. Additionally, a series of timber planks and piles were identified within the northern leat at the very northern limit of the site.

The Navigation

In the seventeenth century the idea of a navigable river or canal that would allow trade to be opened up with a different part of the country or, in the case of the Itchen, a sea port, brought visions of prosperity to manufacturers and merchants (Hadfield 1959, 34). In 1617 the City of Winchester paid for a survey to be made of work required to make the Itchen navigable from Southampton to Winchester. In 1660 a petition for financial help in undertaking work on the Itchen was made by the Mayor and Citizens of Winchester to provide work for the poor and bring increased trade to the city (Course 1983, 6).

In 1665 the usefulness and importance of the waterways of Britain was impressed upon the House of Lords:

'Cosmographers do agree that this island is incomparably furnished with pleasant rivers, like veins in the natural body, which conveys the blood into all the parts, whereby the whole is nourished, and made useful; but, the poet tells us, he acts best, who mixes the useful with the pleasurable. Therefore we have produced some Bills for making small rivers navigable; a thing that in other countries hath been more experienced, and hath been found very advantageous; it easeth the people of the great charge of land carriages; preserves the highways, which are daily worn out with waggons carrying excessive burdens; it breeds up a nursery of watermen, which, upon occasion, will prove good seamen; and with much facility maintain intercourse and communion between cities and countries.'

An Act of Parliament was passed in 1665 listing a group of seven men who were to carry out improvements on a number of rivers, in return for a transport monopoly upon them. All the work to make the river 'Navigable and Passable for Boats, barges and other vessels' was carefully specified, including the clearing and deepening of

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existing channels, improving existing parts of the river, making entirely new cuts, and the removal of 'impediments that may hinder Navigation either in Sailing or ... Hawling of Boats with Horse or Men'. The Act allowed for locks, weirs and sluices to be constructed, along with wharves and landing places equipped with cranes. New bridges were to be provided where necessary, and the men had the right to make any new roads to bring goods to and from any of the rivers or wharves. These roads could have 'footrails of timber', presumably acting as a road covering or primitive railroad (Course 1983, 6). The cost of transporting goods on the new Navigation was not to exceed half the cost of transporting them by road.

The works were to be completed by 1st November 1671, failing which the transport monopoly could be transferred to other proprietors. This occurred at least twice before the virtual completion of the works in 1710 (Course 1983, 6). However, the works of the Itchen Navigation formed over such a long period of time that a definite period of construction cannot be absolutely stated.

A late 18th century account of Winchester sheds a rosy light on the establishment of the Itchen Navigation over a century beforehand:

When the afflictions of the City of Winchester were somewhat alleviated and the town again re-peopled, the completion and further improvement of the navigation was the first object which engaged the public attention. The proprietors therefore, encouraged by the late Act [of Parliament] and rising trade of the City, entered upon it with such diligence, resolution and spirit, that in the course of a few years many prodigious shoals were removed, and the channels so thoroughly cleansed and well provided with proper aqueducts etc that vessels once more appeared thereon, to the great joy of the proprietors, and the citizens of Winchester in general.

Between 1660 and 1724, the amount of navigable inland waterways in Britain had nearly doubled, to over 1,000 miles. Apart from the most mountainous areas, much of England was within fifteen miles of a navigable river, and thus trade moved more freely, at less cost (Hadfield 1959, 26).

The Itchen Navigation made use of the existing river and irrigation channels combined with new cuts. The new cuts were narrow but deep, and reduced distance while avoiding obstructions such as mills. Sufficient depth of water for boats in the Navigation was controlled by locks, but water was in great demand from mill owners all year round, and from the owners of water meadows in the winter when the fields needed to be flooded for earlier spring grass growth (Course 1983, 5).

The requirement for different water levels at various times of year involved manipulation of the hatches and sluices in the banks of the canal. This was a frequent source of controversy and conflict amongst landowners and river users. By 1795 there were fifteen locks, and two half locks or single gates (at Shawford and Brambridge) (www.hants.gov.uk/education/ngfl/itchen/canal/vic). Woodmill and Allbrook locks were masonry-lined (the latter being brick lined in 1838 following virtual destruction by the railway), the remainder were turf sided. Fifteen locks, two

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single gates and seven hatches are recorded controlling the Itchen Navigation in a report of 1863 (HRO 13M48/31).

WA no	Name	Comments
52	St Catherine's Hill Lock	The summit lock of the Itchen Navigation
53	Twyford Lane End Lock	
54	Compton Lock	Also known as Twyford Lock or Compton Place Lock
55	Shawford Single Gates	Provided a head of water to Shawford Mill
56	Malm Lock	Also known as Compton Malm Lock
57	College Mead Lock	
58	Brambridge Lock	Also known as Diddams Lock, contains an eel trap
59	Brambridge Single Gates	
60	Allbrook Lock	Lock rebuilt in brick by railway company in 1838
61	Withymead Lock	
62	Stoke Lock	
63	Conegar Lock	Also known as Stoke Conygar and Coneygear
64	Lockhouse Lock	Also called Chickenhall Lock, distinguished by its attendant lock keepers cottage
65	Decoy Pond Lock	Named after the duck decoy in the nearby woods
66	Sandy Lock	
67	Mansbridge Lock	
68	Woodmill Sealock	Reconstructed 1829, obscured / obliterated by modern road construction.

The 1701 map states:

'These are to certify that in each parties land where the word hatch is, it signifies that there is a hatch, to take the water out of the main river to water the meadows, and where the word loop is, it signifies that is a gap cut in the bank without a hatch to water the meadows withall'.

The turf-sided locks had brick or stone structures at either end, housing the gates. The movement of the water when these turf-sided locks were opened and closed sometimes caused the banks to be undermined, so a solution was to install a timber or masonry supporting 'toe' (Course 1983, 14). In addition, when the locks were full, the water level tended to be above that of the surrounding fields, so embankments were constructed to prevent them overflowing.

Turf-sided locks were a design most often used on river navigations in the early 1700s, before the advent of canals (www.waterscape.com). The sloping sides of the locks meant they were very wide, and as such relied on an abundant water supply so were not used in canals (www.johntodd.freeseve.co.uk/originals/locks). On canals, Hadfield (1968, 62) states that 'nearly all locks are of the same pattern, parallel brick, masonry or timber walls enclosed within gates at either end'. Two turf sided locks survive in use in Britain – Garston Lock and Monkey Marsh Lock on the River Kennet. On the Itchen Navigation, Conegar Lock is probably the best preserved and most readily identifiable turf-sided lock.

The importance of controlling the water in the Navigation was stressed in a '*Caution to Bargemen and Others*' [HRO 40M78/Z7] dated 1802:

'...if any person shall wantonly, carelessly, or negligently open, or cause to be opened, any lock, gate, or any paddle or valve, belonging to

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any lock now existing or to be erected on the present Navigation ... or shall wilfully or maliciously do any other act to the prejudice of the said Navigation, or of the property of any persons possessing or occupying any lands, mills or other premises adjoining the said Navigation ... and being thereof convicted ... shall forfeit and pay for every such offence a sum not less than forty shillings...

Normal practice on the Itchen Navigation was to keep the top gates of a lock closed and the bottom gates open, with any excess water flowing through vents in the top gates. At Withymead Lock, however, a side stream was provided on the west side to take any excess flow of water above the lock, as was more common in other canals.

The price controls laid out in the original Act of Parliament were deemed unsatisfactory by 1767, when it was said that the proprietor *'doth not only demand and impose exorbitant rates... but frequently refuses to carry and convey by water coals and other such goods... as interfere with his own trade.'* This complaint resulted in a second Act of Parliament, which allowed independent licensed operators to compete against the original monopoly (Foster in Hampshire Magazine 1996, 36). A third Act was passed in 1795 to allow an extension of the navigation under a newly formed managing committee. Neither of these elements actually went ahead, and complaints were received about the lack of barges, the condition of those that were supplied, and delays in moving cargo at the Northam end of the Navigation (Course 1983, 7).

A fourth Act of 1802 laid down a great deal of fine detail about operating practice, maintenance and rates of carriage. Tolls for most goods were fixed, and as these were charged to the nearest half mile, marker 'stones or posts' at half mile intervals were to be provided (Course 1983, 9). It would seem that these were never installed, nor was the maintenance work carried out. By 1808 matters had got so bad that the owners of the mills and water-meadows that relied on the Navigation commissioned a report into the situation. Remedial works amounting to £11,000 were recommended, but the proprietor strongly protested, and the result was yet another Act of Parliament which allowed him more time to effect repairs, and to raise tolls to fund this.

A final Act allowed a further rise in tolls in 1820, but the Navigation was soon to be overtaken by events. The London and Southampton Railway was opened between Winchester and Southampton in June 1839. A condition survey was made of the Navigation by a Mr Clarke in May 1863, probably to ascertain the viability of the project. The survey gives an interesting insight into the condition of the Navigation and its locks and bridges at the end of its working life. Traffic on the Navigation continued to dwindle, and it took its last barge in 1869.

Sites, monuments and findspots

Many of the sites and findspots dated to the post-medieval period are related to the Itchen Navigation and waterways, including mills, wharves and cottages. Other sites reflect the general expansion of the area and include houses, bridges and railway infrastructure.

Immediately south of St Catherine's Hill are sited three plague pits – originally called 'Death Pits' – used to bury the victims of the 1666 plague. The pits (**WA69 70 71**)

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are marked by slight earthworks. A chance find of an Elizabethan coin (**WA72**) was made at Compton Lock.

At Wharf Hill in Winchester was situated the first of several mills along the Itchen Navigation (**WA73**). The building (dated 1885) survives, although it was gutted, modernised and extended in the late 20th century. Wharf Mill is Listed Grade II. Nothing remains of a steam powered sawmill (**WA74**) at Domum Wharf, which documentary evidence states was run by Henry Yeats in 1848.

A sawmill (**WA75**) was located at St Catherine's Hill Lock. The mill building is shown in a 19th century drawing, and in a photograph of the 1870s. The site of the waterwheel for the mill survives below the head of the lock.

The mill building at Shawford (**WA76**) survives, along with an associated barn (**WA77**) and cottage (**WA78**). All three buildings are Listed Grade II. The mill bears the inscription 'ID 1795' and there may have been a mill in this location in 1618 (Shalford Mill), or as early as 1323 (Shaldeford mill), possibly even the Domesday 'Schaldeford' mill. The mill was powered by a head of water raised at Shawford Single Gates (**WA55**). Brambridge Single Gates (**WA59**) probably also served a mill but there is no evidence for this.

A further sawmill (**WA79**) is shown at Allbrook on the 1869 Ordnance Survey map; water ran through a culvert under the road from the head of Allbrook lock to power the waterwheel. The saw mill was bought by Southampton Corporation in 1931, the wheel pit was then filled in and the mill and mill cottages demolished. Further downstream, a cornmill (**WA80**) is marked on the 1869 Ordnance Survey map at Bishopstoke.

At the seaward end of the Itchen Navigation is Woodmill (**WA81**). The original mill, which made blocks for the Navy in the 1780s, burnt down in 1820. It was replaced by brick buildings used for corn milling. The mill was closed in 1930 due to an insufficient flow of water. Parts of the mill have been demolished but the remaining structure is now used as an outdoor recreation centre.

Four wharves are recorded along the Navigation. Blackbridge Wharf at Winchester (**WA82**), Domum Wharf (**WA83** - associated with the sawmill **WA74**), Scard's Wharf (**WA84** now occupied by College Boathouse), Bishopstoke Wharf (**WA85** of which nothing survives), and beyond the end of the Navigation in the tidal waters at Northam Wharf (**WA86** not extant). Delays at wharves and charges added for cargoes stored there were a source of tension on the Navigation. Complaints that there were not enough barges, or not enough horses to pull them emerged in the late 18th century. In 1824 priority for loading at Northam Wharf was given to perishable goods such as corn and salt over cargoes such as coal and timber.

Blackbridge (**WA87**) – at the Winchester end of the Navigation - is an 18th century single span stone bridge, retaining stone parapet walls and original stone pavement on the south side. It is Listed Grade II, and was in place during the working life of the Navigation it crosses. Wharf Bridge (**WA88**) is situated just below Blackbridge and is the oldest surviving bridge on the waterway, being built in the 1760s.

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Mansbridge (**WA89**) is an early nineteenth century bridge, constructed when the Navigation still took commercial traffic. All the other bridges along the Navigation replace previous structures, and are noted in **Appendix 3**.

In addition to the Navigation, two bridges (**WA90** and **WA91**) and a viaduct (**WA92**) are also identified as important elements of the historic transport network through the area.

Several houses and associated gardens located around the Itchen Navigation are of historical interest. Blackbridge House on College Walk (**WA93**) dates from the early 19th century and is Listed Grade II; it was formerly the wharf managers' house.

Gardens at Mount House, Bishopstoke (**WA94**) were developed by 1867, with terraced lawns, shrubberies and ornamental trees with a long, straight vista path above the river as well as winding paths through coppices. Several aviaries were built in the grounds along with an extensive woodland garden with water features consisting of two lengths of canal - one with an island feature, basins and a boathouse. It has been included on the Hampshire list of historic parks and gardens.

The landscaped park at Shawford House, Twyford (**WA95**) is also included on the Hampshire list of historic parks and gardens. It is a 17th century park redesigned in the late 18th century style. West of Shawford House is an early 19th century folly (**WA96**) now Listed Grade II. The Malms near Shawford (**WA97**) is included on the list of historic parks and gardens as a possible site of turn of the 20th century Japanese garden.

At Mansbridge, two pairs of houses on Mansbridge Road, now known as 1 to 4 Mansbridge Cottages (**WA98**), were built in the mid-19th century for the staff of the adjacent Mansbridge Waterworks (**WA99**). The waterworks was opened in 1851 and closed in 1888. The cottages were in existence by the time of the 1869 Ordnance Survey map.

Other domestic houses associated with or in the vicinity of the waterway include the site of 17th / 18th century almshouses at Shawford (**WA100**), and the lock-keeper's cottage (**WA101**) at Lockhouse Lock. South of the latter is a duck decoy pond (**WA102**), used for hunting and trapping ducks for food and sport.

More recently, World War II relics have been included as of archaeological interest. These include three defensive pillboxes (**WA103-105**), an anti-aircraft battery in Eastleigh (**WA106**), and two air raid shelters in the south of Winchester (**WA107-108**).

2.2.1 Site Visits

Three site visits were made along the length of the Itchen Navigation towpath to identify the surviving industrial archaeology. Ninety-four sites were identified (including the original seventeen locks) and comprised, for example, footbridges, sluices, drains and benches, and also examples of erosion, revetment and encroachment of modern features into the historic waterway. A summary of the sites and the issues which have been identified for them is included in **Appendix 3**.

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All the major components of the Navigation were detected, although very often the sites were heavily overgrown and difficult to access. Many of the smaller channels and drains running off the Navigation into the water-meadows were scarcely identifiable, as disuse and lack of maintenance has caused them to silt up or be hidden by vegetation.

The survival and condition of the locks varies greatly. Those in areas where water still flows have generally been adapted to accommodate modern water management systems such as sluices and weirs. Where the locks are located in dry parts of the Navigation, they are generally in a poor condition, overgrown and dilapidated, however the absence of modern interventions to control the water makes them at times easier to interpret.

WA no	Name	Condition
52	St Catherine's Hill Lock	Modern brick and concrete sluice mechanism replaces top gates; brickwork for lower gates visible but overgrown. Lock chamber generally overgrown, what little water flows follows channel for watermill.
53	Twyford Lane End Lock	
54	Compton Lock	Also known as Twyford Lock or Compton Place Lock
55	Shawford Single Gates	Provided a head of water to Shawford Mill
56	Malm Lock	Also known as Compton Malm Lock
57	College Mead Lock	
58	Brambridge Lock	Also known as Diddams Lock, contains an eel trap
59	Brambridge Single Gates	
60	Allbrook Lock	Lock rebuilt in brick by railway company in 1838
61	Withymead Lock	
62	Stoke Lock	
63	Conegar Lock	Also known as Stoke Conygar and Coneygear
64	Lockhouse Lock	Also called Chickenhall Lock, distinguished by its attendant lock keepers cottage
65	Decoy Pond Lock	Named after the duck decoy in the nearby woods
66	Sandy Lock	
67	Mansbridge Lock	
68	Woodmill sealock	Reconstructed 1829, obscured / obliterated by modern road construction.

The bridges across the Navigation have almost entirely been replaced by modern structures, the exceptions being Wharf Bridge and Mansbridge, which were constructed in the mid-18th and early 19th centuries respectively - when the Navigation still carried commercial traffic.

Several modern interventions were noted along the Navigation. Besides the modern water management devices and replacement bridges, this includes the revetting of areas of unstable bank, screening of private properties across the waterway by fence panels and encroachment of garden features such as jetties and decking onto the banks of the waterway.

2.3 GAPS IN KNOWLEDGE

Considerable research has been undertaken as part of the Conservation and Management Plan process and the information now consolidated so as to give a clear picture of the known history of the Navigation. Nevertheless, it is important to

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acknowledge where gaps exist and to assess, as far as possible, how such gaps could be filled and the value of pursuing additional research. The following gaps in knowledge concerning the Itchen Navigation have been identified:

- Exact date of construction of each of the locks
- Form of construction of the heads and tails of the locks – stone / brick / combination?
- Number / location of channels and water management systems already in place when Navigation was constructed
- Exact dates of replacement / removal of original bridges and water management systems, e.g. gates / sluices

Obviously further research into these areas could be of some benefit, although research would be time consuming and possibly fruitless. In order to expedite this Conservation Plan and safeguard the future of the Navigation these gaps in knowledge may be allowed to remain for the time being.

3 SIGNIFICANCE AND VALUE

3.1 INTRODUCTION

The Itchen Navigation covers a distance of approximately 10.4 miles (16.7 km), and retains many historic features associated with management of the water and the use of barges. The failure of the Navigation in the late 19th century has left an interesting legacy; a direct route from Winchester to Southampton, along a man-made feature, through some of the prettiest scenery in Hampshire. The pace of change which sounded the death knell for the Navigation is still to be seen, with the railway and modern roads passing close to and crossing over this historic waterway.

The Navigation has significance, both intrinsically, and as a component of the history of Winchester, Southampton, and Hampshire as a whole. Individual areas and components of the Navigation also have significance for a range of different reasons, such as industrial, architectural and aesthetic, as well as having meaning to the people of Hampshire and more generally the public at large.

The determination of the level of significance of components within the site (see **Appendix 3**) has been based on their contribution to the development of the Navigation as a whole. Two fundamental levels of significance have been assigned across the Site:

- Significant – components essential to the meaning and value of the Navigation and/or which form an integral part of it; this includes elements which contribute to the development of the Navigation as a whole, whether created for the waterway or not.
- Neutral or negative – components providing no contribution to the understanding or appreciation of the Navigation; components detrimental to its meaning and value.

Where a component has been deemed significant it has been further categorised as locally, regionally, nationally or internationally so. It should be noted that the assignment of significance is a subjective exercise; with time attitudes towards the components of the Navigation may change, and their significance should be revised to reflect this. Significance has therefore been assigned on the opinion formed in 2005.

3.1.1 Statutory designations

Listed Buildings

Protection for historically important buildings is based on *the Planning (Listed Buildings and Conservation Areas) Act, 1990*. Under this Act, designated ‘Listed Buildings’ are afforded statutory protection against changes in appearance and use. Sections 16 and 66 of the Act refer specifically to works that affect the physical setting of the building. Further guidance on the approach of the planning authorities to development and Listed Buildings is provided by *Planning Policy Guidance Note 15: Planning and the Historic Environment* (PPG 15) issued by The Department of the Environment.

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Listing is generally appropriate for buildings and structures of special architectural or historic interest whose continuing or new use is both desirable and feasible. Along the length of the Itchen Navigation are many Listed Buildings and structures, including Wharf Mill, Black Bridge, Shawford Mill and Mansbridge. Many private houses in villages along the Navigation are also listed, but for conciseness are not detailed here.

Scheduled Monuments

Nationally important sites and monuments can be given legal protection by being placed on a list, or ‘schedule’. English Heritage takes the lead in identifying sites in England which should be placed on the schedule by the Secretary of State for Culture, Media and Sport. A schedule has been kept since 1882 of monuments whose preservation is given priority over other land uses. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. Scheduling is applied only to sites of national importance, and only deliberately created structures, features and remains can be scheduled.

Several Scheduled Monuments lie within a few hundred metres of the Navigation. These include St Catherine’s Iron Age hill fort (SM 31165, **WA13**) and the two moated sites: one south-east of Compton House (SM 12059, **WA44**) and the other at Otterbourne (SM 12055, **WA46**).

3.2 STATEMENT OF OVERALL SIGNIFICANCE

3.2.1 Historical

The history of the Itchen Navigation is inextricably linked to the history of the Itchen Valley itself. Without the River Itchen and its floodplain, prehistoric activity on the higher ground around Winchester would not have taken place. The River was an important factor in the early foundation of urban Winchester – the Roman town of *Venta Belgarum*.

There is historic evidence for water management in the Itchen Valley from the 11th century onwards, including Bishop de Lucy’s efforts to make the river north of Winchester navigable in the 12th century. Water meadows are likely to have existed in a simplified form in the medieval period, developing fully during the 16th century and being widespread by the eighteenth century. In Hampshire, water meadows had been created along all south-flowing rivers by 1686 (OAU 2000, 3). The Itchen Navigation is significant as a later part of the water management system through the Valley.

On a regional basis the Itchen Navigation is highly significant, as one of the oldest, longest running, and arguably most successful of a handful of canals and navigations in the Hampshire area. The navigation of the Wiltshire Avon through Hampshire only lasted for around thirty years, while the Andover Canal was completed in 1794 and was closed in 1859 with the coming of the railway. The Itchen Navigation also has the added value of being part of the water meadow system, draining the fields in summer and irrigating them in winter.

3. SIGNIFICANCE AND VALUE

The Navigation is one of the few places in the country where turf sided locks are still visible – the most well preserved of which is Conegar Lock. Two turf-sided locks are still in use along the Kennet & Avon canal – Garston lock and Monkey Marsh lock. The latter is a Scheduled Ancient Monument.

It is suggested therefore that:

- As an early navigation the waterway has national significance.
- Its success and longevity in relation to other waterways in the area gives it regional significance.
- The survival of several of its turf sided locks is nationally important, there being only two others in the country which survive in a near original state.

3.2.2 Cultural

The Itchen Navigation was part of a cultural change, away from slow road transport to the use of navigable rivers and canals. The industrial scale of the Navigation and the loads it could carry were revolutionary in local terms, particularly for trade of heavy items over lengthy distances. The Navigation declined with the coming of a major development – the arrival of the faster and cheaper railway.

The Itchen Navigation has become part of the modern culture of the local area, particularly as a place for leisure activities. The Navigation and its surroundings has inspired artists and poets - notably Keats - and has left an important legacy in the former towpath, which has a public footpath overlying it for most of its length. The cultural awareness of the Navigation is mixed, and relies mostly on word of mouth rather than formal interpretation.

It is suggested that:

- The Navigation has local cultural significance.
- A gateway for the proposed South Downs National Park is anticipated at St Catherine's Hill. This would raise the awareness and therefore the cultural significance of the Navigation to a national level.

3.2.3 Archaeological

Most of the structures along the Navigation have an archaeological significance in terms of their development, alteration and repair. Much of this information can only be gained from archaeological study because historical sources tend to concentrate on other issues, which were pertinent at the time, such as the amount that could be levied as tolls.

Although most of the locks were originally turf sided, these are now largely hidden beneath later phases of construction or revetment. Evidence of alteration and repair is visible at the heads and tails of all the locks, with the use of different material such as stone, brick and concrete. If any of the locks were destroyed, the physical story of their development and original construction would be lost. Although documentary

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sources do reveal some history of construction, the phases of development of the individual locks and the history after commercial traffic ceased are not clear from these sources.

Some elements of the original water management systems (e.g. lock gates/slucices) no longer survive, although documentary evidence of how they would have worked is good. The locks in the part of the Navigation, which is now dry, tend to contain less phases of development than those in other areas. The latter have been adapted to accommodate modern sluices, weirs etc and have consequently suffered a greater degree of damage.

There is also an unknown potential for the locks to contain within them datable material, such as stones with engraved date and timber structures with the potential for dendrochronological dating.

It is suggested that:

- The archaeological potential of the structures on the Navigation is of local significance.

3.2.4 Industrial

The Itchen Navigation was an industrial undertaking in an otherwise agricultural environment, creating and serving a variety of industries along its length. Trade along the Navigation was never exceptional, but coal, stone, corn and timber were all transported on the waterway. There were wharves at Northam, Bishopstoke and Blackbridge, along with associated warehouses and stables etc. Along the Navigation and on millstreams feeding off the Navigation were several mills, including at Brambridge, Shawford, and a saw mill at St Catherine's Lock.

The survival of the Navigation and many of its components is a significant reminder of the industrialisation of the area. While it is not on a comparable scale to the great industrial centres of the north of England, or of the canals that served them, it is an important reminder that industrialisation reached even the more rural parts.

Although the Navigation is no longer used for traffic, it is important as an early navigation and forms part of the heritage of the origins, character and purpose of the waterborne transport revolution.

It is suggested that:

- The survival of the Navigation as an example of industrial archaeology is locally important.

3.2.5 Aesthetic

The aesthetic value of the Itchen Navigation varies greatly depending on the area of the waterway considered. The parts that contain water are enormously picturesque, and are an attractive component in the landscape. Those areas which are dry are invariably more overgrown and unkempt, and in places attract fly-tipping and vandalism / graffiti.

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The water-meadows through which much of the Navigation runs are an attractive open landscape, dotted with trees and hedgerows. The steady flow of water along the Navigation is an attractive foil to this landscape, and in many places its glassy surface creates reflections of the beautiful scenery.

The dry parts of the Navigation are considerably less attractive and inviting. In most of these places the trees and scrub encroaching into the Navigation create a dark and imposing atmosphere, and in areas where the footpath is particularly narrow and muddy any aesthetic value is lost.

In the built up areas along the Navigation, and particularly at either end, the aesthetic value is most significant. For example, at Woodmill the Navigation flows through an urban area which includes high-rise flats, and the aesthetic value added by the Navigation to this area is of great significance.

It is suggested that:

- The aesthetic value of the water filled parts of the Navigation is locally significant.

3.2.6 Educational

The educational value of the Itchen Navigation is vast, encompassing history, industry, architecture, literature, science, geography and nature. Unfortunately much of this wealth of potential for education currently goes untapped.

It is suggested that:

- The Navigation provides a regionally significant educational resource, encompassing many different subjects.

3.2.7 Social and Recreational

The use of the Navigation for recreation is widespread, though generally restricted to the public footpath along the former towpath. This ranges from dog-walking and jogging to fishing, swimming and picnicking. Winchester College also uses the uppermost part of the Navigation for rowing. The Council-owned park at the Woodmill end of the Navigation is a managed recreational space, while much of the remainder of the waterway is more simply an accessible piece of countryside.

Pictorial evidence indicates that the Navigation has been used for recreation from at least the late 19th century (when trading on the waterway ceased). Changes in access to the Navigation have been challenged by the public throughout the 20th century, including during the construction of major roads, indicating that the public rates the social and recreational value of the Navigation as very high.

Access to the Navigation is exceptionally good, especially when compared to other chalk streams, including the River Itchen, and for example the River Test in west Hampshire. Such open access is rare, and thus gives the Itchen Navigation great significance and a high recreational value.

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It is suggested that:

- The recreational value of the Itchen Navigation is of local significance.
- The exceptionally good access to the Navigation is regionally significant.
- A gateway for the proposed South Downs National Park is anticipated at St Catherine's Hill. This would raise the awareness and therefore the cultural significance of the Navigation to a national level.

4 ISSUES AND POLICIES

4.1 INTRODUCTION

A Conservation and Management Plan is designed to identify the importance of a site, ascertain any issues that have arisen or might arise from future works, and create policies with which to address them. The special nature of the Itchen Navigation will undoubtedly create areas where prospective works or uses conflict with the historic significance of the site.

4.2 PLANNING CONTEXT

4.2.1 Current policy and legislation

The principal legislation concerning protection of important archaeological sites comprises the Ancient Monuments and Archaeological Areas Act 1979 (as amended). Under the Act, it is an offence to carry out any works that would have the effect of demolishing, destroying, removing, repairing, altering, adding to, flooding or covering up a Scheduled Monument. While the formal boundaries of a Scheduled Monument are closely drawn around the monument itself, there is also a 2 metre buffer zone. In addition, development proposals should take account of the setting of any Scheduled Monument, as this may be a material consideration in the decision-making process. There are several Scheduled Monument within the immediate area of the Navigation (St Catherine's Iron Age hill fort (SM 31165, **WA13**) and the two moated sites: one south-east of Compton House (SM 12059, **WA44**) and the other at Otterbourne (SM 12055), and the provisions of the Act should therefore be noted.

Guidance on the importance, management and safeguarding of the archaeological resource within the planning process is provided by Planning Policy Guidance Note 16: Archaeology and Planning (PPG 16) issued by the Department of the Environment in November 1990. The underlying principle of this guidance is that archaeological resources are non-renewable, stating that:

“Where nationally important archaeological remains, whether scheduled or not, are affected by proposed development there should be a presumption in favour of their physical preservation.” (Para. 8).

Paragraph 19 of PPG16 states:

“In their own interests...prospective developers should in all cases include as part of the research into the development of a site...an initial assessment of whether the site is known or likely to contain archaeological remains.”

Paragraph 22 adds:

“Local Planning Authorities can expect developers to provided the results of such assessments ...as part of their application for sites where there is good reason to believe there are remains of archaeological importance.”

Guidance on the identification and protection of historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is

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provided by Planning Policy Guidance Note 15: Planning and the Historic Environment (PPG 15) issued by the Department of the Environment in September 1994.

Buildings or structures Listed as of particular architectural or historic interest benefit from statutory protection. These may include buildings or structures of national (Grade I, Grade II*) or local (Grade II) importance. Listed building consent is required for any works that would remove or alter the fabric or other listed features of the building or structure.

Under the Hedgerow Regulations 1997, hedgerows are deemed to be 'important' if they are documented to be of pre-enclosure date, which for the purposes of the Regulations is currently taken (by case law precedent) to mean pre-1845 (the earliest Act of Inclosure recorded in the Small Titles Act of 1896). Decisions regarding consent or denial for the removal of 'important' hedgerows, or significant parts thereof, is granted by local planning authorities in response to an application.

Although originally framed to identify and preserve important pre-enclosure landscapes and boundaries, the established date of 1845 actually post-dates the great majority of parish tithe maps, which in themselves often document fully or predominantly enclosed landscapes. It is therefore possible for hedgerows to be deemed 'important' under the Regulations if they can be demonstrated to exist on the appropriate pre-1845 parish tithe map.

4.2.2 Proposed Changes

The Office of the Deputy Prime Minister is currently carrying out a fundamental review of the Town and Country planning system in England and Wales, including re-assessment of the guidance provided by PPG 15 and PPG 16.

In November 2002, the Secretary of State announced The DCMS and English Heritage Review of Heritage Protection, aiming to review and unify the disparate strands of legislation which currently afford recognition and protection to the historic environment. The Government plans to publish a White Paper detailing the results and proposals of the Review in early 2004 (Anon 2003, 60; English Heritage 2003, 2).

POLICY 1: STATUTORY PROTECTION

As far as can be determined, Wharf Bridge is not protected by Listed Building status. This bridge is probably the oldest on the Navigation, being built in the 1760s. Its inclusion on the statutory list at Grade II should be sought.

4.2.3 County and Local Planning Authority Guidance

Hampshire County Council, Winchester City Council, and Southampton City Council have statutory duties regarding the control of development. With regard to archaeology and the wider historic environment, these authorities have drawn up plans and policies which integrate the guidance of PPG16 into the planning process, seeking balance between necessary development and the protection of archaeological remains.

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Hampshire County Structure Plan 1996-2011 (Review)

This document contains policies adopted by Hampshire County Council and Southampton City Council in January 2000, and Portsmouth City Council in February 2000. It includes policies regarding management of archaeology and the historic environment.

Archaeology Policy E14 states:

‘Where nationally important archaeological sites and monuments, whether scheduled or not, and their settings are affected by a proposed development, there will be a presumption in favour of their physical preservation in situ. The need for the preservation of unscheduled sites of more local importance will be considered on merit. Where preservation is not possible then, before planning permission is granted, it should be demonstrated that appropriate arrangements have been made for a programme of excavation and recording prior to development taking place.’

Winchester District Local Plan 1998

The Winchester District Local Plan was adopted on 22 April 1998, and is now being reviewed with the intention that a revised Local Plan will be adopted in 2006. Until then, the 1998 Plan remains in force.

Proposal HG.1 states:

‘Where important archaeological sites, monuments (whether above or below ground) and historic buildings and landscape features, and their settings (as identified and recorded in the Sites and Monuments Register), whether scheduled or not, are affected by development proposals, permission will not normally be granted for development unless the Local Planning Authority is satisfied that, where appropriate, adequate provision has been made for their preservation in situ and ongoing management.’

Proposal HG.2 continues:

‘Where there is evidence that archaeological remains may be present on a site (whether above or below ground) but their extent and importance are unknown, the Local Planning Authority will normally only permit development where it is satisfied that an adequate archaeological field evaluation has been undertaken and the results of that indicate that development could be satisfactorily accommodated.’

Finally, Proposal HG.3 states:

‘Where the preservation of archaeological remains, whether above or below ground, is not possible or feasible, the City Council will not normally permit development to take place unless satisfactory provision has been made for a programme of archaeological investigation and recording before or during development and for the subsequent publication of findings, as appropriate.’

City of Southampton Local Plan Revised Deposit February 2003

The current plan expired in 2001 and a new local plan is being progressed.

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Policy HE 6 (Archaeological Remains) states that planning permission will not be granted unless:

(i) proper consideration has been given to the preservation in situ of nationally important archaeological remains; or

(ii) where important archaeological remains may exist the impact of development upon the archaeological resource has been examined and evaluated; or

(iii) adequate provision has been made for the identification, investigation, recording and publication of the archaeological resource; or

(iv) adequate provision has been made for the preservation of archaeological remains in situ; remains of archaeological interest; or

(v) a combination of the above clauses is effected as appropriate. (whichever response is most appropriate to the perceived importance of the archaeological resource, and the perceived nature of the threat).

Permission will be refused where insufficient detail is provided to enable a full assessment of the proposal to be made.

4.3 CHARACTER OF THE NAVIGATION

The course of the Itchen Navigation has been virtually unchanged for over 300 years. While its original use has long ceased, the waterway is still important in shaping the character of the areas through which it runs. Despite being a man-made feature it forms an integral part of the landscape, especially in the areas where water remains. The Itchen Navigation has two distinct characters; where there is water flowing and where it is dry. In the dry areas it is wild, unkempt and gloomy, while in the water-filled parts it has a smooth, open, tranquil character.

The relationship of the Navigation to the landscape around it is important historically and as an overall characteristic. In the 'wet' areas the sense of the industrial Navigation running through the agricultural landscape is most keenly felt, while in the 'dry' areas the demise of the waterway is the over-riding characteristic, especially when trains, roads and aeroplanes pass close by. Encroachment of modern structures into the periphery of the Navigation disrupts the clean lines of the waterway. While this could be seen as modern enjoyment of the historic environment it is felt that such structures intrude into the character of the Navigation.

While the working or industrial character of the Itchen Navigation is unlikely to ever again be achieved, the characteristics of the waterway today can be preserved and enhanced. Character can be eroded in more subtle ways than major intervention to the structure or fabric of a heritage asset; the need to 'preserve and enhance' the character

of the Navigation therefore needs to be addressed in all decisions about its future.

4. ISSUES AND POLICIES

An ongoing mechanism to manage the character of the Navigation at a finer grain than is possible through statutory controls is required to ensure character is not eroded by incremental minor change.

POLICY 2: DISTINCTIVE CHARACTER

The distinctive character of the Navigation as an historic man-made feature in a natural environment should be retained, with particular attention to:

- The retention of the ‘wet’ parts of the Navigation as far as is possible;
- Preservation of the water-meadows surrounding the Navigation;
- Avoidance of clutter (e.g. seats, litter bins, interpretation boards) around popular parts of the Navigation.
- Where possible minimising encroachment into the Navigation by man made structures.

POLICY 3: PRESERVATION OF THE STRUCTURES

The distinct character of the Navigation relies heavily on the integrity of many of the historic built structures such as locks and sluices, thus:

- Vegetation should be removed from historic structures and surviving masonry consolidated to preserve what remains and prevent further decay.
- The historic structures which form part of modern water management regimes should be preserved and maintained in accordance with policies 4 & 5 below.
- Historic structures which do not control water flow (i.e. the locks where the Navigation is dry) should be consolidated in their present state (in accordance with policies 4 & 5 below).
- A careful management regime should be adopted to ensure vegetation and other damage does not further jeopardise the future of the historic structures.
- Monitoring of areas susceptible to breaching should also be undertaken to prevent loss of character where the Navigation is still water-filled.

POLICY 4: INFORMED CONSERVATION

All proposals for the ongoing conservation and use of historic structures must be developed in the light of detailed understanding of their original form and subsequent evolution, including an understanding of the modern demands on the Navigation (eg maintaining water levels). Proposals for any work to structures on the Navigation should use all appropriate means of investigation and analysis, and form a detailed understanding of their significance, as a whole and in their elements, that stems from such understanding. Decisions and works relating to the structure must be recorded; the building archive is supremely important for informing future decisions on repairs and alterations, thus:

4. ISSUES AND POLICIES

- Recording and analysis should be to a consistent format approved by the statutory authority and relevant to other similar sites in its charge.
- A record of works carried out to the structure should be made and deposited with the relevant archives.

In addition:

- Conservation work should be undertaken within the constraints of maintaining control of water levels in the Navigation.

POLICY 5: REPAIRS

The principles of repair of historic structures are well established at the technical level (see e.g. Brereton 1995), so will not be discussed at length here. Suffice it to say that any repairs to the Itchen Navigation will follow best conservation practice, respecting its character, materials and construction; in particular:

- Retention of historic fabric should be maximised, although not to the extent of compromising the integrity of structure and design, or of conflicting with modern water management demands.
- New work should be sympathetic to its context (see Policy 1).
- Repair work should be carried out by appropriately skilled craftsmen.

4.4 INTERPRETATION

Formal interpretation of the Itchen Navigation is lacking, and at present relies on word of mouth and one major published source. Public enjoyment and appreciation of the Navigation will be enhanced by greater understanding of the waterway, thus aiding its long-term conservation. Information about the Navigation could be in the form of interpretation boards as already in use at St Catherine's Hill and at the water-meadows near Compton Lock.

Informal interpretation of the features along the Navigation is hindered by the extensive overgrowth which obscures many of the major elements. Comparison of photographs included in Edwin Course's 1983 publication *'The Itchen Navigation'* with those taken for this report shows that many features are suffering badly from vegetation growth, in particular at Conegar, Decoy Pond and Sandy Locks. Severe root damage, particularly at the latter two locks, is jeopardising the survival of the masonry altogether; in a short time there may be nothing left for interpretation.

The restoration of one of the locks to aid the understanding of the waterway could be considered as part of an interpretation scheme, however the costs of doing so are likely to be prohibitively expensive. Attention should focus on preservation and retention of the historic structural remains before any attempt to restore a redundant lock is made. Should a restoration/interpretation scheme eventually go ahead, it is felt that St Catherine's Hill lock is the most appropriate candidate, due to the state of

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preservation of the structure, easy access to the site, and the high numbers of visitors to the adjacent beauty spot and vantage point.

POLICY 6: INTERPRETATION

- Interpretation of the Itchen Navigation should be provided at key access points along its length, although this should not impinge on the character of the area (see Policy 1 above).

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APPENDIX 1: GAZETTEER OF ARCHAEOLOGICAL SITES AND FINDSPOTS

WA No.	SMR/NMR No./Source	Period	NGR		Description
1	HNT25624-9; MWC1208	Palaeolithic	446780	121550	Gravel working at Colden Common in 1914-15 revealed an area of 500-600 yards square strewn with Palaeolithic flint working debris. Tim Schadla-Hall lists 70 handaxes, 3 flake implements, 5 retouched flint implements, 1 flake and 1 miscellaneous worked fragment from the flint working site.
2	Wessex Archaeology 1993, 157, No. 22	Palaeolithic	444200	115700	Palaeolithic retouched flakes from a gravel pit near the Fleming Arms in Swaythling, an area of Southampton just to the north of Woodmill (Wessex Archaeology 1993, 157, No. 22).
3	MSH1847	Palaeolithic/ Mesolithic	444603	115463	A Palaeolithic handaxe, many Mesolithic flint tools, including axeheads, borers, scrapers, a flake and a pick, and two Neolithic axeheads and three scrapers are held in Gods House Tower Museum in Southampton and are provenanced only to the Itchen Valley.
4	MWC7055	Mesolithic	447700	127100	A stray find of a non-tranchet axe, c. 6,000-5,000 BC, has been found somewhere in the St Cross water meadows.
5	HNT54902	Mesolithic/ Neolithic	447550	125770	A Mesolithic/Neolithic artefact scatter was recovered by fieldwalking between 1984-1994 between the villages of Shawford and Twyford.
6	HNT53860, MWC3878	Mesolithic	447200	122700	A chance find of a tranchet axe was found in the bed of a stream known as Rosemary Leet, near Kingfisher Lodge, between Otterbourne and Colden Common.
7	HNT25569	Mesolithic	446260	120530	A 'Thames pick' of Early Mesolithic date was found by O.G.S. Crawford in 1942 at Bishopstoke.
8	HNT25590	Neolithic	446000	122000	Neolithic finds from the valley include an axe found at Otterbourne by a schoolmaster in c. 1905-6.
9	HNT26958, MWC1414	Bronze Age	447750	126680	A small looped and socketed celt was found in 1907 about a mile south of Winchester, near the Great Western railway bridge over the Itchen.
10	MWC7052	Bronze Age	447900	127400	The cutting edge of a Middle Bronze Age palstave was found by a metal detectorist in 1978 near the Itchen Navigation (not precisely located).
11	HNT25917	Bronze Age	446000	118000	A small socketed spearhead has been found near the river at Bishopstoke, it was not precisely located.
12	Whinney 1994	Iron Age	447550	129700	Oram's Arbour, a defended (ditched) enclosure in Winchester. It was very large, with multiple entrances and was located on the lower valley side rather than on the slopes as a hillfort would be. Only a small proportion of the area within the enclosure has been excavated, however it is believed that the site may have been used for controlling access to the ford across the River Itchen (Whinney 1994).

WA No.	SMR/NMR No./Source	Period	NGR		Description
13	Morgan Evans 1987, 10	Iron Age	448400	127600	Hillfort of St Catherine's Hill, which is so called because of the medieval chapel to St Catherine which once stood on its summit. It lies on a steep sided hill to the south of Winchester, overlooking the Itchen Valley and water meadows. It is an example of a univallate hillfort (it has a single bank and ditch) which encloses approximately 9ha. The main construction work is dated to c. 400BC and it was occupied until c. 100 BC (Morgan Evans 1987, 10).
14		Roman	448200	129600	The Roman city of Winchester was founded soon after AD 43. The city or <i>Venta Belgarum</i> meaning the 'market place (civitas) of the Belgae'.
15	HNT21144	Roman	447390	127310	The route of the Roman road from Winchester (<i>Venta Belgarum</i>) to port facilities at Southampton (<i>Clausentum</i>), appears to have followed the modern B3335, along the western side of the Itchen Valley.
16	HNT25607	Roman	448340	124390	Roman villa at Twyford
17	HNT25907, 25908	Roman	446680	118290	The site of a possible Roman villa at Bishopstoke. The site is recorded on the 1908 six-inch Ordnance Survey map. A coffin was found at the site, and is in store at Tudor House Museum in Southampton. Glass vessels found with the inhumation are now in Winchester City Museum. The site is now under the sludge beds of a sewage works.
18	HNT25910	Roman	446660	118000	A small bronze coin of Claudius Gothicus (AD 268-269) was found on the perimeter of the sewage works and close to the site of the Roman building (WA17). It is now in store at Tudor House Museum.
19	HNT25605	Roman	446200	121400	A lead coffin was unearthed by gravel diggers within about one mile of Eastleigh train station in 1864. It contained the skeleton of a young woman, together with four thin glass bottles and is dated as Late Roman. The location is problematic since all the sources differ, but the most accurate find spot provided is on the embankment of the railway. There is some possibility that this is confused with WA18 , although the finds are said to be stored at a different location (Cranbury Park).
20	HNT25902	Roman	445230	116280	A villa was excavated in 1924, just to the south of WA17 . Wall foundations of Isle of Wight, two broken square tiles (probably from the pilae of a hypocaust) and fragments of Samian were recovered. According to the excavation report, the site was located on the bank of the old canal, but the OS grid reference is nowhere near the Navigation!
21	MSH417	Roman	445062	116213	Sherds of Roman Samian pottery were apparently found in 1920 during groundworks said to be in the area of the Roman villa site (WA20) at the former Crematorium (now Southampton Airport). They were found whilst trenching a watercourse from the villa site (WA20) past the Crematorium (now Southampton airport) to the Itchen.

WA No.	SMR/NMR No./Source	Period	NGR		Description
22	HNT25579 MWC1210	Roman	446900	122000	During the working of a gravel pit east of the River Itchen at Highbridge Gravel Pit, Colden Common, a large quantity of Roman material was recovered, including tiles, 1st century pottery and a quern stone. This suggests the existence of a settlement, but the site is only roughly located.
23	MSH1828	Roman	443970	115344	Occupation material came from a watching brief on the southern part of a drainage pipe trench in the grounds of South Stoneham House in 1977. An undated pit or ditch, limestone blocks and Roman brick and tile fragments were found.
24	MSH455	Roman	443910	115240	In 1911, it was suggested that Roman pottery finds in the Woodmill area may indicate that there was a pottery kiln near Woodmill.
25	MWC7045	Roman	448500	128800	Two Roman coins (Gratian (AD367-83) and Arcadius (AD388-402)) were found with a metal detector on the banks of the Itchen Navigation near Black Bridge in 1978.
26	MWC7050	Roman	448200	128100	Two Roman coins were found in 1978 with a metal detector near Garnier Road Bridge. One was a copy of House of Constantine 'Victoriae DD AUG Q NN' type (AD347-8), while the other was possibly a late 3rd century radiate.
27	HNT25604	Roman	447000	124000	A coin of the Constantine period was found in 1900-2 near the old canal in the parish of Compton and. It is not precisely located.
28	HNT26990	Roman	447500	125100	Two coins of Constantine were found at Shawford in 1900. It is not precisely located.
29	Ekwall 1991	Saxon	448000	124500	Village of Twyford (<i>Tuifyrde</i> c. AD960): place name meaning 'double ford', either one over a river that had two arms or perhaps a place where there were two fords side by side in the same river.
30	Ekwall 1991	Medieval	446500	125000	Village of Compton (<i>Cuntune</i> AD1086) place name meaning 'the valley of the fields'
31	HNT38868	Medieval	447350	124950	Shawford (<i>Scaldeforda</i> AD1208) place name meaning 'shallow ford'.
32	HNT25621	Saxon	446500	122500	Deserted medieval village of Otterbourne (<i>Oterburna</i> c. AD960) 'otter stream'. The present village lies to the north-west.
33	Ekwall 1991	Saxon	447250	121750	Brambridge (<i>Brombrigce</i> AD909) place name meaning 'Broom bridge'
34	HNT41323	Medieval	446000	121100	Allbrook <i>Alebroc</i> AD1208 Ale, i.e. frothy, brook or personal AELLA
35	Ekwall 1991	Saxon	445300	120700	Bishopstoke? <i>aet Stoce</i> AD928 Belonged to the Bishop of Winchester
36	Ekwall 1991	Saxon	444050	117300	North Stoneham <i>Stanham</i> AD925-41 'HAM by a stone or with stony ground'

WA No.	SMR/NMR No./Source	Period	NGR		Description
37	HNT25893, Ekwall 1991	Saxon	444000	115450	South Stoneham Stanham AD925-41 'HAM by a stone or with stony ground'. According to the Domesday survey, South Stoneham (WA37,) consisted of land for 9 ploughes, 11 villeins and 9 bordars, 1 serf, 23 acres of meadow, and 2 fisheries. This medieval settlement appears to have been deserted and by the early 20th century consisted only of the church of St. Mary, a few adjacent houses and South Stoneham house, formerly the manor house.
38	Ekwall 1991	Saxon	444350	115700	Swathling Swaeoeling AD909'swathe, track', but the meaning is obscure
39	HNT54888	Saxon/ Medieval	447550	125730	Saxon and medieval artefact scatters have been recovered from the water meadows north of Compton Lock during fieldwalking between 1984 and 1994.
40	HNT54886	Medieval	447600	125870	Medieval artefact scatters have been recovered from the water meadows north of Compton Lock during fieldwalking between 1984 and 1994.
41	HNT54893	Medieval	447600	125800	Medieval artefact scatters have been recovered from the water meadows north of Compton Lock during fieldwalking between 1984 and 1994.
42	HNT55093	Medieval	448000	127000	Two early medieval brooches were found with a metal detector in 1998. The findspot should be treated with caution as both artefacts may easily have been brought in within the local soils that were extracted from the M3 Twyford Down bypass cutting.
43	HNT25620	Medieval	447750	124660	Documentary evidence suggests that a medieval bridge 'with breakwaters' existed at Twyford (WA29). The current bridge was rebuilt in 1750 and 1891 and no traces remain of the medieval bridge.
44	HNT20208, MWC1609	Medieval	447460	125630	A moated site survives at Compton Place as a rectangular earthwork covering an area of c.80 and 65m with associated features covering an area of c.154m by 82m. The moat is currently dry. There is evidence of structures, visible as earthworks, on the island. Limited test pitting revealed artefact evidence of activity in and around the moat dating to the medieval and post-medieval periods; also some evidence of stratigraphy. There is good documentary evidence of the site from medieval to post-medieval periods. It does not appear to have been a manorial site, though the owners disputed its status. Scheduled Monument 12059
45	HNT25609	Medieval	446530	122660	All that now remains as a visible record of the deserted medieval village of Otterbourne (WA32) is the medieval church (WA45,) of St Matthew (a fragment of the south wall of the porch) and the stones in the grave-yard in Kiln Lane. The nave was demolished soon after 1839 and the chancel was pulled down in 1971 after repeated vandalism. The entire church site was excavated by Southampton University Archaeological Department between 1982-4.

WA No.	SMR/NMR No./Source	Period	NGR		Description
46	HNT20326	Medieval	446440	122400	The moat of Otterbourne manor still survives to the south of the church (WA45) of the deserted medieval village of Otterbourne (WA32). It is water filled and in good condition. It encloses an area c.115m by 60m and is c.12m wide and c.2m deep. The manor of Otterbourne is well documented throughout the medieval period, and was granted to Merton College, Oxford in the mid 15th century.
47	HNT25930	Medieval	446495	119408	Only the remains of the church of St. Mary's at Bishopstoke (WA35), which was rebuilt in 1825 with a west tower, survive. They now consist of a raised platform, contained by a red brick and flint foundation courses of nave and west tower (tower demolished 1965). A tablet set in the grounds states that the church existed from Saxon times to 1891. It is mentioned in Domesday, although nothing of the earlier church is visible.
48	HNT41427	Saxon	444700	115500	The bridge known as Mans Bridge is first documented in AD 932 as Mannes Brgege (The Hundred Meeting Place).
49	HNT37133	Medieval	443950	115260	The salmon pool at Woodmill was probably one of the two fisheries held by the Bishop of Winchester in his manor of South Stoneham at the time of Domesday.
50	MSH372	Saxon	444889	115437	A Saxon charter of 1054 refers to a "new river", which was dug to allow boats, and probably fish such as salmon, to by-pass mills at Woodmill and Gater's Mill. Currie (1995) suggests that the substantial water channel along the south boundary of Riverside Park and in Marlhill Copse in Southampton represents the remains of this 'canal'. It is up to 1.5km long and 15m to 20m wide. Its west end is crossed by Woodmill Lane, an assumed medieval routeway. Dr A.D Russel however disagrees and suggests that the channel dates to landscaping of Riverside Park by Borough Engineers in 1950.
51	HNT52597	Post-medieval	447710	125554	An earthwork and contour survey was carried by Gifford and Partners in 2000 at Twyford meads in order to produce an interpretative plan of the water meadow system in action. The earthworks were found to survive in relatively good condition and in certain areas they still hold water. Eleven brick or stone built features survive with a further brick structure observed to the north of the water meadow system that supplied the leat/head drain which supplied the northern portion of the system. Additionally, a series of timber planks and piles were identified within the northern leat at the very northern limit of the site.
52	MWC5458HNT27115	Post-medieval	448060	127310	St Catherine's Hill Lock
53	MWC4863HNT53984	Post-medieval	447910	126500	Twyford Lane End Lock

WA No.	SMR/NMR No./Source	Period	NGR		Description
54	MWC4860HNT2 7116	Post-medieval	447630	125530	Compton Lock
55	MWC4828HNT5 3466	Post-medieval	447280	124850	Shawford Single Gates
56	MWC1376HNT5 3453	Post-medieval	447100	123770	Malm Lock
57	MWC3879HNT5 3861	Post-medieval	446990	123380	College Mead Lock
58	MWC3868HNT5 3857	Post-medieval	446810	122590	Brambridge Lock
59	MWC3862HNT5 3852	Post-medieval	446500	122000	Brambridge Single Gates
60	MWC3853HNT5 3859	Post-medieval	446120	121100	Allbrook Lock
61	HNT55199	Post-medieval	446111	120240	Withymead Lock
62	HNT55197	Post-medieval	446405	119336	Stoke Lock
63	HNT25925	Post-medieval	446530	118830	Conegar Lock
64	HNT55194	Post-medieval	446279	117455	Lockhouse Lock
65	HNT55202	Post-medieval	445571	116840	Decoy Pond Lock
66	HNT55201	Post-medieval	445462	116402	Sandy Lock
67	MSH1858	Post-medieval	444850	115760	Mansbridge Lock

WA No.	SMR/NMR No./Source	Period	NGR		Description
68	MSH374	Post-medieval	443980	115194	Woodmill Sealock
69	HNT26993	Post-medieval	448220	127300	Plague pit south of St Catherine's Hill, marked by a prominent, irregular mound with a shallow depression to the south. One of the common graves of the plague victims of 1666.
70	HNT26994	Post-medieval	448335	127297	Plague pit marked by a roughly circular mound surrounded by a slight hollow. One of the common graves of the plague victims of 1666.
71	HNT26995	Post-medieval	448449	127309	Plague pit marked by a circular depression with a spoil heap to the north. One of the common graves of the plague victims of 1666.
72	HNT55652	Post-medieval	447700	125600	A chance find of an Elizabeth I coin was made at Compton Lock
73	MWC7043	Post-medieval	448530	128810	Wharf Mill dated 1885 and now Listed Grade II.
74	MWC7047	Post-medieval	448400	128500	Documentary reference to the existence of a steam-powered sawmill run by Henry Yeats at Domum Wharf on the Itchen Navigation, 1848. No trace of this mill now survives.
75	MWC7054	Post-medieval	448050	127310	19th century water-powered sawmill situated on the right bank of the Itchen Navigation at St. Catherine's Hill lock. In 1863 a Mr Wheeler paid 3 per annum rent for water to power the mill. No trace of this mill survives above ground today.
76	MWC4830	Post-medieval	447400	124970	Shawford Mill, dated 'ID 1795' on tablet. Brick, old plain tile roof. Wide two storey, two bay building. Roof Half hipped. No machinery survives. May have been a mill in this location in 1618 (Shalford Mill), or as early as 1323 (Shaldeford mill), possibly even the Domesday 'Schaldeford' mill. Listed Grade II
77	MWC4858	Post-medieval	447430	125020	Shawford Mill Barn, late C18. Timber-framed, weatherboarded, one end with rendered brick panels, slate roof. Three bay, queen post half-hipped roof. Listed Grade II.
78	MWC4857	Post-medieval	447420	125000	Shawford Mill Cottage, late C18. Colourwashed brick, old plain tile roof. Two storey, two bay with wing to rear. Roof half hipped.
79	HNT33035	Post-medieval	446113	121060	Mill at Allbrook on the Itchen Navigation. This saw mill was bought by Southampton Corporation in 1931. The wheel pit was filled in and the mill and mill cottages demolished. Footings of the mill can be found. Water ran through a culvert under the road from the head of the lock to power the waterwheel. Marked on the first edition OS map as 'Saw mills'.

WA No.	SMR/NMR No./Source	Period	NGR		Description
80	HNT55198	Post-medieval	446636	119154	Marked as a corn mill on the first edition OS map.
81	MSH373	Post-medieval	443918	115220	Woodmill is located at the seaward end of the Itchen Navigation canal. The original mill, which made blocks for the Navy in the 1780's, burnt down in 1820. It was replaced by brick buildings used for corn milling. The mill was closed in 1930 due to an insufficient flow of water. Parts of the mill have since been demolished but the remaining structure is now used as an outdoor recreation centre.
82	MWC7046	Post-medieval	448550	128750	Blackbridge Wharf was situated on the east side of the Itchen Navigation at its northern (Winchester) terminus. The wharf is reached via Wharf Bridge, a mid-18th century brick-built bridge which is one of only two surviving original bridges. The stables, manager's house, and warehouse also still survive. Surviving remains of the Blackbridge Wharf at the northern terminus of the Itchen Navigation.
83	MWC7047	Post-medieval	448400	128500	Documented site of Domum Wharf and sawmill, Itchen Navigation 1848.
84		Post-medieval	448500	128900	Site of Scard's Wharf (Southampton Canal Society website)
85		Post-medieval	446400	119300	Approximate site of Bishopstoke Wharf (Course 1982)
86		Post-medieval	443500	112800	Approximate site of Northam Wharf
87	MWC7040	Post-medieval	448500	128820	18th century bridge. Single span plain stone arch of graceful shape. Stone parapet walls. Original stone pavement on south side. Standing structure. Grade II Listed.
88		Post-medieval	448550	128700	Wharf Bridge – built in the 1760s – the oldest surviving bridge on the waterway.
89	MSH399	Post-medieval	444709	115518	Mansbridge is a single-arch stone bridge constructed as a road bridge over the Itchen Navigation canal in 1816. In 1975 the road was diverted over a new concrete bridge built to the north, and the stone bridge has been restored for pedestrian use.
90	MWC3852	Post-medieval	446090	121090	Railway bridge over road and road bridge over Itchen Navigation.
91	HNT53851	Post-medieval	446095	121096	Railway bridge over road and road bridge over Itchen Navigation.

WA No.	SMR/NMR No./Source	Period	NGR		Description
92	HNT55196	Post-medieval	446597	117774	A viaduct is marked on the first edition OS map: extant although the Itchen Navigation is dry
93	MWC7044	Post-medieval	448470	128800	Early/mid C19. Rendered. Two storeys. Three windows on the entrance front, sashes with glazing bars. Tall arched staircase window. Projecting plain porch. Hipped slate roof. Later brick additions on left. Grade II listed.
94	HNT31390	Post-medieval	446400	119900	Late 19th\early 20th century ornamental garden and deer park
95	HNT31391	Post-medieval	447400	124600	Parkland of Shawford House (1695). A 17th century park redesigned in the late 18th century style.
96	MWC4829	Post-medieval	447380	124930	Folly, early C19. Flint on stone plinth, brick and stone dressings, old plain tile roof. Two storey tower, roof hipped. Inside vaulted chambers of flint and brick. Grade II listed building.
97	HNT31394	Post-medieval	447100	123900	Possible site of turn of century Japanese Garden
98	MSH476	Post-medieval	444664	115765	Two pairs of houses on Mansbridge Road, now known as 1 to 4 Mansbridge Cottages, were built in the mid-19th century for the staff of the adjacent Mansbridge Waterworks. The waterworks was opened in 1851 and closed in 1888. The cottages were in existence by 1869.
99	MSH400	Post-medieval	444787	115809	The former Mansbridge Waterworks was located next to the disused Itchen Navigation canal in Swaythling. The waterworks, which included a reservoir, was used in the extraction of river water from the Itchen Navigation. It was opened in 1851 but closed in 1888 due to pollution. The disused open reservoir still exists, and in 1984 the remains of what may have been the engine house foundations were visible in the undergrowth.
100	HNT53454	Post-medieval	447316	124901	Compton Almshouses C17/C18? Workhouse probably served both Twyford and Compton as it stood on the boundary.
101	HNT55195	Post-medieval	446277	117444	A lockhouse marked on the first edition OS map adjacent to Lockhouse Lock.
102	HNT38988	Post-medieval	445950	116850	Decoy pond shown on O.S. 1st Edition County Map Series.
103	HNT25876	Post-medieval	443900	115200	Pill-box type 22. Brick shuttering. "C2" painted above the door. Names pencilled on the blast wall. Very good condition, strongly built.

104	HNT25934	Post- medieval	445700	117400	Pillbox-type 22 variant.
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WA No.	SMR/NMR No./Source	Period	NGR		Description
105	HNT25935	Post-medieval	445800	117400	Pillbox-type 22 variant. "They shall not pass 1941" inscribed on blast wall.
106	HNT37722	Post-medieval	446300	118600	Apart from the NGR the only other record for this AA Battery is that it had two guns; these could have been 3.7"(mobile or static); 4.5" or 5.25". All but mobile guns would have had holdfasts; usually concrete-built emplacements and, often, GL Mk.I or II Radar.
107	HNT55888	Post-medieval	448551	128878	Site of an air raid shelter, Granville Place. Archaeological survey by COAS. Consisted of the survey of two extant air raid shelters beneath a car park to the rear of Winchester Public Library in Jewry Street (MonUID 55871) and documentary research that revealed the location of more than 50 other air raid shelters and other elements of the civil defence network.
108	HNT55897	Post-medieval	448440	128891	Site of an air raid shelter, Millers Arms site, Wharf Hill. Archaeological survey by COAS. Consisted of the survey of two extant air raid shelters beneath a car park to the rear of Winchester Public Library in Jewry Street (MonUID 55871) and documentary research that revealed the location of more than 50 other air raid shelters and other elements of the civil defence network.

APPENDIX 3: SITE GAZETTEER

WA no.	48
Date	Early C19th
Description	Mansbridge
SMR / Designation	HNT8418 / HNT41427 Listed Grade II
History	County bridge dating from the early nineteenth century, restored in early C20th with concrete. Low clearance may account for records of empty barges carrying ballast. Replaced by 'Bailey' bridge in WW2, then in 1975 by present concrete road bridge.
Significance	Locally significant: Important as one of the bridges in place during time of commercial traffic on the Navigation. A popular access point and landmark.
Issues	<ul style="list-style-type: none"> • Ongoing preservation and sympathetic repair

WA no.	52
Date	From c.1710
Description	St Catherine Hill Lock
SMR / Designation	HNT27115 / MWC5458
History	Built as a turf sided lock, timberwork was provided to keep barges off the banks. A sawmill was located on the west side of the lock, and some of the brickwork for the waterwheel housing survives. The head of the lock now contains a modern brick and concrete sluice mechanism. Several historic images of the lock and sawmill survive. Above the lock is a winding basin used by Winchester College rowing eights for turning their boats.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation. A popular place for fishing and general recreation in conjunction with St Catherine's Hill.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	53
Date	From c.1710
Description	Twyford Lane End Lock
SMR / Designation	HNT53984 / MWC4863
History	A turf sided lock, dry on inspection in 2005. Upper gates replaced by a concrete and brick weir, timber footbridge over tail of lock.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

APPENDIX 3

WA no.	54
Date	From c.1710
Description	Compton Lock
SMR / Designation	MWC4860 / HNT27116
History	Also known as Twyford Lock or Compton Place Lock, this is the only lock situated on a stretch of water where the river was improved for navigation, rather than on an entirely new cut. The large amount of water contained in this stretch has led to the lock chamber eroding into an almost circular shape, now capitalised on by swimmers. Concrete steps into the chamber have now been provided, and the head of the lock has been made into a weir.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	55
Date	From c.1710
Description	Shawford Single Gates
SMR / Designation	MWC4828 / HNT53466
History	The single gates were probably provided to maintain a head of water for Shawford Mill upstream. A constriction in the waterway combined with some remaining brickwork indicates the position of the single gates. In 1982 there was a weir here, but this was not visible in 2005.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	56
Date	From c.1710
Description	Malm Lock
SMR / Designation	MWC1376 / HNT53453
History	A turf sided lock, now containing a weir (Course 1983, 21).
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	57
Date	From c.1710
Description	College Mead Lock
SMR / Designation	MWC3879 / HNT53861
History	A turf sided lock, now containing a weir adapted to form a waterfall feature. A modern footbridge crosses the tail of the lock.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

APPENDIX 3

WA no.	58
Date	From c.1710
Description	Brambridge Lock
SMR / Designation	MWC3868 / HNT53857
History	Also called Diddams Lock. A drawing made in 1880 shows how the gates operated, although very little water is shown in the pound at this time. The lock now contains sluices and, unusually, an eel trap.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains

WA no.	59
Date	From c.1710
Description	Brambridge Single Gates
SMR / Designation	MWC3862 / HNT53852
History	Single gates were probably installed here to provide a head of water for a mill at Brambridge. Surviving masonry indicates the location of the gates, above and below which were hatches to remove excess water to the adjacent river.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	60
Date	From c.1710 and 1838
Description	Allbrook Lock
SMR / Designation	MWC3853 / HNT53859
History	The construction of the adjacent railway obliterated the original turf-sided lock. The railway company rebuilt the lock chamber in brick in about 1838, and further repairs were undertaken by the river authority in 1944. The lock now contains a stepped weir, but the metal fixings for the upper lock gates are still visible.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains

WA no.	61
Date	From c.1710
Description	Withymead Lock
SMR / Designation	HNT55199
History	A turf sided lock, uniquely with a side stream to take excess flow from the top of the lock, rather than it flowing through vents in the top gates. Remains of the head and tail survive. Modern footbridge at head.
Significance	Nationally significant: Of the utmost importance as one of the original elements of the Navigation. A turf sided lock in a good state of preservation
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

APPENDIX 3

WA no.	62
Date	From c.1710
Description	Stoke Lock
SMR / Designation	HNT55197
History	Also known as Bishopstoke Lock. Originally a turf-sided lock with timber piles to protect the chamber and to prevent barges catching on the sides. Upper gates shown clearly in a late C19th drawing. Steel piling replaces turf sides, modern brickwork and sluices now in position of upper gates. Modern footbridge crosses the tail of the lock.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains

WA no.	63
Date	From c.1710
Description	Conegar Lock
SMR / Designation	HNT25925
History	<p>Also known as Stoke Conygar or Coneygear Lock; originally a turf sided lock with a brick toe to prevent erosion. Described in 1863 as ‘very delapidated’. A wooden occupation bridge was sited below the lock. The present footbridge at the tail of the lock is a modern replacement.</p> <p>Above the lock was a substantial set of hatches to supply the adjacent watermeadows. These were surveyed and photographed in 1971 but were not visible in 2005.</p>
Significance	Nationally significant: Of the utmost importance as one of the original elements of the Navigation. A turf sided lock in a good state of preservation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	64
Date	From c.1710
Description	Lockhouse Lock
SMR / Designation	HNT55194
History	Also known as Chickenhall Lock, it was distinguished by its attendant lock-keeper’s cottage, of which nothing can now be seen. Although heavily overgrown, masonry is still visible at the head and tail, including recesses for gates.
Significance	Nationally Significant: Of the utmost importance as one of the original elements of the Navigation. Although dry it is a turf sided lock in a good state of preservation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

APPENDIX 3

WA no.	65
Date	From c.1710
Description	Decoy Pond Lock
SMR / Designation	HNT55202
History	Turf sided lock described in 1863 as 'out of repair', the surviving masonry at the head and tail is heavily overgrown and suffering from damage by roots etc.
Significance	Nationally significant: Of the utmost importance as one of the original elements of the Navigation. Although dry it is a turf sided lock in a good state of preservation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	66
Date	From c.1710
Description	Sandy Lock
SMR / Designation	HNT55201
History	Turf sided lock with surviving masonry at head and tail, though severely damaged by vegetation. Used as a dump for barbed wire from the adjacent airport.
Significance	Nationally significant: Of the utmost importance as one of the original elements of the Navigation. Although dry it is a turf sided lock in a good state of preservation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	67
Date	From c.1710
Description	Mansbridge Lock
SMR / Designation	MSH1858
History	A turf sided lock, dry on inspection in 2005. Weir apparently replaces gates; entire chamber now completely overgrown and filled with reeds etc.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation of surviving historic remains • Removal of vegetation

WA no.	68
Date	From c.1710 and 1862
Description	Woodmill seacock
SMR / Designation	MSH374
History	Sea lock reconstructed in 1829 providing three pairs of gates to prevent salt water flowing into the Navigation when there were very high tides. A wooden bridge carried traffic over the lock. Nothing is to be seen of the lock now, although its site and Woodmill itself are visible.
Significance	Regionally significant: Of the utmost importance as one of the original elements of the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Investigation of surviving structures

APPENDIX 3

WA no.	88
Date	c.1760
Description	Wharf Bridge
SMR / Designation	
History	The oldest bridge on the Navigation, constructed during the days of commercial traffic.
Significance	Regionally significant: Important as one of the bridges in place during time of commercial traffic on the Navigation. A popular access point and landmark.
Issues	<ul style="list-style-type: none"> • Protection and preservation through statutory control • Pursuit of Listed Building status

WA no.	109
Date	c.1942
Description	Modern sluices near Wharf Bridge
SMR / Designation	
History	Probably installed by Ministry of Agriculture Hampshire Rivers Catchment Board to replace older mechanisms in order to reclaim valuable agricultural land during WW2.
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	110
Date	Mid C20th
Description	College Boathouse
SMR / Designation	
History	Boat club formed in 1867; original boat house on opposite side of Navigation to the present building. Boathouse built on site of former Scard's Wharf (Southampton Canal Society web page).
Significance	Locally significant: Part of the recreational aspect of the Navigation, and part of a long history of rowing by the College on the waterway.
Issues	<ul style="list-style-type: none"> • Continued use and maintenance

WA no.	111
Date	c.1950
Description	'New Barge Cottages' adjacent to College boathouse
SMR / Designation	
History	Sited on former Scard's Wharf (Southampton Canal Society web page).
Significance	Neutral: part of the ongoing development of this end of the Navigation.
Issues	<ul style="list-style-type: none"> • Development control

WA no.	112
Date	C20th
Description	Modern houses along Domum Road
SMR / Designation	
History	Late C20th houses built on banks of Navigation at Domum Road.
Significance	Neutral: part of the ongoing development of this end of the Navigation; a modern intrusion.
Issues	<ul style="list-style-type: none"> • Development control

APPENDIX 3

WA no.	113
Date	C20th
Description	Remains of bridge abutments
SMR / Designation	
History	Timber footbridge demolished 1976 (Southampton Canal Society 1977 survey)
Significance	Neutral: site of former footbridge to playing fields.
Issues	•

WA no.	114
Date	C20th
Description	Modern sluice
SMR / Designation	
History	Probably installed by Ministry of Agriculture Hampshire Rivers Catchment Board to replace older mechanisms in order to reclaim valuable agricultural land during WW2.
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	115
Date	Early C20th
Description	Revetment
SMR / Designation	
History	Example of successive phases of revetment in brick and concrete.
Significance	Neutral: Important for understanding where erosion is occurring and what methods of revetment have been unsuccessful in the past. Not historically significant.
Issues	• Sympathetic revetment solution required

WA no.	116
Date	1891 - 1966
Description	Railway bridge
SMR / Designation	
History	Bridge over the Navigation for the railway line between Winchester and Shawford Junction.
Significance	Locally significant: An important juxtaposition of the Navigation and its later rival the railway.
Issues	•

WA no.	117
Date	1990s
Description	Culvert under A33 and M3
SMR / Designation	
History	A33 originally bridged the Navigation, but a 1992 report (Southampton University Industrial Archaeology Group) states that contractors on the M3 extension at Twyford Down had illegally culverted the waterway, rather than building a bridge over it.
Significance	Locally significant: An important aspect in the history of the Navigation and its struggle to compete with different forms of transport, ultimately being blocked by a modern road.
Issues	•

APPENDIX 3

WA no.	118
Date	Drain possibly part of post medieval watermeadow system
Description	Footbridge and culvert at Twyford End Lane
SMR / Designation	
History	Modern footbridge over brick lined drainage channel at Twyford Lane end.
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Interpretation

WA no.	119
Date	C20th
Description	Footbridge at Twyford End Lane
SMR / Designation	
History	Modern timber footbridge near confluence of River Itchen and Navigation.
Significance	Locally significant: Important aspect of modern recreational use of the waterways.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Interpretation

WA no.	120
Date	C20th
Description	Sluice at Tumbling Bay
SMR / Designation	
History	Probably installed by Ministry of Agriculture Hampshire Rivers Catchment Board to replace older mechanisms in order to reclaim valuable agricultural land during WW2. Feeds Twyford Drain.
Significance	Locally significant: An important element of the water management system in and around the Navigation, here replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	121
Date	Possibly part of post medieval watermeadow system
Description	Drain south of Tumbling Bay
SMR / Designation	
History	Drainage channel off Navigation south of Tumbling Bay.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	122
Date	C20th
Description	Wooden bench
SMR / Designation	
History	Simple timber bench on footpath, possibly a favoured place for fishing.
Significance	Neutral: An example of how the Navigation is used for recreation.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Prevention of erosion of banks around bench • Prevention of clutter

APPENDIX 3

WA no.	123
Date	C20th
Description	Sluices
SMR / Designation	
History	Probably installed by Ministry of Agriculture Hampshire Rivers Catchment Board to replace older mechanisms in order to reclaim valuable agricultural land during WW2.
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	124
Date	Late C20th
Description	Stile
SMR / Designation	
History	Modern fence and stile at field boundary.
Significance	Neutral: A modern obstacle across the footpath.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Prevention of erosion of footpath

WA no.	125
Date	Ongoing
Description	Erosion
SMR / Designation	
History	Example of erosion of bank from cattle drinking at waters edge.
Significance	Neutral: Important for understanding where and how erosion is occurring. Not historically significant.
Issues	<ul style="list-style-type: none"> • Sympathetic revetment solution required

WA no.	126
Date	C19th
Description	Drains
SMR / Designation	
History	Brick arches over overgrown drainage channels in meadow system north of Compton Lock.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	127
Date	C20th
Description	Gates
SMR / Designation	
History	Modern kissing gate on footpath at field boundary.
Significance	Neutral: A modern obstacle across the footpath.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Prevention of erosion of footpath

APPENDIX 3

WA no.	128
Date	C19th
Description	Drain
SMR / Designation	
History	Brick arch over overgrown drainage channels in meadow system north of Compton Lock.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	129
Date	C20th
Description	Brick structure
SMR / Designation	
History	Brick structure containing drain or culvert; probably C20th brickwork linked to Ministry of Agriculture drainage improvements.
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	130
Date	C20th
Description	Timber steps
SMR / Designation	
History	Modern timber steps from footpath down into meadows.
Significance	Locally significant: Important for public access to and from Navigation and adjacent historic watermeadows.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Prevention of erosion of footpath

WA no.	131
Date	C20th
Description	Garden features
SMR / Designation	
History	Example of typical private jetties / decking encroaching into Navigation.
Significance	Neutral: visually intrusive but an example of how the Navigation has changed over time.
Issues	<ul style="list-style-type: none"> • Development control

WA no.	132
Date	Ongoing
Description	Silting
SMR / Designation	
History	Example of silting of bank north of Shawford Bridge.
Significance	Neutral: Important for understanding where silting is occurring. Not historically significant.
Issues	<ul style="list-style-type: none"> • Investigation of sympathetic solutions

APPENDIX 3

WA no.	133
Date	From 1795
Description	Footbridge
SMR / Designation	
History	Iron structure dates from 1795 (Southampton Canal Society 1977 survey). Modern timber handrails etc.
Significance	Locally significant: Important for access along the Navigation.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Interpretation

WA no.	134
Date	From c.1880
Description	Shawford Bridge
SMR / Designation	
History	Iron span bridge typical of those installed by Highway Board once the Navigation fell into disuse and stopped maintaining its bridges
Significance	Locally significant: Important for access along and across the Navigation and a direct result of the failure of the waterway.
Issues	<ul style="list-style-type: none"> • Continued maintenance

WA no.	135
Date	C20th
Description	Sampling station
SMR / Designation	
History	Modern water sampling station and associated electrical installation.
Significance	Neutral
Issues	<ul style="list-style-type: none"> •

WA no.	136
Date	Late C19th
Description	Cottages and kissing gate
SMR / Designation	
History	Cottages c.1880 – not shown on 1869 OS. Built just after effective disuse of Navigation.
Significance	Neutral: An example of the ongoing development of the villages around the Navigation. Not directly associated with the waterway.
Issues	<ul style="list-style-type: none"> •

WA no.	137
Date	Early C20th
Description	Remains of bridge
SMR / Designation	
History	Remains of concrete columns for simple footbridge.
Significance	Neutral: Part of a simple structure giving access across the waterway.
Issues	<ul style="list-style-type: none"> •

APPENDIX 3

WA no.	138
Date	Ongoing
Description	Breach
SMR / Designation	
History	Example of breach in banks of Navigation.
Significance	Neutral: Important for understanding where breaches occur and what methods of revetment have been unsuccessful in the past. Not historically significant.
Issues	<ul style="list-style-type: none"> • Sympathetic revetment solution required • Continued maintenance

WA no.	139
Date	C20th
Description	Malm Bridge
SMR / Designation	
History	Modern steel girder bridge spanning Navigation at farm buildings north of the Malms.
Significance	Neutral: Modern structure giving access across the waterway.
Issues	<ul style="list-style-type: none"> • Continued maintenance and public access

WA no.	140
Date	C21st
Description	Restored footpath
SMR / Designation	
History	Area of footpath restored, presumably following breach and flooding of footpath.
Significance	Neutral: Part of the ongoing use and maintenance of the footpath.
Issues	<ul style="list-style-type: none"> • Continued maintenance

WA no.	141
Date	Possibly part of post medieval watermeadow system with C19th alterations.
Description	Drain
SMR / Designation	
History	Drain running under footpath, C19th and C20th masonry either side. Possibly part of watermeadow system.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	142
Date	1989
Description	Garden
SMR / Designation	
History	Hawksley Corner Memorial Garden opened 1989.
Significance	Locally significant: A quiet corner not directly linked to the Navigation, but reflects the modern recreational and social use of the waterway.
Issues	<ul style="list-style-type: none"> • Continued maintenance for public enjoyment

APPENDIX 3

WA no.	143
Date	C20th
Description	Otterbourne Waterworks
SMR / Designation	
History	Otterbourne waterworks and associated pipes, sluices and mechanisms, south of Malm Lock.
Significance	Neutral: An example of the ongoing importance of the waterway to everyday life.
Issues	•

WA no.	144
Date	C20th
Description	Bridge
SMR / Designation	
History	Bridge carrying pipes etc across Navigation at Otterbourne waterworks.
Significance	Neutral: Connected to the Otterbourne waterworks.
Issues	• Continued maintenance

WA no.	145
Date	C20th
Description	Revetment
SMR / Designation	
History	Modern piled revetment between College Mead Lock and Brambridge Lock.
Significance	Neutral: Important for understanding where erosion is occurring and what methods of revetment have been unsuccessful in the past. Not historically significant.
Issues	<ul style="list-style-type: none"> • Sympathetic revetment solution required • Continued maintenance

WA no.	146
Date	C20th
Description	Fishermen's hut
SMR / Designation	
History	Wicker / hurdle built hut used as fishermen's shelter.
Significance	Neutral: Of significance as an unobtrusive example of how the waterway is used today for recreational purposes.
Issues	<ul style="list-style-type: none"> • Continued maintenance • Control of clutter (restrict numbers / spacing of such huts)

WA no.	147
Date	Late C20th
Description	Downs Bridge
SMR / Designation	
History	Modern steel and concrete accommodation bridge.
Significance	Neutral: A modern bridge demonstrating the need for access across the waterway.
Issues	•

APPENDIX 3

WA no.	148
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Channel off Navigation north of Brambridge Lock
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	149
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Drain to watermeadow system north of Kingfisher Lodge. Modern timber footbridge and protective piling across inlet channel.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	150
Date	C20th
Description	Footbridge
SMR / Designation	
History	Footbridge over side stream or drain at Kingfisher Lodge.
Significance	Locally significant: Important for public access along the footpath.
Issues	<ul style="list-style-type: none"> • Continued maintenance

WA no.	151
Date	C20th / C21st
Description	Fence
SMR / Designation	
History	Modern shiplap fence panels used to screen view of private properties across the Navigation from the footpath.
Significance	Negative: detracts from the views of the waterway and feeling of open space.
Issues	<ul style="list-style-type: none"> • Seek removal of fencing

WA no.	152
Date	From c.1880
Description	Brambridge Bridge
SMR / Designation	
History	Locally significant: Iron span bridge typical of those installed by Highway Board once the Navigation fell into disuse and stopped maintaining its bridges.
Significance	Important for access along and across the Navigation and a direct result of the failure of the waterway.
Issues	<ul style="list-style-type: none"> • Continued maintenance

APPENDIX 3

WA no.	153
Date	C20th
Description	Footbridge
SMR / Designation	
History	Bridge on narrow section of footpath where River and Navigation run closely in parallel.
Significance	Locally significant: Important for public access along the footpath.
Issues	<ul style="list-style-type: none"> Continued maintenance

WA no.	154
Date	C20th
Description	Duckboards
SMR / Designation	
History	Duckboards used as pathways in private fishing area.
Significance	Neutral: Example of adaptation of waterway to recreational use.
Issues	<ul style="list-style-type: none"> Continued maintenance Control of clutter (restrict amount if possible)

WA no.	155
Date	C20th
Description	Revetment
SMR / Designation	
History	Example of two different types of revetment – interlocking metal sheet and timber sleepers – used above Allbrook.
Significance	Neutral: Important for understanding where erosion is occurring and what methods of revetment have been unsuccessful in the past. Not historically significant.
Issues	<ul style="list-style-type: none"> Sympathetic revetment solution required Continued maintenance

WA no.	156
Date	Ongoing
Description	Erosion
SMR / Designation	
History	Example of erosion occurring north of Allbrook.
Significance	Neutral: Important for understanding where and how erosion is occurring. Not historically significant.
Issues	<ul style="list-style-type: none"> Sympathetic revetment solution required Continued maintenance

WA no.	157
Date	C20th
Description	Bench
SMR / Designation	
History	Example of simple timber bench used for fishing in Navigation north of Allbrook.
Significance	Neutral: Example of adaptation of waterway to recreational use.
Issues	<ul style="list-style-type: none"> Control of clutter Prevention of erosion around bench

APPENDIX 3

WA no.	158
Date	C20th
Description	Revetment
SMR / Designation	
History	Example of shuttered concrete revetment of Navigation banks north of Allbrook.
Significance	Neutral: Important for understanding where erosion is occurring and what methods of revetment have been unsuccessful in the past. Not historically significant.
Issues	<ul style="list-style-type: none"> • Sympathetic revetment solution required • Continued maintenance

WA no.	159
Date	C20th
Description	Revetment
SMR / Designation	
History	Example of heavy-duty revetment of bank of Navigation at industrial yard in Allbrook.
Significance	Negative: Example of modern encroachment into the Navigation.
Issues	<ul style="list-style-type: none"> • Sympathetic revetment solution required • Continued maintenance

WA no.	160
Date	1950
Description	Footbridge
SMR / Designation	
History	Ham Bridge built in 1950 reputedly to replace last original wooden bridge along waterway (Southampton Canal Society 1977 survey)
Significance	Locally significant: Historical access point across Navigation to watermeadows.
Issues	<ul style="list-style-type: none"> • Continued maintenance

WA no.	161
Date	C20th
Description	Garden features
SMR / Designation	
History	Example of encroachment of modern garden features onto banks of Navigation.
Significance	Neutral: Example of adaptation of waterway to recreational use.
Issues	<ul style="list-style-type: none"> • Development control

WA no.	162
Date	From 1839 to c.1944
Description	Bridges
SMR / Designation	
History	Railway between Southampton and Winchester opened in 1839; a brick single arch bridge was constructed over the towpath and Navigation. The railway line was twice subsequently widened, latterly using concrete span bridges.
Significance	Locally significant: Important juxtaposition of two transport networks.
Issues	<ul style="list-style-type: none"> •

APPENDIX 3

WA no.	163
Date	C20th
Description	Sluice
SMR / Designation	
History	Probably installed by Ministry of Agriculture Hampshire Rivers Catchment Board to replace older mechanisms in order to reclaim valuable agricultural land during WW2.
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	164
Date	C20th
Description	Revetment
SMR / Designation	
History	Example of revetment; concrete filled sandbags with timber edging.
Significance	Neutral: Important for understanding where erosion is occurring and what methods of revetment have been unsuccessful in the past. Not historically significant.
Issues	<ul style="list-style-type: none"> • Sympathetic revetment solution required • Continued maintenance

WA no.	165
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Side stream or drain running off Navigation above Stoke Lock. Modern structure over.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	166
Date	From c.1880
Description	Stoke Bridge
SMR / Designation	
History	Iron span bridge typical of those installed by Highway Board once the Navigation fell into disuse and stopped maintaining its bridges.
Significance	Locally significant: Important for access along and across the Navigation and a direct result of the failure of the waterway.
Issues	<ul style="list-style-type: none"> • Continued maintenance

WA no.	167
Date	C20th
Description	Ford
SMR / Designation	
History	Modern concrete ford linking two fields across Navigation.
Significance	Neutral: An example of how the Navigation has been adapted for modern requirements.
Issues	<ul style="list-style-type: none"> •

APPENDIX 3

WA no.	168
Date	Modern
Description	Footbridge
SMR / Designation	
History	Modern steel and timber footbridge across Navigation at Fish House Bay.
Significance	Locally significant: Important for public access along Navigation.
Issues	<ul style="list-style-type: none"> Continued maintenance

WA no.	169
Date	C20th
Description	Track
SMR / Designation	
History	Earth causeway across Navigation to fields.
Significance	Neutral: Example of adaptation of waterway for modern requirements.
Issues	<ul style="list-style-type: none">

WA no.	170
Date	C20th
Description	Track
SMR / Designation	
History	Farm track across infilled Navigation
Significance	Neutral: Example of adaptation of waterway for modern requirements.
Issues	<ul style="list-style-type: none">

WA no.	171
Date	C20th
Description	Pipeline
SMR / Designation	
History	Marker posts indicating position of 42" gas pipeline.
Significance	Neutral: Intrusion of modern requirements into path of Navigation.
Issues	<ul style="list-style-type: none">

WA no.	172
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Drainage channel now with modern concrete surround.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> Interpretation Preservation through continued use

WA no.	173
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Drainage channel now with modern concrete surround.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> Interpretation Preservation through continued use

APPENDIX 3

WA no.	174
Date	C19th / C20th
Description	Brick structures
SMR / Designation	
History	Possible former site of Cow Pasture Bridge (Southampton Canal Society 1977 survey)
Significance	Locally significant: Possible site of historic crossing point over Navigation.
Issues	•

WA no.	175
Date	C20th
Description	Drain
SMR / Designation	
History	Outfall drain from Southampton Eastleigh airport
Significance	Neutral: Example of modern encroachment into Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	176
Date	1970s
Description	M27
SMR / Designation	
History	Intersection of Itchen Navigation and M27 motorway – diversion of footpath away from original line of towpath.
Significance	Locally significant: Juxtaposition of modern transport methods (including aircraft overhead) and derelict Navigation.
Issues	• Interpretation

WA no.	177
Date	Late C20th
Description	Bridge
SMR / Designation	
History	Modern timber footbridge near Mansbridge Lock.
Significance	Locally significant: Important for public access along footpath.
Issues	• Continued maintenance

WA no.	178
Date	c.1710
Description	Confluence of River Itchen and Navigation
SMR / Designation	
History	Confluence of the River Itchen and Itchen Navigation north of Mansbridge.
Significance	Locally significant: Important for understanding the difference between Navigation and River; one of the new cuts of the Itchen Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Clearance of vegetation

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WA no.	179
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Channel off Navigation east of Woodmill.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	180
Date	Possibly part of post medieval watermeadow system
Description	Drain
SMR / Designation	
History	Channel off Navigation east of Woodmill.
Significance	Locally significant: An important element of the water management system in and around the Navigation.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	181
Date	C19th
Description	Sluice
SMR / Designation	
History	Sluice with brick surround c.C19th..
Significance	Locally significant: An important element of the water management system in and around the Navigation, possibly replacing an older feature.
Issues	<ul style="list-style-type: none"> • Interpretation • Preservation through continued use

WA no.	182
Date	C20th / C21st
Description	Modern items
SMR / Designation	
History	Example of modern additions to towpath at Riverside Park, Woodmill. Items include litter bins, signage, bollards and barriers.
Significance	Neutral: ephemera associated with the public park.
Issues	<ul style="list-style-type: none"> • Control of clutter • Continued maintenance