

ISLE OF WIGHT REGENERATION PROGRAMME - NEWPORT HARBOUR HISTORIC AREA ASSESSMENT



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SUMMARY

Newport is the county town of the Isle of Wight. It is located slightly to the north of the centre of the Island, at the head of the navigable section of the River Medina, which flows northward to Cowes and the Solent. Historically, the town focussed on its medieval quay, sited at the junction of the Medina and the Lukely Brook. Newport Quay supplied the majority of goods for the island, with warehouses lining the waterside along Sea Street. With the building of the Newport and Ryde Railway, the quay slowly expanded along the marshy banks of the Medina, taking advantage of the marginally deeper water. However, the silted and tide-dependent upper reaches of the navigable Medina could not compete with the improving facilities at Cowes, as well as the duality of containerisation and motorised transport, and by the 1960s, the quay, like many others of its ilk, was in decline. Some commercial use continues, but the emphasis today is on leisure.

CONTRIBUTORS

This report was written by Rob Scourfield, with contributions by Brian Greening, Bill Shepard, Peter Foster, Wayne Prichett, and Christopher Dodd . It draws heavily on the publications of Brian Greening and Bill Shepard, both of whom - like Wayne Prichett - have an enviable and long-standing knowledge of their town and harbour. All errors within this report are entirely the author's.

ACKNOWLEDGEMENTS

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DATE OF SURVEY

24th - 28th July 2017.

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1. PREFACE

This Historic Area Assessment was commissioned by the Isle of Wight Council in order to help guide future proposals for the redevelopment of Newport Quay. The HHA conforms to guidance set out by Historic England (*Understanding Place - Historic Area Assessments 2017*) and is a level 3 (detailed) analysis of the heritage interest of the area. The principal focus is on the historic built environment.

2. THE SITE

Figure 1 shows the extent of the site of this Historic Area Assessment. To the south is the area of the medieval quay, including the sites of historic buildings cleared in the later C20, now represented by the Sea Street, Little London and County Hall car parks. The site extends along the west bank of the Medina from Little London to the Medina Riverside Park, bounded by River Way, including the industrial units on the river side. To the east, the site takes in the quays and extends north to Seaclose Park, bounded to the east by Fairlee Road, excluding the majority of the houses, the cemetery and filling station.

3. HISTORY

Prehistoric and Roman

Flint tools and cores of Palaeolithic, Mesolithic and Neolithic date have been discovered in various locations in and around town.

There is extensive evidence of Roman occupation, the Roman Villa to the south of the town discovered in 1926. The Roman cemetery at Hunnyhill points to a settlement of some size, conveniently located at a fording point across the Medina. It is possible that the Roman town is hidden beneath the existing streetscape and that the quayside areas were at its heart - a number of Roman coins were found during excavations for the gasworks in 1851 and the extending of the quay in 1907

Medieval

Newport was founded as a borough c. 1180 by Richard de Redvers, the lord of Carisbrooke Castle. The castle was the feudal centre of the Island, but the village of Carisbrooke could not easily be expanded and did not have immediate access to navigable water. Newport, reasonably flat and sited on the head of the Medina Estuary was much better suited to urban development. The medieval grid-pattern town comprises two long east-west streets and shorter parallel ones, and a north-

It is possible that Redvers removed the market from Carisbrook to Newport, which may explain the lack of a recorded early grant of a market or fairs for Newport. In 1280, Isabel de Fortibus claimed the revenue from the Saturday market and three-day annual fair, but there are no contemporary records of tolls in accounts of the town.

The lay subsidy of 1334 raised £7/5-0 from Newport, suggesting a sizeable town. This was reduced to 13s 6d in 1357 probably due to the ravages of plague. In 1377, the French attacked the Island and raided several towns, laying siege (unsuccessfully) to Carisbrook Castle. Newport was apparently destroyed and indeed, the town is not even recorded on the 1378 Poll Tax. Recovery was slow but sure, unlike other towns, such as Newtown and Brading - presumably a proportion of the population were able to shelter at Carisbrooke. The role of Newport as the economic hub of the island was thus strengthened.

Whilst the quay and market were no doubt among the earliest facilities of the new town, it is probable that Newport Quay had existed since Roman times and that the new borough was founded on an existing settlement. The diagonal line of Quay Street disrupts the typical grid-pattern of the town and it is possible that the street follows a pre-Norman route from the navigable limit of the Medina towards Carisbrook, retained when the town was laid out. It is likely that the quay was used to transport building materials to the castle during the C12 improvements of the castle in stone, or for the lavish work of Isabella de Fortibus from c. 1270.

Isabella Fortibus granted Newport the freehold of the land belonging to the town, this including the bed of the Medina up to the high water mark. This included the strip of land on the west bank, later developed as Little London (a late medieval or early post-medieval suburb), and the marshland (Ooze) and northward river banks upon which the eastern quays encroached later still.

C16 - mid C19

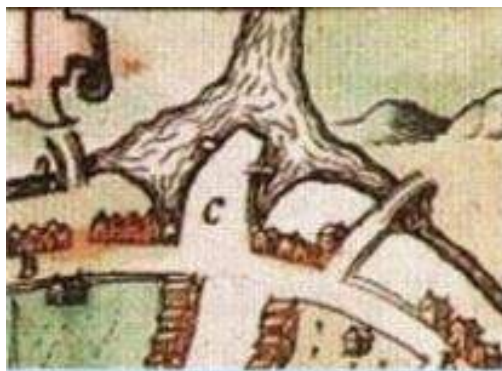


Figure 2 -extract from John Speed's map of Newport, 1611

Newport Quay is clearly shown on John Speed's map of Newport, drawn in 1611 (fig 2). The buildings along Sea Street - the precursors of the C18-19 warehouses - are shown - along with the bridge across the Lukely leading to Little London (its buildings

not shown), to the west. To the east is the long-demolished bridge over the Medina that led to the Ooze (today the site of the Town Quay and Riverside Centre). Newport.

In terms of the stone-built medieval quay itself. Speed shows a long tapering structure, little-changed by the date of John Rennie's plan of 1839,(for an unexecuted scheme of improvement, fig 3).

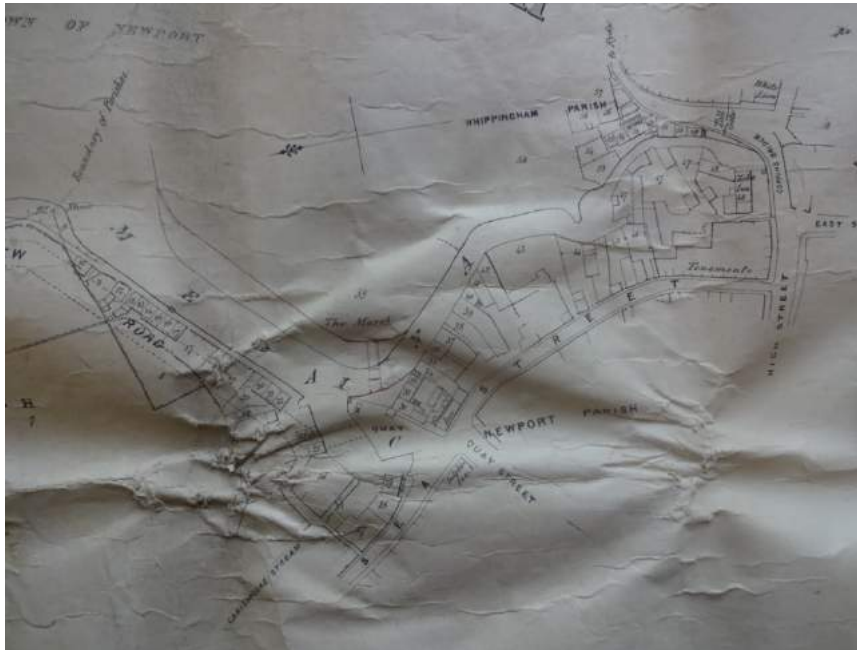


Figure 3 - Plan of Newport Harbour by John Rennie, 1839

Records as to early quay improvements are sparse. Repairs are mentioned in 1855, and in 1857, specifications were made in relation to underpinning the head and west side of the quay. No major change seems to have occurred - the 1862 Ordnance Survey shows an unchanged layout, shortly before alterations for the construction of the railway viaduct

Newport's population increased significantly during the C17 - however, the Borough was involved in litigation over a new quay built at Cowes, which was taking trade away from Newport. Sir John Oglander, writing in 1627 encouraged the growth of Cowes, noting that Newport, 'although poor, is full of pride'. It is very likely that the tide-bound quay at Newport prompted the developments downriver. In the 1620s, the Newport merchant, Robert Newland, built and launched ships at Cowes for the transatlantic trade.

By the later C18, Newport was a busy port. Albin (1799) noted that on the main market day, Saturday, some 200 wagons of grain were typically conveyed to Newport, some processed into flour and biscuits for the military hospital at Parkhurst, the rest exported. The grain was processed by the several mills on the upper

reaches of the Medina and Lukely. Brettell in 1844 noted that much of the grain was barged out to Cowes, for larger vessels to collect. Return journeys conveyed items such as coal, iron, timber and tea

Early development along the east bank of the Medina

By Speed's time, the Ooze was an authorised dumping ground for the townspeople. It had been enclosed with banks by the mid-C16, as recorded in the Royal Survey of 1559, when Richard James was lessee. The dump was accessed via the bridge shown by Speed. James was still there in 1584, when he was instructed to improve the boundaries to the east. In 1592, the Borough Book of Newport noted that the land 'called the Oase and sometyme hath ben overflowne with the sea and nowe woone and inclosed with a banke by the Town' was still occupied by James.

By the early C17, the March family, local merchants, leased the land, still used as a tip. In 1703, a lease made out to John Redstone mentions a mill along with the marsh and by 1710, the adjacent field was mentioned as Mill Close. The enclosed former dumping ground had become a mill pond, shown on a plan of 1758, the mill itself occupying the site of today's quay car park.

The mill, mentioned in a lease of 1723 as 'newly erected' is also described as having sluices, which reasonably suggests that the mill pond was tidal, sluice gates used to impound the water after high tides and release it to drive the mill. Redstone operated the corn mill in tandem with a warehouse in Sea Street, according to records of 1749. By 1792, the mill had ceased (although Rennie showed a bone mill existing here in 1839) and the banks of the pond in decay. The banks are shown in a drawing by Joseph Turner of 1795 (fig 4) and a late C18 painting by Horatio Bennett (fig 5). In the Bennett painting, the wooden piles of the broken earth and clay bank are visible, as is a small stilted cottage at the southern end of the former pond, marked on the 1845 Tithe Map for Whippingham parish.



Figure 4 - drawing of Newport by Joseph Turner, 1795

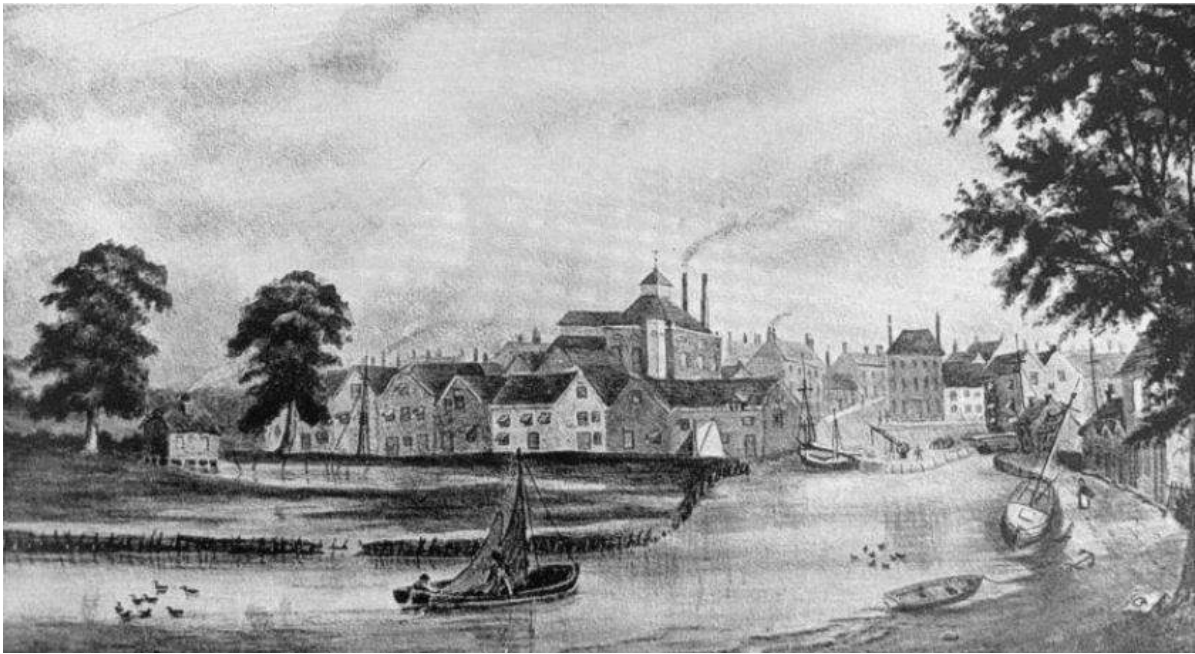


Figure 5 - late C18 painting of Newport by Horatio Bennett

In the painting of Newport harbour and quay by J. King of 1813 (fig 6) the former mill pond is shown as having been reclaimed and converted to pasture. The thatched building in the foreground (occupying the top of the present Hillside allotments) was apparently a brickyard that operated during the early C19.

In 1851, Newport Gasworks was established above the east bank of the Medina, the site now the Riverside Centre. Coal was initially brought in via barges from Medham. With the building of the gasworks came the first industrial expansion northwards of Newport along the Medina



Figure 6 - Newport Harbour and Quay by J.King, 1813

Early development along the west bank of the Medina

John Andrews' *Topographical Map of the Isle of Wight* (1769) provides a very informative inset map of Newport (fig 7). It shows the development along Little London to a different configuration to the present, with buildings - presumably mostly warehouses - set north and south of a small quay. The main thoroughfare was through the quay itself, leading north to the riverside path, an historic right of way. At this date, this section of the Lukely was open, with warehouses extending almost to the junction of Holyrood Street. In 1800, the Corporation permitted the area (now the Quay Arts Centre) to be piled and the river built over, excluding all but the smallest vessels to enter the Lukely. The new buildings became the stores and wharf for the brewery of Benjamin Mew (Mew and Langton's from 1878), which was located in Crocker Street. By the mid-C19, the brewery (closed 1969) was a massive operation.

Smith's *Plan of the town and borough of Newport* (c. 1830) shows the present road alignment at the south end of Little London, sharply turning behind the redeveloped wharf (fig 8)

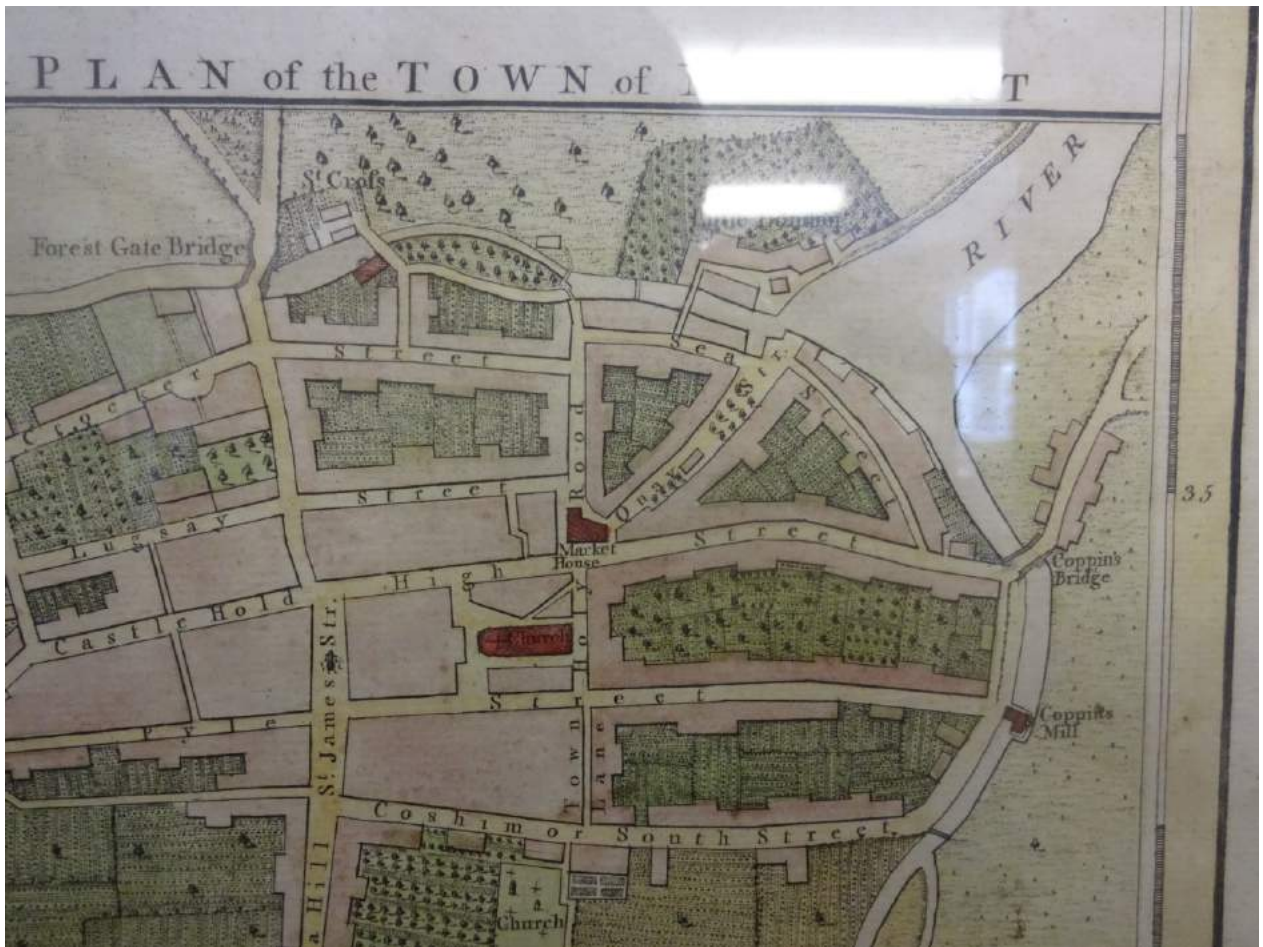


Figure 7 - inset from John Andrews' Topographical Map, 1769



Figure 8 - extract from Smith's map, showing Little London, c. 1830

John Rennie's plan of 1839 (fig 9) provides information on development further north. Alas, the map lacks the keyed schedule



Figure 9 - extract from John Rennie's plan of Newport Harbour, 1839

The property numbered 3 occupies the site of the present Odessa Boatyard including Riverside Cottage (dated 1773). The plan clearly shows a boathouse (which survives) and a jetty, both still shown on the 1908 Ordnance Survey. Further north, St Cross Cottages (demolished) had a jetty, shown on the 1898 Ordnance Survey, but not in 1908. The land here was originally owned by St Cross Priory, which was ceded to Winchester College in 1391, when the Shepard family were housed at St Cross Pier. The descendents of the Shepards were to play a major role in the development of Newport Quay.

The C18 and early C19 views illustrated above show the existence of cottages at Little London, the 1862 Ordnance Survey (fig 12) depicting three short terraces. Shepard and Greening note that in 1871, there was a total of 25 dwellings. All but two were demolished or abandoned shortly afterwards to accommodate the railway viaduct, the Derrick Store and the Model Stores.

Serious thought was given to dredging and deepening the Medina to allow steamers and larger vessels up to the Quay. A company was formed in 1841 with a view to obtaining an Act of Parliament to authorise the work. This raised local opposition and it was not until 1852 that the Medina River Navigation Act was passed, but by then the estimated costs of the work were prohibitive at £15,000 and little, if anything, was

done. An earlier scheme of 1838 by the civil engineer John Rennie, to improve the western side of the harbour by building a new road also came to nothing (fig 10)



Figure 10 - proposed improvements by John Rennie, 1839

A brickworks with three kilns is shown on the 1862 Ordnance Survey, north-west of the present Blackhouse Quay.

Redevelopment of Sea Street

The demolished warehouses on Sea Street (now the site of the County Hall Car Park) are clearly shown in Bennett's view. Like the surviving ones further west, the warehouses backed directly onto the water, the rear elevations with loading doors, some with distinctive shaped (bird-proof) iron ventilation grilles. The brick-built warehouses were of 3-4 storeys with gabled or half-hipped roofs, some (from 1970s photographs) still recognisable from Bennett's watercolour. The warehouses appear to date from the mid-later C18, a period of much rebuilding in the town. The Reform Wharf was located here, built after the Reform Act of 1832, overseen by the churchwardens for the benefit of the poor.

Nos 15 and 19 Sea Street fortunately survived demolition, now listed Grade II. They are shown in outline in King's painting of 1813, although the elevations themselves were reconstructed in the early-mid C19, incorporating the iron grilles, which are found elsewhere in town, e.g. the former brewery buildings in Crocker Street.

Both Bennett and King depict some of the Georgian brick houses along the south side of Sea Street, including the tall hip-roofed Dolphin Inn on the corner of Quay Street. The terrace originally extended west to Holyrood Street until demolition in the 1980s, the site now Sea Street Car Park



Figure 11 - 1970s view of the demolished Sea Street warehouses - the central three shown in Horatio Bennett's late C18 watercolour

By the time the railway viaduct was underway in 1875, Newport Quay had barely expanded beyond its medieval core. The viaduct that connected the Cowes and Newport Railway to Ryde, extended over the Medina immediately north of the medieval quay. This was an obvious impediment to the existing trade, despite the provision of the (troublesome) sliding railway bridge, designed to allow vessels up to the old quay. The 1862 Ordnance Survey (fig 12) is a 'snapshot in time' showing the quay prior to its re-focussing north of the new railway line.

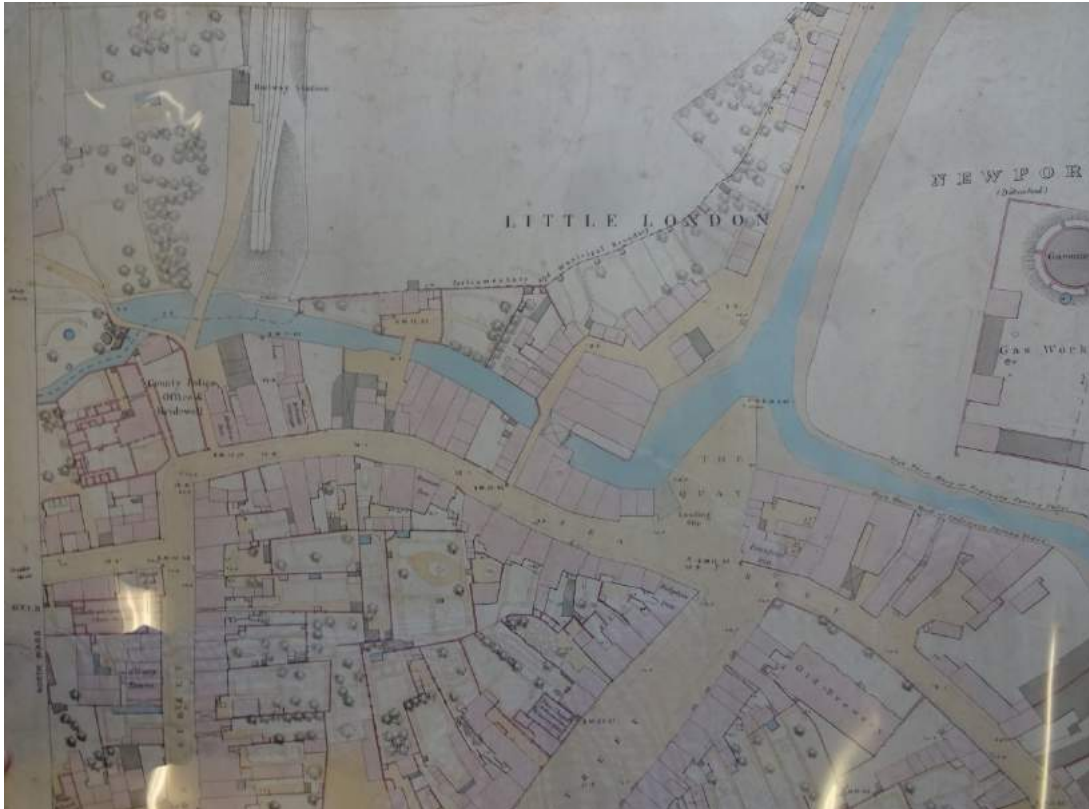


Figure 12 - extract from 1862 Ordnance Survey (c. Ordnance Survey)

Later C19 - mid C20

The Cowes-Newport Railway was completed in 1862. In 1875, the Newport-Ryde Railway opened, the whole served by a new station situated just west of Little London (this was rebuilt after a fire in 1874). The railway extension required getting trains across the Medina, necessitating the purchase of certain land at Newport Quay and in return, undertaking works on the quay, including the re-building of part of the old quay itself, and the extension of the quay northwards, along the east bank of the Medina, linked to the old quay via a swing-bridge that allowed barges up to the eastern arm of the quay.

The 1898 Ordnance Survey (fig 13) shows the quay as truncated in 1875, along with the swing bridge and extended quay. The new viaduct curved its way across the Quay, its position shown well in figure 14.



Figure 13 - extract from 1896 Ordnance Survey (c. Ordnance Survey)



Figure 14 -1967 aerial view (Newport Archives)

The viaduct was fitted with a sliding rail-track where it crossed the Medina, designed to allow taller vessels through (fig 15). However, the mechanism was notoriously slow to operate and the time-tables of the railway and tide inevitably incompatible. With a further swing-bridge separating the eastern arm of the quay, the latter inevitably entered decline.



Figure 15 - the sliding rail-track, c. 1970 (Newport Archives)

To the west (on the site of the present Little London car park), the iron foundry of Wheeler & Hurst was built, after 1886.

Expansion along the west bank

At the south end, in Little London itself, the Mew and Langton Brewery prospered, despite being on the upper side of the viaduct. The brewery, located at Crocker Street since at least 1814, was greatly expanded during the C19 and early C20, including the construction of a vast pneumatic malt-house in 1902. The brewery owned several pubs on both the Island and mainland. As the production increased, the brewery began operating their own fleet. They also devised a system for conveying cask beer down the Lukely to their wharf, placing lock-gates across the Lukely so that small boats could shuttle to and fro regardless of the tide. This was supplemented by a hoist located within the lock-gates linked to tramlines along the top of the quay wall, allowing for the barrels to be loaded/unloaded. The mechanism and tramlines may still be seen at the Quay Arts Centre (fig 16)



Figure 16 - barrel-hoist, Quay Arts Centre

The brewery buildings were much altered in 1917, associated with the strengthening of the road bridge over the Lukely. Between the brewery buildings and the new viaduct was the Rope Stores (fig 17), now joined to the Quay Arts Centre. This was built as a warehouse for Robert Croucher, who purchased the land from the railway company in 1884. The wedge-shaped plot accounts for the unusual tapered roof at the north end.



Figure 17 - The Rope Stores, 1980 (Newport Archives)

The quay developed north of the viaduct due to wise negotiations between the land-holding Shepard Brothers and the railway company. The Shepards emerged from the deal with a quay wall over the former foreshore, a store, and an important delivery contract. Just north of the viaduct, the Shepards built the Derrick Stores in 1887 facing over their new wharf. The building survives - much altered and extended - as the Bargeman's Rest. The building broke with the traditional riverside siting, due to the need to preserve the right of way along the foreshore. The derrick, a lifting device to hoist good over the path onto waiting vessels, survives. The stone river wall was repaired in 1910 and rebuilt in concrete in 1932 by Messrs J.T. Mackley Ltd. Three cottages to the south of the Derrick Stores - shown on the 1862 Ordnance Survey - remained (later used as workshops) until the later C20.

The unhindered deeper water north of the viaduct prompted the Shepards to expand further north, on the site of the present Carpenter's Quay apartments. The Shepards had pulled down the terrace of six houses and started piling a wharf, after 1871. They won a costly court case with the Corporation over land ownership, and built the Model Store on the site in 1895 (so-called due to its incorporation of various cargo-handling mechanisms, including a bracket crane). To the north of the Model Stores was built the Prince of Wales Wharf in 1925.

North of this was the former boatyard shown by Rennie in 1839, which was re-established and the wharf re-piled in 1883 as Bishop's (Odessa) Boatyard, for Henry Bishop, where mud-lighters were built. The Bishop family's land in 1903 included the yard, workshop, a house (the present St Cross Pier House) and four dwellings (St Cross Cottages). By 1920, the Bishops had established the Newport Motor Marine and General Engineering Company, with new premises catering for repairs to motor vessels. The river bank to the south was extended out towards the river considerably as a depot for Shell Mex/B.P., c. 1930.



Figure 18 - Derrick and Model Stores, c. 1910

Blackhouse Quay (so-called due to the local practice of tarring exposed house walls against the weather) was formed in the 1920s, shown on the 1938 Ordnance Survey (fig 19)



Figure 19 - Ordnance Survey 1907 (additions 1938) extract (c. Ordnance Survey)

The Corporation were involved in negotiating improvements to and extension northwards of Blackhouse Lane with various landowners in the 1920s, purchasing land from Winchester College in 1926. The land was originally made into a coal yard, used for gravel since 1927, a building to the south (demolished) later functioning as a brickworks. The brick warehouse to the north end was built in 1947 (by Sid Eyles for general goods and cattle-feed), and the entire Blackhouse Quay extended outwards and re-piled 1953-4.

The land to the west of Blackhouse Lane up to the railway line remained mostly undeveloped up to 1945, apart from some industrial buildings opposite Bishop's Boatyard, shown in aerial views of 1946. At the south end, to the rear of the Derrick Stores, was the Newport Electric Light Works, much of the derelict building still standing. This was built in 1900, supplying electricity to Newport and Cowes.



Figure 20 - Newport Quay, c. 1950.

Expansion along the east bank.

As stated above, the gas works was already established by 1851, but the river bank itself still comprised marsh and mud, with little in the way of walls. This changed when the railway came, necessitating the expansion of the quay northwards, walling the Medina bank. The 'New Quay' was built by the Ryde and Newport Railway Company, underway by April 1875 when the Isle of Wight Observer reported that the new quay would be five or six times the size of the existing, specifically 100 yards long and 14 feet 6 inches high.

The New Quay (originally accessed across the Medina via a swing bridge) ran as far as the river steps (south of the existing pontoon). The bridge (which gave constant trouble) provided the main road access to the quay, replaced in 1923 (by Orr, Watt & Co. of Glasgow) and in more recent years by the present bridge, which has a moveable deck. The present Harbourmaster's Office was built c. 1885 as stables for the Corporation.

By 1894, Alexander Sharpe & Co. timber merchants was leasing land north of the viaduct, the slat-sided timber-drying sheds (the site of the Riverside Centre) built shortly afterwards (fig 21). In 1937, a massive retort house was built at the gasworks.

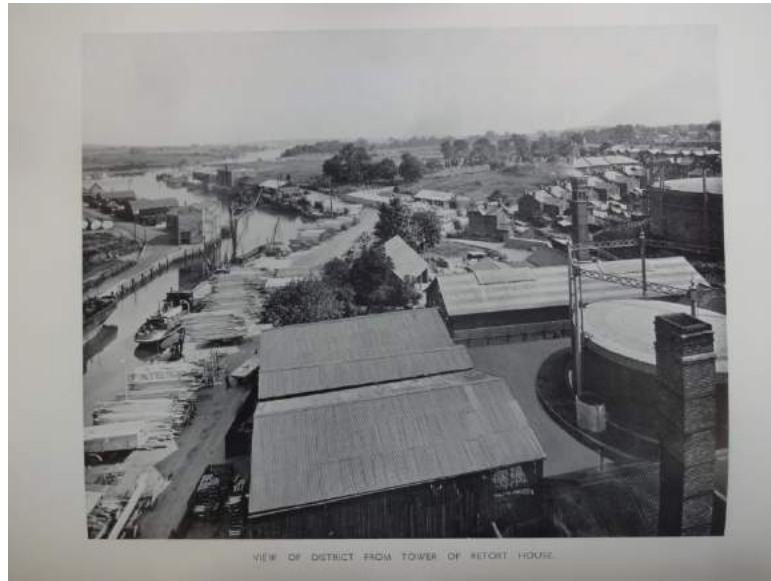


Figure 21 - Alexander Sharpe's drying-sheds, 1937



Figure 22 - New Quay, c. 1907

The next extension northwards (the Corporation Quay) was started in 1895 (completed February 1896), at the same time as the sewerage outfall works were in progress (the pump house now part of the Riverside Centre). This extended to the south boundary of the present Jubilee Stores car park, west of the town cemetery. A larger scheme was discussed, but the new extension had the convenience of a track connecting to Fairlee Road via the newly-built terrace of houses at Hillside, alongside which lay Quay House (now council offices), built in 1899 for the manager

of the sewage works. The extent of the new scheme is shown well on the 1898 Ordnance Survey (fig 23)

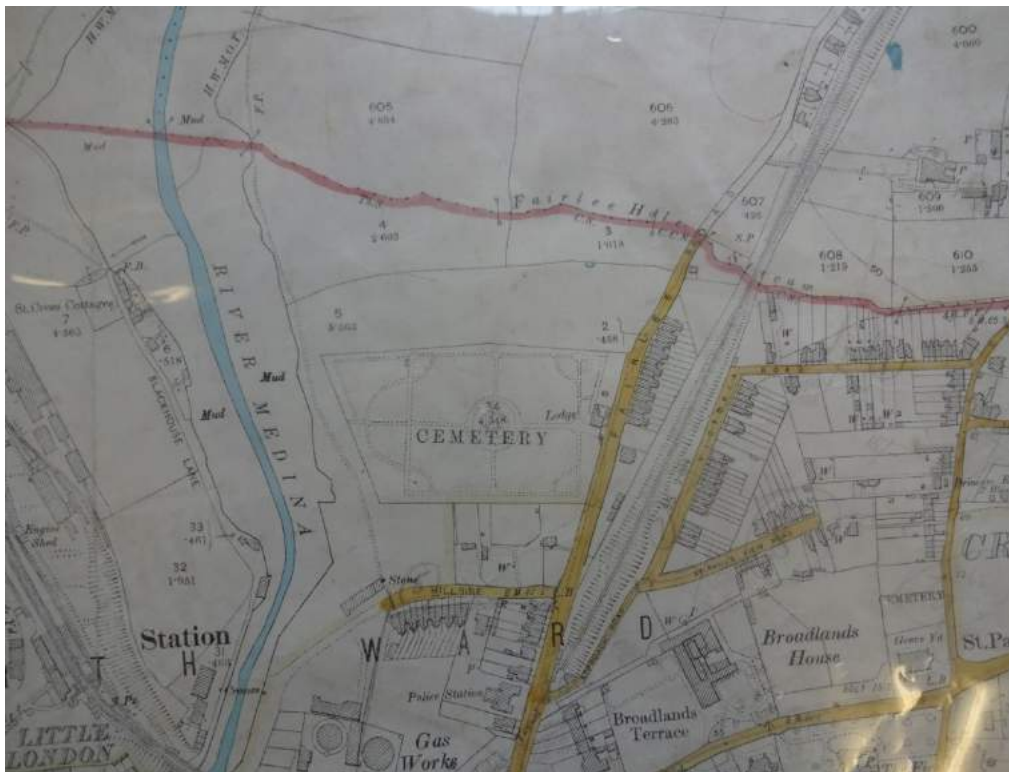


Figure 23 - extract from 1898 Ordnance Survey (c. Ordnance Survey)

A portion of land (the present car park) was enclosed as an oil depot for Shell Mex c. 1921, the tanks pumped with petrol from the oil vessels. Shell Mex surrendered their lease in 1933 and the site became the corporation goods yard, the loading platform on the east side for dealing with heavy goods. A corrugated shed to the north (demolished) was used for war lorries, then the local dust-carts. A weighbridge was built in 1933 (by Messrs Ross) west of the yard. This ceased use in 1989 and was removed in 2015.

The quay was extended further north 1907-08. The quay wall of concrete, was built by W.F. Williams of Newport, for £2068/16-8. There were lessons still to be learned from the previous phase, where mud had been used as backfill, resulting in continual ground settlement. A large section of William's wall collapsed in May 1907, the replacement provided with iron ties and backfilled with dry material.

Further extension was stalled due to protracted discussions with Newport Burial Board regarding the acquisition of land at the river end of the cemetery. In 1910-14, the third extension of the eastern quays was built, terminated by the slip north of the Jubilee Stores.

Some of the land was leased by James Thomas & Co., who built the surviving Jubilee Stores (fig 24) in 1922-24 as a store for Rank's flour (the cost of construction led to the building being sold to Crouchers in 1935). The long corrugated 'Green Store' to its south (demolished 1980s, now a car park) was built after 1924 for Messrs Crouchers (the upper floor of maple at the south end was requested by Tate & Lyle for sugar storage). The centre of the stores was used for general goods and at the north end was kept the rolls of newsprint for the *County Press*. The latter building (fig 25) signalled the age of the lorry, designed to provide eight loading bays on the landward side.



Figure 24 - Newport Quay c. 1910 showing Jubilee Stores under construction



Figure 25 - The Green Stores (B. Greening)

The next extension, South Seaclose Quay, was during the 1920s, the first building there being Morey's timber-drying shed, built 1928 (demolished), another built in 1934, still surviving, with its distinctive curved 'Belfast' roof. The brick warehouses with 'sawtooth' roofs were built in 1939 for the Vectis Shipping Company, for general goods, the single-storey warehouse opposite, in 1954. Vectis operated barges across the Solent and coasters across the U.K. The surviving crane was built in 1928, originally of 12-ton capacity (this complemented the 8-ton crane further south and the 4-ton crane at the head of the quay)

Finally, North Seaclose Quay (mostly occupied by the Premier Inn, built 2002) was formed by steel-sheet piling, in 1933, the contractors being J.T. Mackley of Shoreham. At this deepest end of Newport Harbour, boats of some 400 tons were able to berth.

As on the west side, most of the sea walls are of concrete with steel piling, (replacing the old stone walls at Little London), many lengths built during Corporation employment creation schemes in the 1920s. Piling into and disposing of mud was a perennial problem, as was the (ongoing) problem of ground-water draining down to the east side of the river, putting pressure against the new revetments, necessitating some rebuilding in 1949.

Seaclose Park

Seaclose Park was purchased by the County Council in 1924 for recreational use. A outdoor swimming pool (with changing rooms and flanking verandas (in simple Deco style - fig 26) was built 1934-36, the bowling green and pavilion in 1938. Tennis courts, a putting green and football/cricket pitches followed. The pool and original bowling green pavilion have gone.



Figure 26 - Seaclose Swimming Pool

Later C20

The growth of the car ferries, larger container vessels, lorry transport and the loss of the railway hastened the decline of Newport Quay. Until the 1960s, the harbour was dealing with over 200 vessels per annum. Much of the harbour shipping (except Vectis) became part of the nationalised British Road Services, the increasingly large ships unable to get up to Newport, resulting in double-handling of goods onto smaller barges from Medham or Cowes with resultant economic loss and manpower problems. By the late 1960s, Newport's trade had significantly declined and by the early 1980s, daily cargo services from Newport to the mainland had ceased.

The railway station was demolished in 1971, the viaduct in 1972-3, replaced by the road bridge that carries the A3054 (Medina Way) partly along the route of the former line. The new road cut off the eastern arm of the quay, the Medina covered with a concrete culvert.

The land between the former railway yard and Little London became populated by warehouses to the north of the power station (which itself became a warehouse prior to 1960), the land to the north developed later as the Riverway Industrial Estate. At Blackhouse Quay, a brickworks and aggregates yard were established. The site of the Model Stores and Prince of Wales Wharf was redeveloped as apartments (Carpenter's Quay) in 1991.



Figure 27 - Viaduct being demolished, c. 1973



Figure 28 - the Sea Street warehouses shortly prior to demolition

The Quay itself became neglected and run-down. The Sea Street warehouses on the east side of Medina were demolished in 1976, the land now forming County Hall car park. Similar clearance resulted in the present Little London car park, with houses cleared opposite to create the Sea Street Car Park.

On the east side of the Quay, the gas works was demolished in 1958 and in 1991, the Riverside Centre was built on its site, replacing the old timber sheds, but incorporating the pump house of the Sewage Works. The Green Stores was taken down, as well as Morey's timber stores of 1928.

The swimming pool at Seaclose Park was replaced by council offices in 1991, and North Seaclose Quay was developed for the Premier Inn, in 2002. The access road to the Premier Inn provided a new northern link to the riverside. The site of the model stores on the west bank was developed for the Carpenter's Quay apartments.

Perhaps the most successful story in this sad demise is the conversion of the brewery buildings and Rope Store in Little London as the Quay Arts Centre. This was the brainchild of Anne and Nigel Lewington, who began operating the I.O.W visual arts centre there in 1982. The buildings were completely (and well) refurbished 1997-8, taking in the Rope Stores (Tony Fretton Architects). The operation also includes the Jubilee Stores on the other side of the Medina. This stemmed the demolition of the quayside buildings and has injected life back into the Quay area, as has the redevelopment of the Derrick Stores as the Bargeman's Rest, in 2002 and

the modern facilities of the Odessa Boatyard. In terms of commerce, Blackhouse Quay is the only active quay remaining, trading in aggregates.

4. HERITAGE DESIGNATIONS

Landscape and archaeology

Whilst there are no scheduled ancient monument within the site, there are a number of non-statutory designations and features that are material planning considerations.

The Isle of Wight Historic Landscape Characterisation was produced in 2008 by the Isle of Wight County Council, a GIS-based archaeological method for defining the historic and archaeological dimensions of the present-day landscape. Within the landscape character areas, Newport falls within the Northern Lowlands section.

The HLC forms the broad context to the Historic Environment Record, the Island's most comprehensive source of information on all aspects of the historic environment, from the earliest evidence of humans to the present day. The Isle of Wight HER comprises a computerised database linked to a Geographic Information System (GIS), complemented by documentary archives and historic maps as well as extensive collections of aerial photographs and an archaeological library. The HER is updated continuously as fieldwork is undertaken and as new information comes to hand. It currently contains information on almost 15,000 sites, including archaeological monuments and find-spots, historic buildings, coastal, maritime, military and industrial sites, parks and gardens, and landscape features. The sites (as at the present time) are listed within the character areas below

The Historic England funded Extensive Urban Study of Newport (1999, part of a national programme) contains valuable information on the development and archaeological potential of Newport in the form of an assessment, complemented by a strategy. The strategy defines four categories of archaeological potential, these being material in terms of the planning process. Within the site, the Quay area is defined as *an area of high archaeological potential* and Sea Street car park forms part of the designation of the town centre as *an area of archaeological potential*. These designations are shown on the area maps below.

Buildings

There are seven listed buildings of special architectural and historic interest within the site, all listed Grade II. These have statutory protection and include:-

- 23 Fairlee Road
- 19-21 Fairlee Road
- Quay wall formerly below nos. 21-25 and 27-35 Sea Street
- Quay wall and slipway on north side of Sea Street

- 19 Seat Street
- 15 Sea Street
- Two blocks of warehouses adjoining No. 15 and adjacent to viaduct to north side of river.

The County Council maintain a Local List, identifying buildings of local importance and distinctiveness. As well as fostering local awareness and pride, such buildings guide the planning process. One building is included within the site:-

- Warehouse (former A.B. Cooke - former power station)

Conservation Area

Newport Conservation Area (of special architectural or historic interest) was designated in 1969, amended in 2007, when a character appraisal was published. The 2007 boundary is shown in figure 29. Only the area of the old Quay and Sea Street car park fall within the conservation area.

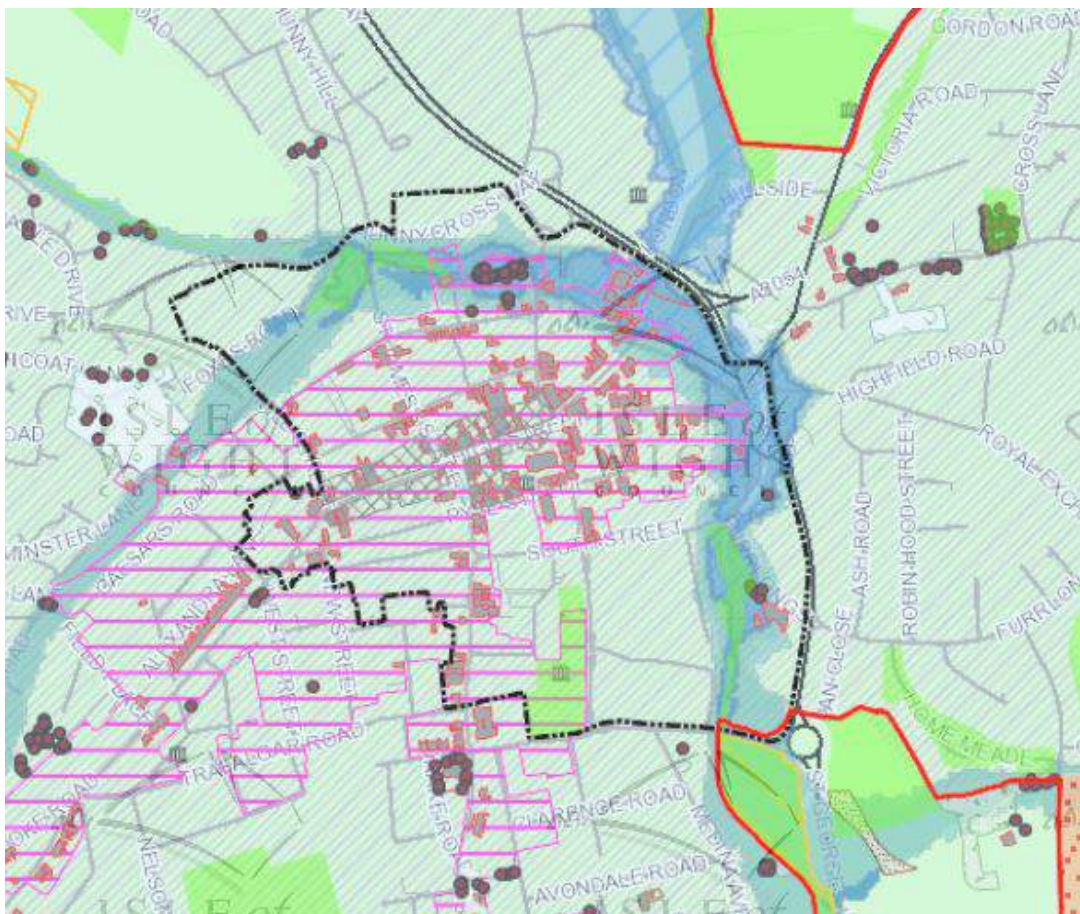


Figure 29 - Newport Conservation Area (pink hatching) boundary, 2007

5. CHARACTER AREAS

For ease of reference, the site has been divided into 5 character areas (see fig. 30) Having established the history and development of Newport Quay, each character area will contain a gazetteer of historic assets, their importance broadly assessed in terms of integrity, significance, vulnerability and condition. This assessment will be underpinned by the values-based approach to significance as set out in the Historic England Conservation Principles, these comprising evidential, historical, communal and aesthetic. The historic assets include those statutorily protected, local designations and items on the Isle of Wight Historic Environment Record (IWHER).

Areas 3 and 5 lie outside of the Quay proper, and contain few heritage assets. They will be discussed summarily.

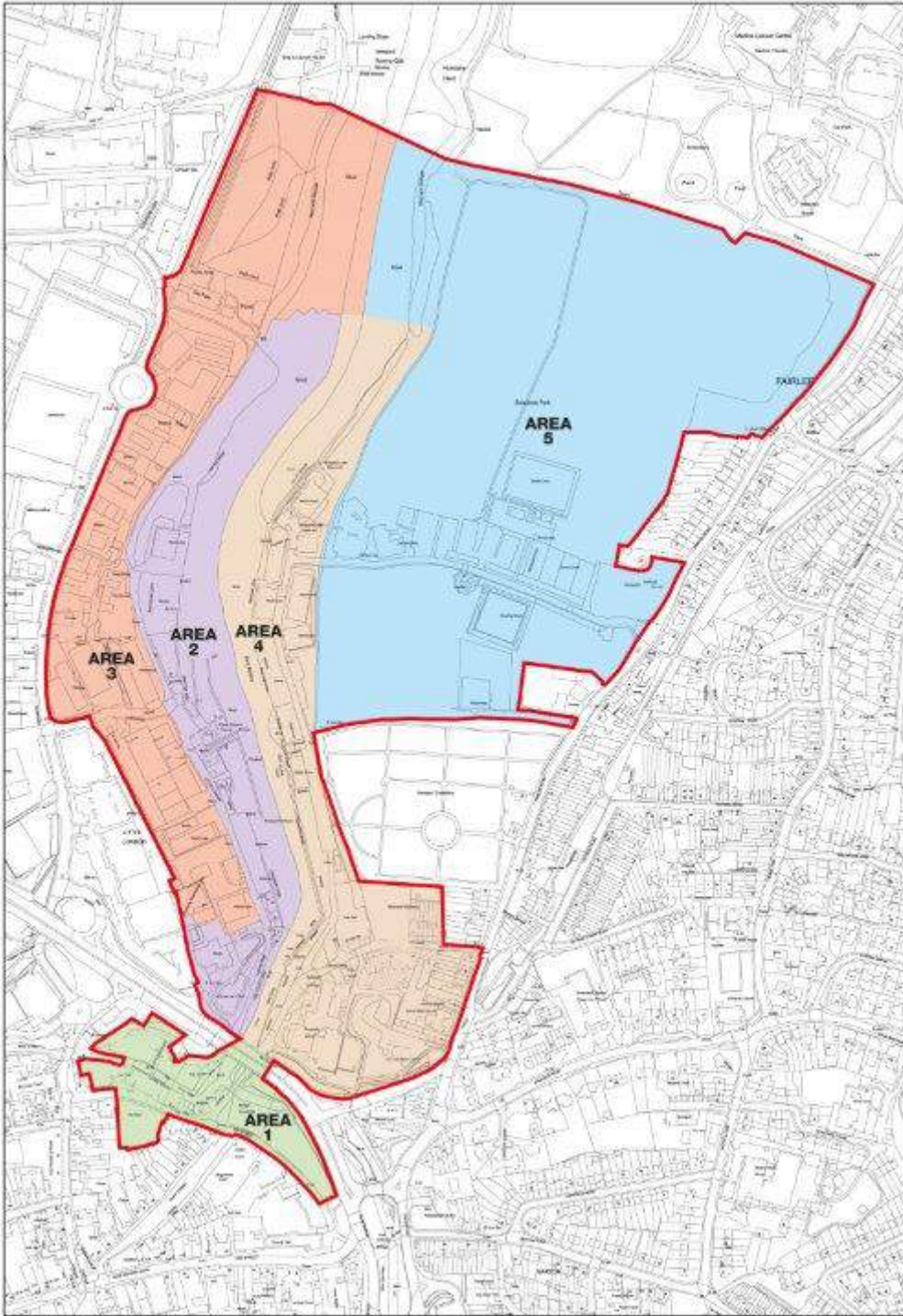


Figure 30 - Assessment Areas

Area 1 - Medieval Quay and Sea Street (south of road bridge)

Listed Buildings

1.1 Quay wall formerly below nos. 21-25 and 27-35 Sea Street. Listed Grade II as C18 or earlier. IWHHER 3296.

1.2 Quay wall and slipway on north side of Sea Street Listed Grade II as C18 or earlier (the list description needs amending to reflect the post-railway remodelling). IWHHER 4771.

1.3 19 Sea Street. Listed Grade II as a mid-C18 warehouse and for group value (the list description needs amending to reflect the conversion works). IWHHER 13967.

1.4 15 Sea Street. Listed Grade II as a mid-C18 warehouse and for group value (the list description needs amending to reflect the conversion works). IWHHER 14531.

1.5. Two blocks of warehouses adjoining No. 15 and adjacent to viaduct to north side of river. Listed Grade II as mid-C18 warehouses and for group value (the list description needs amending to reflect the early C20 alterations and the conversion works, when the Rope Stores was incorporated as the Quay Arts Centre). IWHHER 13968, including IWHHER 4567, a brick-lined well discovered under the Rope Stores in 2001.

Area of High Archaeological Importance

1.6 Newport Quay See 1.1 and 1.2. Despite alterations when the railway viaduct was built in 1875, the quay is likely to retain evidence of its medieval construction, possibly overlying even earlier work. Zone also incorporates parts of Areas 2 and 4.

Area of Archaeological Potential

1.7 Sea Street car park. The site forms part of the medieval town, where a number of good C18 buildings were demolished in the 1980s, the street frontage originally extending to Holyrood Street.

Surviving Historic Assets of high value

1.8, Granite bollard on Newport Quay. This is of indeterminate date, perhaps pre-railway. Condition: good.

1.9 Queen Elizabeth plaque. This inscribed stone floor-slab commemorates the Queen's first visit to the Island on 26th July 1965, an important part of the island's history. Condition: good.

1.10 Site of former crane. Now defined by a circle of concrete, the site since the early C19 of the quay's crane, removed in 1954. IWHHER 3281. Condition: good.

1.11 Propeller of 'Yellowfin'. This belongs to a trawler berthed at Newport 1975-82, one of the last artefacts of the river trade. Condition: good

1.12 Granite Drinking Fountain. Commemorates Sir Barrington Simeon (former M.P.), d. 1909. Relocated here from town centre c. 2013. Aberdeen granite column; modern tap and basin. An important piece of Newport's history, if *ex-situ*. Condition: good.

1.13 Iron bollard on Newport Quay. Later C19 iron unusual 'balloon' bollard, with (local?) foundry stamp. Condition good.

1.14 Brick piers of railway viaduct. The brick abutments of the 1875 viaduct survive each side of the river, the stumps of the piers forming part of the south revetment of Medina Way Important industrial archaeology. IWHHER 939. Condition: good.

1.15 No. 17 Sea Street. C18-19 former warehouse, rescued from dereliction in the later C20. Strangely not listed with the Quay Arts Centre and 19 Sea Street (perhaps due to the amount of reconstruction?). Condition: good.

1.16 Curtilage wall to Little London Car Park (iron grilles only). Brick curtilage walls to car park, erected c.1980. The walls incorporate two semi-circular early C19 grilles to the south and two later rectangular ones to the north, these quirky local features rescued from demolished warehouses, probably cast locally. Condition: good.

1.17 Retaining walls to Lukely Brook, Little London. The walls are faced in local stone (indicated on the 1862 O.S.), perhaps associated with improvements made for Mew & Langton's conveyance of beer from the brewery to their wharf at Little London. Earlier origins are likely, perhaps associated with a watermill, 'lately built' in 1652 by John Eyer (IWHHER 3359). Condition: fair.

Surviving Historic Assets of low value

1.18. Quay Bridge. Existing bridge is later C20 with lifting deck, replacing earlier swing bridges. IWHHER 3852. Condition: good.

Historic Environment Record

Records not mentioned above include IWHHER 5428 and IWHHER 5507, the two bridges over the Lukely, and IWHHER 5934, a pit unearthed in 1980, containing fragments of mid-late C14 French pottery.



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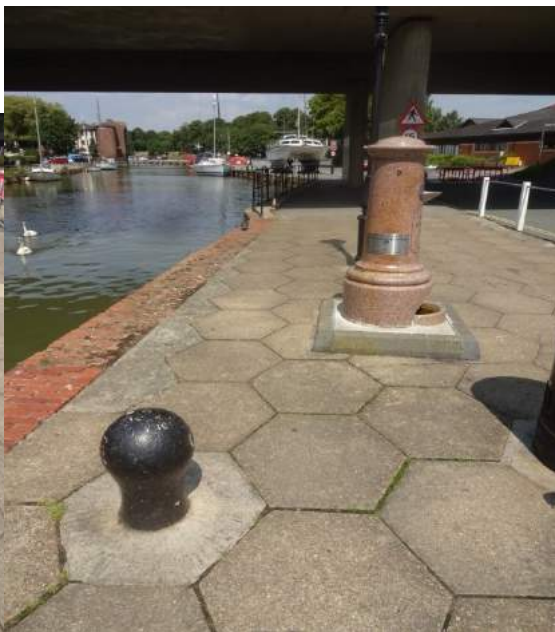
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1.15

Area 2 - West bank of Medina

This area is characterised by the riverside quays along Blackhouse one (Blackhouse Quay) still in operation. Of the two other historic quays, Little London Quay is now occupied by the Bargeman's Rest public house and Carpenter's Quay is redeveloped as apartments. The Odessa Boatyard provides permanent and temporary berths, as well as boat repairs and servicing. Prominent on the skyline are the gables of the former electric light works (1901), now derelict.

Surviving Heritage Assets of high value

2.1 Newport Electric Light Works

This is designated as a building of local importance. It was built 1900-01 to supply both Newport and Cowes, later used as a warehouse. The building has a distinct and handsome south elevation with crow-stepped red brick Dutch gables, contrasting with the main construction of buff brick (fig 34). Plain east side elevation of three storeys to the turbine hall, corbelled table to west range; steel-trussed roofs. Some original fittings including gantries and hoists apparently remain.

The building forms an important component of the industrial and mercantile character of the harbour, and is an important facet of Island history, as well as being a local landmark. IWHER 6366. Condition - poor.



Figure 34 - Former Newport Electric Light Works

A massive brick chimney to the south has been demolished, and more recently, the southern single storey office portions (all part of the original build) and roof have been taken down in the interests of safety.

2.2 Bargeman's Rest. The popular restaurant/pub incorporates the 1887 Derrick Stores, built for the Shepard family. The extensions are sympathetic in character and the historic core of five bays represents one of the earliest surviving buildings on Newport Quay. IWHHER 14824. Condition: good.

2.3. Mast of derrick hoist outside Bargeman's Rest. An important survival of a 'ship's mast and derrick' hoist that swung cargo over the riverside right of way to and from barges. It was first powered by hand, then by steam/diesel engines and finally by electricity before decommissioning c. 1955. Important early industrial survival. Condition: good.

2.4. Pole opposite Carpenter' Quay. Metal standard of c. 1900 formerly with a derrick arm used for closing access to Shepard's Yard. IWHHER 3717. Condition: good.

2.5. Iron bollards on Carpenter's Quay. These are associated with the early C0 extension of the quay, a series of balloon-shaped iron bollards, perhaps locally made. Condition: good.

2.6. No. 4, Little London. The small two-storey weather-boarded building within the Odessa Yard is clearly marked on John Rennie's plan of 1839, as a boathouse and is shown as a timber structure on the 1862 Ordnance Survey. The building has been restored, but is probably the earliest surviving ancillary structure on Newport Quay. IWHHER 14806. Condition: good.

2.7. No. 6, Little London (Riverside Cottage/aka Carpenter's Cottage. Rendered brick and red-tiled cottage of two bays and storeys with rear out-shut; dated 1776. Modernised fenestration. The cottage is an attractive and well-kept survival from the early days of Newport Quay. IWHHER 10930. Condition: good.

2.8 St Cross Pier House. Historically associated with Bishop's (later Odessa) Yard, built for Henry Bishop after 1883. Small painted brick cottage, extensively extended and modernised. Originally called Odessa House and now named after the cottages and pier which stood to the north. Condition: good.



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Surviving Historic Assets of low value

2.9 Warehouse at north end of Blackhouse Quay. Built 1947 as warehouses for general goods and cattle feed. Conventional twin-gabled single storey warehouse with corrugated roofs; re-clad in sheeting to river elevations. Condition: good.

Historic Environment Record

Records not mentioned above include IWHER 864 (find of Roman coins), IWHER 1838 (find of medieval pottery in river bed), IWHER 3299 (Little London Quay), IWHER 3300 (Carpenter's Quay), IWHER 3301 (Blackhouse Quay), IWHER 8383 (Odessa Boatyard) and IWHER 8380 (Model Stores). IWHER 14825 refers to the demolished terraced houses at Little London.

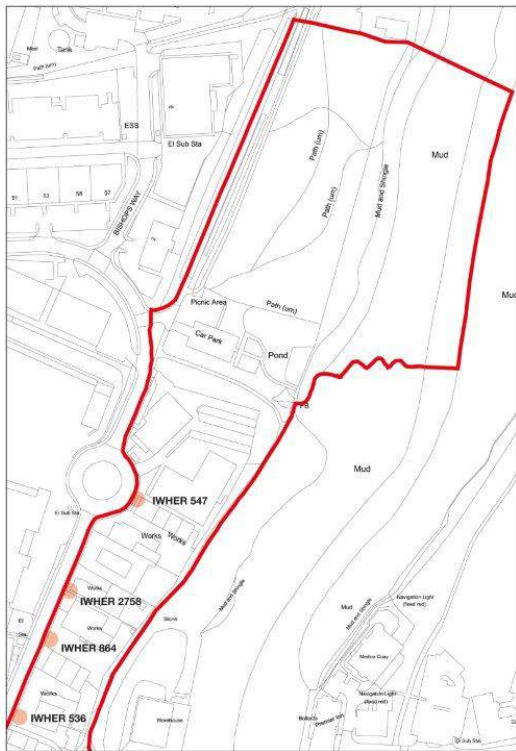


Figure 35 - Area 3 - River Way (north)

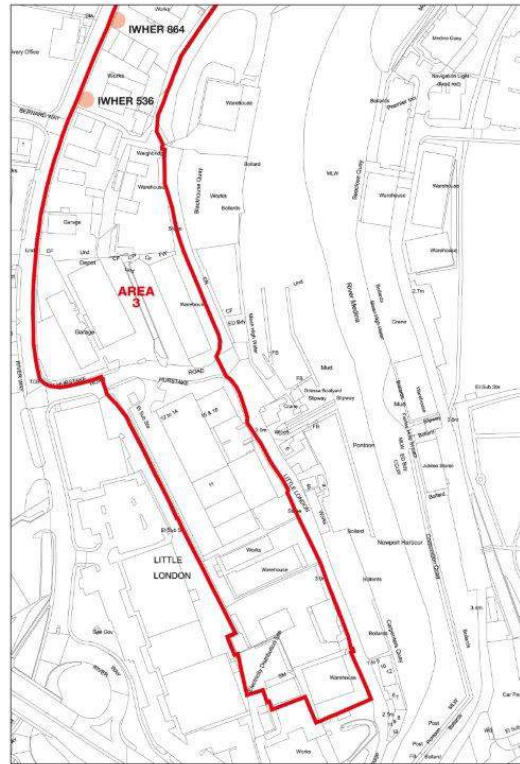


Figure 36 - Area 3 - River Way (south)

Area 3 - River Way Industrial Estate

This area is typified by small industrial units, each side of River Way, which follows the route of the 1862 railway line. The development post-dates the dismantling of the Newport-Cowes Railway in 1966. Heritage significance - **low**

To the north is Medina Riverside Park, served by a car park, providing a large and attractive amenity space running down to the mudflats of the Medina. Heritage significance - **low**

The Historic Environment Record notes two find-spots for Roman coins (IWHER 547 and 864) and IWHER 2758 relates to the brickworks shown on the 1862 Ordnance Survey, one of its three kilns excavated in 1991. IWHER 536 relates to the former railway line.

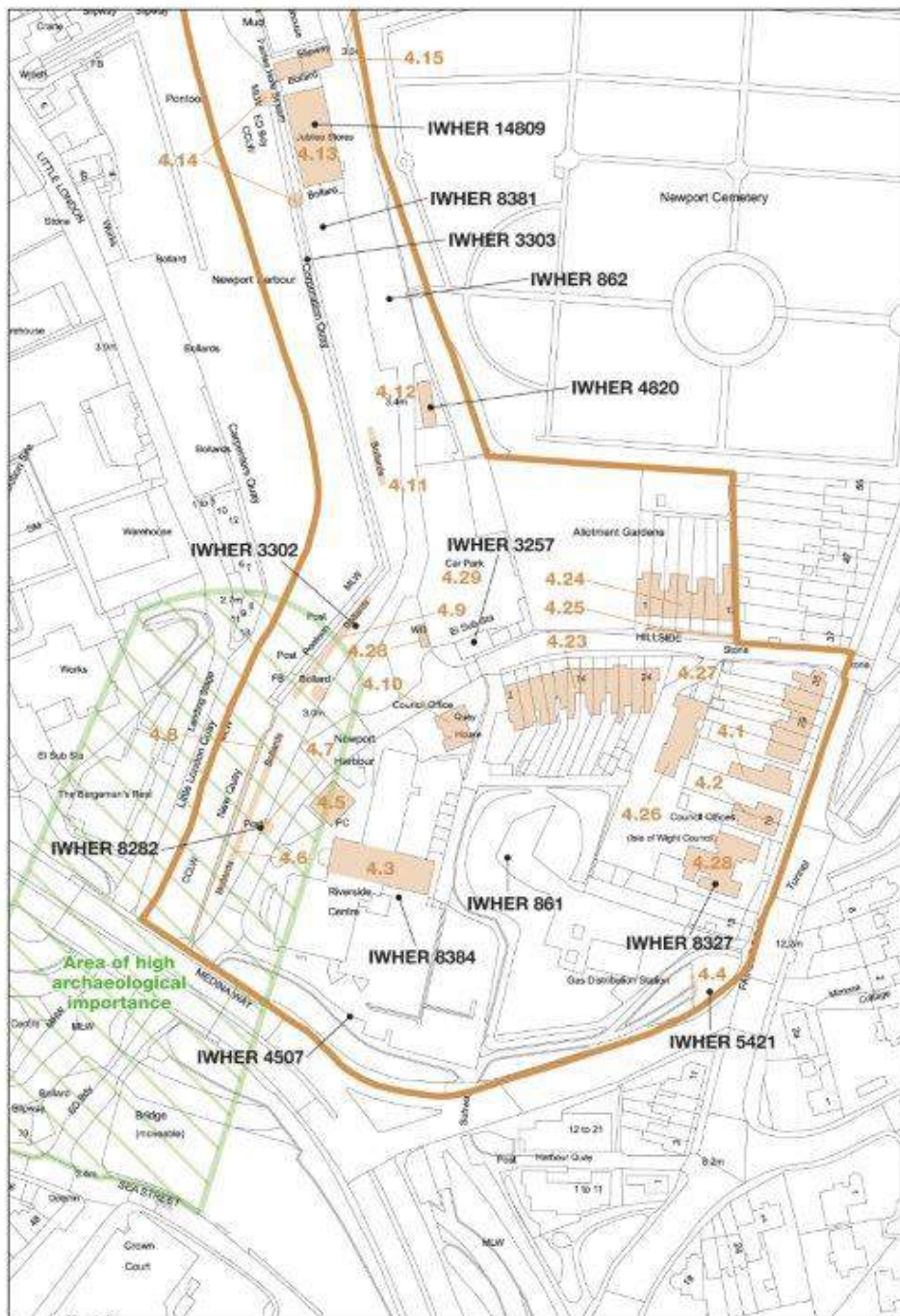


Figure 38- Area 4 - Eat Bank (south)

Area 4 - East bank of Medina, Riverside centre and Hillside.

The riverside area is typified by open spaces and car parks along the four quays with some historic buildings towards the north end, most prominent of which is the Jubilee Stores. Several buildings have been demolished and this side of the river has much less of a working character than the opposite side. The recreational use of the

riverside walks complements the open spaces to the east, including Seaclose Park and Newport Cemetery.

Towards the south end is the Riverside Centre of 1991, incorporating the Victorian sewage pumping-house, other Victorian buildings including the Harbour Office and Quay House. Hillside is flanked by terraced housing (and the County Records Office), with further housing/Council Offices fronting Fairlee Road to the east.

Listed Buildings

4.1 23 Fairlee Road. Grade II listed Two-bay hip-roofed brick house of c. 1840.

4.2 19-21 Fairlee Road. Grade II listed. Semi-detached brick pair of c. 1840; modernised.

Surviving Heritage Assets of high value

4.3.Riverside Centre (pump house section). Modern complex incorporates 1895 pump house of former sewerage works. Polychromatic brick long single-storey range of seven bays; large inscribed foundation stone to west end (engineer: Baldwin Latham of London). A good municipal survival from a former significant gasworks/sewage works complex, designed by one of the leading (and published) civil engineers of the period. Condition: good

4.4 Railway Tunnel. Part of the 1875 Newport-Ryde line, now used as a pedestrian underpass. Brick portal. Important survival of railway age. IWHHER 5421. Condition: good.

4.5 Harbourmaster's Office. Built 1883 as stables for Newport Corporation; an unusual survival preceding motorised transport. Steeply-gabled and lofted brick building of three bays with paired round-arched windows and red tiled roof. Condition: good.

4.6 Row of eight iron bollards on New Quay (south). Later C19 bollards, mostly of iron, one paired; some reused train buffers. Condition: good.

4.7. Post of former crane. Shaft of 1894 8-ton crane, dismantled 1965. IWHHER 8282. The middle of the series of three cranes, an important industrial relic. Condition: good.

4.8. New Quay river wall and steps. Shuttered concrete walls, early C20. The steps retain their original late C19 stone treads beneath the modern ones. Condition: good.

4.9. Row of five iron bollards on New Quay (north). Of the local iron 'balloon' type. Condition: good.

4.10 Quay House. Built for the manager of the sewage works, dated 1899 on terracotta roundel to west end. Two storeys and three bays; bay windows to ground floor. Half-hipped tiled roof. One chimney removed. A prominent municipal survival, part of a scheme designed by a renowned engineer. Now council offices. Condition: good.

4.11 Row of 4 iron bollards at Corporation Quay. Of the local 'balloon' type. Condition: good.

4.12 Air Raid Shelter. Second World War shelter of brick construction, seven bays under a flat concrete roof, felted over. An unusual survival, important to Newport's history. IWHHER 4820. Condition: fair.

4.13 Jubilee Stores and area of stone setts. Built in 1924 (on steam-engine driven piles) for James Thomas & Co as a flour store. Converted to artists' studios and participatory arts complex after 1996 as part of Quay Arts. Three storeys and nine bays, curved end parapets concealing flat roof. C20 glazing, Bracketed pod to upper level of east elevation, containing 'lucam' hoist for moving sacks of grain. Apron of building has stone setts. Important and prominent mercantile survivor, well converted to present use. IWHHER 14809. Condition: good.

4.14 Two iron bollards near Jubilee Stores. Of the local 'balloon' type. Condition: good.

4.15 Slipway north of Jubilee Stores. Concrete slip of c. 1910-14. Condition: good.

4.16 Three iron bollards at Seaclose Quay (south). Of the local 'balloon' type, some re-set. Condition: good

4.17 Crane at Seaclose Quay The only surviving historic crane on Newport Quay, installed in 1928, originally of 12-ton capacity. Still in working condition; significant industrial structure. IWHHER 3029 Condition: good.

4.18 Esso inspection plates at Seaclose Quay. These are associated with a former petrol line that led from the quay to the filling station on Fairlee Road, the pipe running across Seaclose Park. They comprise an interesting element of the later history of Newport Quay. Condition: good.

4.19 Former Morey Building. Built 1934 for Morey's timber merchants. Large corrugated building on high brick base. The distinctive curved roof is of 'Belfast' type, constructed of latticed timber trusses. A significant survival from the later period of Newport Quay. IWHHER 14810. Condition: good.

4.20 Former Vectis warehouse at Seaclose Quay (including adjacent iron bollard). Large and prominent brick structure of 1939, built for Vectis Shipping. Characteristic

corrugated 'sawtooth' roof; some later fenestration from later use as a sail loft. The building is now empty, with subsidence evident on the riverside elevation. The building is very typical of its period (but many now lost) and is a prominent industrial survival deserving repair and reuse. Condition: poor.

4.21 Single-storey warehouse and stores at Seaclose Quay Long brick double-pile range of six bays, built 1954 as a general goods warehouse/office. Interesting and well-preserved survival from the last days of Newport Quay as a commercial port. Now used for storage. IWHHER 14810. Condition: good.

4.22 Four iron bollards at North Seaclose Quay (adjacent to Premier Inn). Of the local 'balloon' type. Condition: good.

4.23 Nos. 2-24 Hillside. Later C19 terrace of twelve two-bay cottages built of red brick with some buff brick detail; higher status upper house of buff brick with bay windows. Cottages preserve their front gardens and overall form well, despite usual modernisation of windows. Typical but well-preserved terrace built for local workers. Condition: good.

4.24 Nos. 1-13 Hillside. Terrace of seven late C19/early C20 houses (the four lower houses shown on 1908 Ordnance Survey). Plainly detailed, but forming a good group with Nos. 2-24. Condition: good.

4.25 Iron stanchions outside Nos. 1-13 Hillside. Cast-iron stanchions to railings of ramp; stamped 'Wheeler & Hurst, Newport', made after 1891 at the firm's foundry in Sea Street. Good survival of town history. Condition: good.

4.26 County Records Office, Hillside. Built as a police house for the Fairlee Road Station, presumably shortly after 1890 when the County Council was formed. Three-bay house of brick with paired windows set under blue-brick heads. Modern fenestration; chimneys removed. Forms part of a good group and an important part of the town's social history. Condition: good.

4.27 Kingsfield Terrace, Fairlee Road Nos. 33 and 35 originally a pair, built c. 1850. Each house of two bays, built of silver brick headers with red brick trim and rubbed heads. The remaining four houses are dated 1857, two-bay houses of red brick with buff brick trim. Good earlier Victorian terrace and good group with listed houses to south. Condition: good.

4.28 I.O.W. Children's Services Offices, Fairlee Road IWHHER 8327 Built c. 1895 as Newport Police Station. A large two-storey building of six bays, the ends projecting as deep wings. Red brick construction with blue-brick heads. Fenestration (originally margin-paned sashes) modernised, chimneys removed. Important and prominent survival of Newport's social history. Condition: good.



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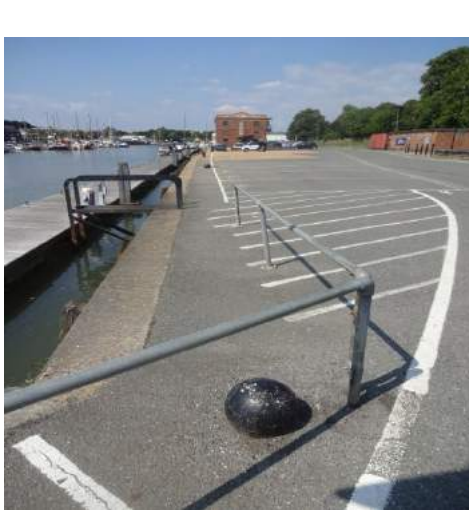


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Surviving Assets of low value

4.28 Site of weighbridge. Site of 1933 weighbridge, removed and concreted over c. 2015.

4.29 Former council yard. Former council depot from c. 1933 - later C20. Now a car park, preserving only the loading-bay for heavy goods.

Historic Environment Record

Records not mentioned above include IWHER 861,862 and 863, all finds involving Roman coinage. IWHER 3302, 3303 and 3304 refer to the quays. IWHER 8384 refers to the gasworks site, IWHER 8381 to the site of the Green Stores and IWHER 4507 to the site of a toll-house. . IWHER 3257 refers to the site of a parish boundary stone. IWHER 3269 refers to the site of a WWII hangar sited here in 1948 as a grain warehouse.

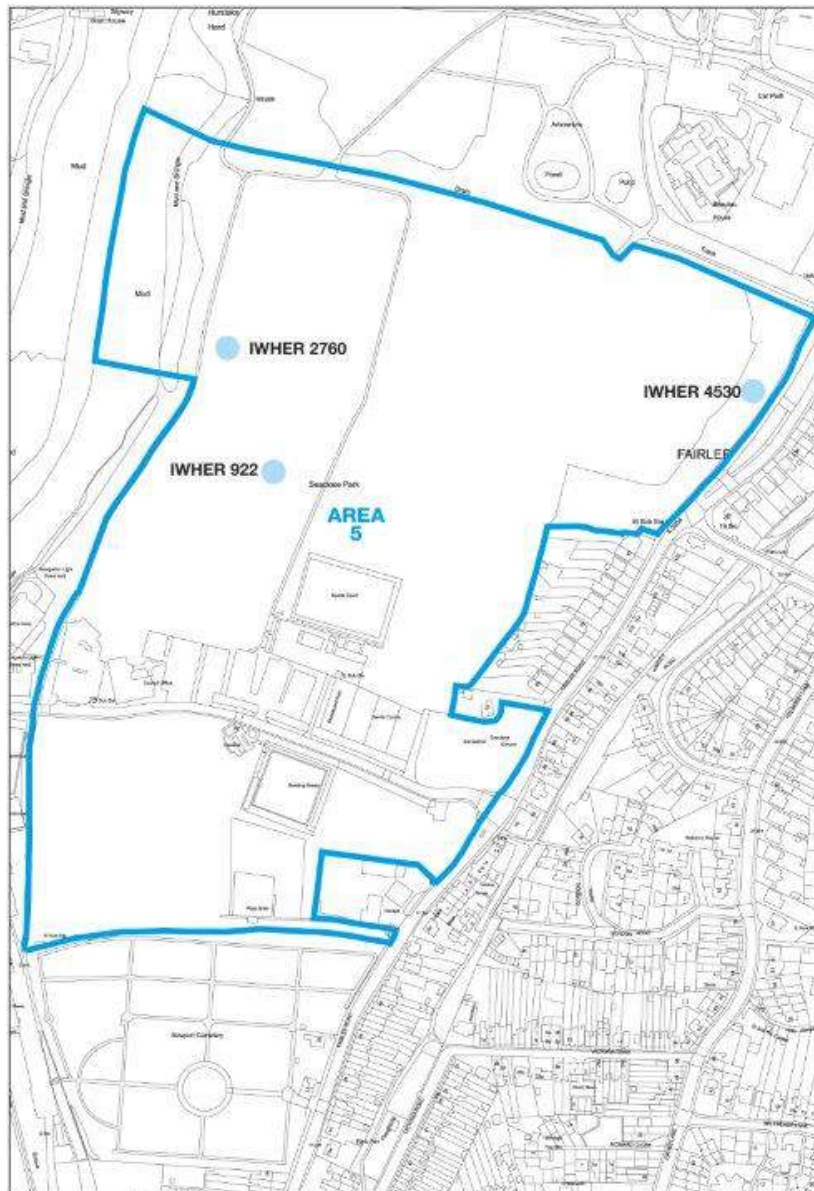


Figure 39 - Area 5 (Seaclose Park)

Area 5 - Seaclose Park

This area is dominated by the popular Seaclose Park recreation ground, purchased by the County Council in 1924. The associated historical structures (swimming pool complex of 1935) and bowling pavilion of 1938 have been demolished, Only the bowling green itself, enclosed by neat hedges, gives a taste of the past. Heritage significance - **low**

The modern buildings - Council Offices (1991) and Premier Inn (2002) are conventional. The present sports courts and play area are of standard character. Heritage significance - **low**

The Historic Environment records a find-spot for a Roman coin (IWHHER 962), the site of a short-lived C18 brickyard (IWHHER 2760) and the site of a demolished toll cottage of 1856 (IWHHER 4530)

6 RECOMMENDATIONS

6.1. Archaeology.

Given the high archaeological importance of the quay and Sea Street car park areas, archaeology will be a material planning consideration with regard to any development proposal, with suitable conditions likely to be imposed on any consent.

Newport Quay in general has yielded a number of archaeological finds of early date, notably Roman coins. Even outside defined areas defined within the Newport Extensive Urban Study, it should be assumed that archaeology will be an important consideration. The early documented history of Newport is surprisingly sparse, and the exact position of the pre-medieval quay not known. Comprehensive archaeological evaluation during development is likely to be highly informative on the development of the town, and evidence of the Island's past.

6.2. Listed Buildings

The last resurvey of Newport was carried out in 1972, with some spot-listings since. The town is in need of a comprehensive re-survey, and in terms of the site, the following should be considered for spot-listing:-

- 1928 crane on Seaclose Quay
- Morey warehouse, Seaclose Quay
- Jubilee Stores
- Former power station, Little London
- 17, Sea Street
- Retaining walls to Lukely Brook, Little London.

In addition, the listing of the Quay Arts Centre requires revision.

6.3. Conservation Area/ Local Area of Special Character.

The conservation area was designated in 1969, with an appraisal carried out in 2007. A conservation area is an area of architectural or historic interest, the character of which it is desirable to preserve or enhance. The 1990 Listed Buildings and Conservation Areas Act requires local planning authorities to designate such areas and review their boundaries from time to time.

Whilst most of what may be considered as architecturally important has either long been demolished or is now listed, the whole of the Quay with its later C19 and C20 wharfs is of high historic interest, being fundamental to the economy of the town and much of the Island.

If viewing a map of the town, or driving through it, Medina Way forms a mental boundary between the historic town centre and relatively open riverside areas. This is far less apparent on foot however - the town plan still gravitates towards the Quay, under the bridge, the quays beyond providing attractive and popular areas for the public to enjoy. As set out above, a surprising amount of historic structures still survive to make an extension to the conservation area a serious consideration - although with the exception of larger structures, this would not in itself prevent the demolition/removal of smaller non-designated assets.

An alternative is designation of the Quay as a Local Area of Special Character by the Isle of Wight Council. Unlike a conservation area where permitted development rights are restricted, a LASC does not affect such rights and does not prevent demolition. However, development proposals must show that any environmental change has a positive impact on the LASC. Such designation could complement proposed redevelopment.

6.4. Buildings of local importance

The Isle of Wight Council maintains a list of (non-listed) assets which contribute to local distinctiveness and sense of place, such buildings being a material consideration within the planning process.

In addition to the buildings mentioned in 6.2 (if not judged worthy of listing), the following should be considered for inclusion in the Local List:-

- Quays along the Medina including bollards and steps
- Derrick hoist at Bargeman's Rest
- 4, Little London
- 6, Little London
- Pump House, Riverside Centre
- Harbourmaster's Office
- Former Vectis ('sawtooth') Warehouse.

7. BIBLIOGRAPHY

The Isle of Wight History Centre (www.iwhistory.org) is a superb on-line and regularly updated facility containing much published and private research on an array of subjects from prehistoric to present-day. It also includes digitalised copies of the early topographies of the Island.

The Isle of Wight County Records Office holds several of the Corporation records pertaining to the Quay, including leases, contracts and agreements, enabling a picture to be built of the development of the quay after the railway was constructed. As well as the Ordnance Surveys and Tithe Maps (Whippingham and Carisbrooke), the CRO holds invaluable maps and plans of the Island and Newport, including Andrews (1769), Smith (c. 1830), and Rennie (1839)

The Island's Archaeology and Historic Environment Service at Ryde maintains the Historic Environment Record (HER), the Island's most comprehensive source of information on all aspects of the historic environment, from the earliest evidence of humans to the present day. Invaluable also, is the series of aerial views of Newport, surveys including 1946, 1971, 1986 and 1993. Also held is the Norman Davis collection of photographs of Newport, taken in the 1970s and 80s. These show many long-lost buildings and features of the town - and some rather spectacularly in the process of demolition.

At islandrivers.org is found videos of local historian and quay expert Bill Shepard providing his memories of Newport and environs, with a special emphasis on the Quay.

The archives of the Isle of Wight Press provide reports on early C20 developments at the Quay (16/11/1895, 8/02/1896, 24/04/1897, 11/03/1899, 6/01/1900, 5/07/1902, 15/12/1906, 25/05/1907, 17/08/1907, 17/09/1910).

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