P/0085-9/10

PROPOSED ENERGY CENTRE
FOR
THE WAITROSE FOODSTORE
AT
CASTLE STREET, EAST COWES

HERITAGE STATEMENT

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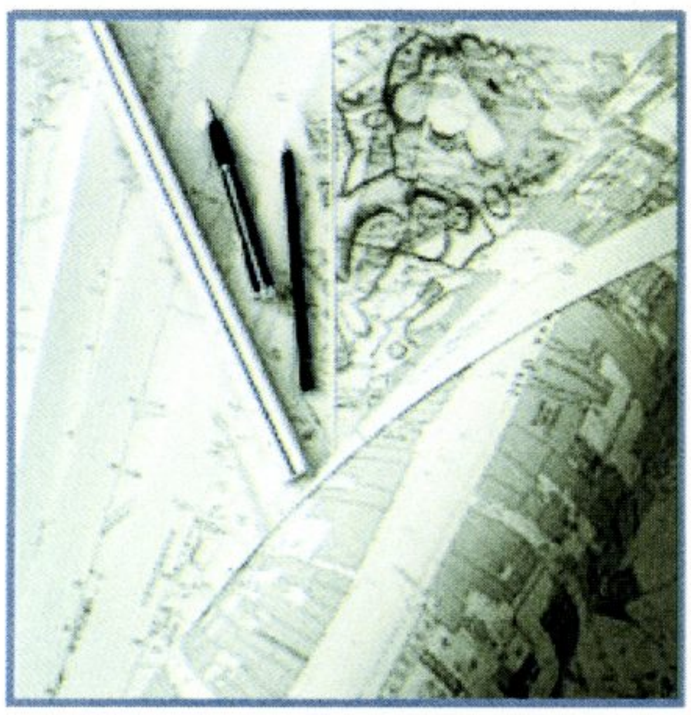
June 2010

Waitrose Energy Centre
East Cowes
Isle of Wight



Heritage Assessment

oxfordarchaeology
southsouthsouth

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East Cowes Waitrose Energy Centre
Isle of Wight

Heritage Assessment
(draft)

FIGURE LIST

East Cowes Waitrose Energy Centre
Isle of Wight

Heritage Assessment

1 INTRODUCTION

1.1 Background

1.1.1 Farrell and Clark, on behalf of Waitrose Stores Limited, has commissioned Oxford Archaeology (OA) to undertake a Heritage Assessment in relation to a planning application for construction of an energy centre at East Cowes, Isle of Wight. The development is associated with construction of a Waitrose foodstore which, at the time of writing, is in process of construction on adjacent land to the south. The energy centre is part of the Waitrose development, but the subject of a separate planning application. The Waitrose development is part of the East Cowes Project, a regeneration of East Cowes town centre.

1.1.2 This Heritage Assessment has been requested by Isle of Wight Council following the discovery of masonry footings and human remains during an archaeological watching brief, by Oxford Archaeology, on construction groundworks for the Waitrose foodstore development. This Heritage Assessment relates specifically to the proposed energy centre development. It re-assesses the archaeological potential of the site, in light of the watching brief results, with three main aims:

- to assess the significance of the archaeological features discovered during the watching brief,
- assess whether further significant remains could extend into the energy centre footprint.
- make recommendations with regard the scope of archaeological mitigation required in relation to the proposed energy centre site.

1.2 Location, geology and topography

1.2.1 The site of the proposed energy centre lies on the east side of Castle Street. in East Cowes, centred on OS co-ordinates 450275E/ 95775N. The new building occupies a footprint c.40m x 10m.

1.2.2 The site falls within the administrative area of Medina, although historically it lay in the parish of Whippingham.

1.2.3 The 1:50,000 Geological Survey of Great Britain (BGS sheet 331) shows that the underlying geology of the site consists of the Headon and Osborne beds. Overlying gravels, potentially of Pleistocene age, were found in trial trenches 100 and 103 in the vicinity of the Energy Centre (OA 2006, See 1.4 below).

2 METHODOLOGY

2.1 Planning Guidance:

2.1.1 No scheduled monuments or listed buildings are affected by the proposed energy centre development.

2.1.2 The Town and Country Planning system provides a framework for the protection of 'cultural heritage assets' threatened by development, principally through the application of the relevant guidance notes:

2.1.3 Planning Policy Statement 5: Planning for the Historic Environment (PPS5). The desk-based assessment for the East Cowes Regeneration was carried out in accordance with Planning Policy Guidance Note 16 (PPG16). PPS5 (published in 2010) updates and replaces both PPG16 and PPG15 with a single set of planning policies and principles for conservation of the historic environment. In PPS5, elements of the historic environment having historic, archaeological, architectural or artistic interest are collectively called 'heritage assets'. PPS5 includes policies for conserving or enhancing the setting of heritage assets in the development process (HE10). In accordance with the guidance given in PPS5, wherever possible, any archaeological remains will be preserved in situ (in accordance with PPS5 HE7 and HE9, especially HE9.1). Where this cannot be achieved the aim should be to 'record and advance understanding of the significance of the heritage asset before it is lost' (PPS5, HE12.3).

2.2 Existing baseline data

2.2.1 Desk-based assessments have previously been undertaken for the East Cowes Project, which included both the Waitrose foodstore and the proposed energy centre sites. Two reports drawn from the same Cultural Heritage baseline data were produced, one dealing with the former GKN works site and the second dealing with the Venture Quays site. The combined study area included consideration of archaeological and historical data from a 1km buffer zone around the regeneration site. The DBA included consultation of the Isle of Wight Heritage Environment Record and historic maps, as well as primary and secondary historical sources relating to East Cowes (OA 2005). See Section 3 below.

2.2.2 A programme of evaluation trenching was carried out in 2006 on behalf of the South East England Development Agency (SEEDA) in respect of an outline planning application for redevelopment of the East Cowes regeneration area (OA 2006). The trenching sample was comparatively limited, comprising 17 trenches within the former GKN works only (2% of the available parts of the development area). See section 3.5 below.

2.3 Method of assessment

2.3.1 This Heritage Assessment has been prepared in accordance with government policy as stated in PPS5, and conducted with regard to standards set out by the Institute of Field Archaeologists (IFA). It describes the potentially significant archaeological remains discovered during the Waitrose watching brief, and re-assesses the existing baseline data for the East Cowes Regeneration in light of the discoveries.

2.3.2 To inform the assessment, the proposed Energy Centre, the Waitrose development and the significant archaeological findings from the Waitrose watching brief have been overlaid onto a series of historic maps using GIS mapping software.

3 ARCHAEOLOGICAL AND HISTORICAL BASELINE DATA

3.1 Introduction

3.1.1 Baseline archaeological and historical data relating to the medieval and later development of East Cowes are reproduced in full below (with minor updates) as they are relevant for placing the discovered masonry wall footings and human burial in the context of the historic development of the town.

3.2 Prehistoric, Roman and Anglo-Saxon

3.2.1 There is currently no evidence for prehistoric, Roman or Anglo-Saxon settlement in the immediate vicinity of the proposed energy centre site. Detailed consideration of archaeological potential for these periods in the wider study area can be found in the East Cowes Project desk-based assessments.

3.3 Medieval Period (AD 1066 - 1550)

3.3.1 The land now occupied by East Cowes was bought by Beaulieu Abbey in 1272 which held it until the dissolution in 1537. The settlement of East Shamblord (now East Cowes) is first recorded in 1303. The Royal Survey of 1559-60 records that East Shamblord was divided between a freehold belonging to the Manor of Swainston, in the ownership of Jordon de Kingston, and Norris Farm in the ownership of Richard le Noreys.

3.3.2 During this period Newport was the main port on the Isle of Wight, and its municipal boundary extended north to include the Medina foreshore (including what is now the Cowes waterfront) as far as the Solent (William 1908,391). However, deep draft merchant vessels could not navigate as far as Newport, leading to the development of Shamblord as a transit 'port' to transfer cargoes onto shallow draught lighters for onward travel up river. The appointment of a port warden in 1339 (Brading 1990:4) confirms the official nature of this arrangement. Despite its important role, there are few known structures associated with this function, and it is possible that activity was limited to the inter-tidal zone with few permanent buildings. According to research by R.Martin, in the mid-14th century, the Calendar of the Fine Rolls records that oak trees from the King's Forest, which had blown down in a violent storm, were ordered to be used in the construction of one or two 'peels' (defensive towers or stockades) at Shamelhorde, which is described as a port in this context. Their stated intention was 'for the defence of that isle against the attacks of aliens' (7 Nov. 1339. Cal. of Fine Rolls 1272-1445 17 Vols. London). The precise location, number and fate of these 14th century peels, if they were actually built, is not known.

3.4 Post Medieval Period (AD 1550 - 1850)

3.4.1 From the time of Henry VIII onwards the defence of the naval base of Portsmouth and of the approaches to it has been a major preoccupation of English government. In fact the area of water formed by the Solent, Spithead and Southampton Water has been the forging-ground for military engineering in England since the introduction of the cannon to warfare' (Saunders 1966, 136).

3.4.2 Portsmouth itself was provided in the 1520s with one of the earliest artillery defences in Britain, but the Solent lay open to enemy shipping, and it would be difficult to prevent

landings either on the Hampshire coast or on the Isle of Wight. The protection of the Solent and of the Isle of Wight accordingly figured prominently in Henry VIII's defensive strategy.

3.4.3 The western entrance to the Solent, the Needles Passage, was defended by a new castle at Hurst. Another at Southsea guarded the approach to Portsmouth Harbour, while Calshot Castle controlled the entrance to Southampton Water and linked up with the forts at East and West Cowes on either side of the Medina River which provided access to the heart of the island. These castles, as the Earl of Southampton and Lord St. John explained to Cromwell in 1539, would effectively control all shipping approaching either from the east or from the west (L&P xiv/573).

3.4.4 The Medina River divides the Isle of Wight into two almost equal parts, the liberties or hundreds of East and West Medine. Rising near the south side of the island, the river is tidal below Newport and its lower reaches and mouth have long been the island's principal harbour. As early as 1512, when the fleet under Sir Edward Howard victualled there, the road in the mouth of the river was known as `the Cowe' (L&P i/1133), and it was to protect this anchorage that the Earl of Southampton and Lord St. John on 18 March 1539 devised a fort which with the tower at Calshot would `so strengthen all that quarter of the Isle of Wight and Hampton Water that none shall lie there in rest, neither come to any road or channel thereabouts' (SP12/224).

3.4.5 The road comprised two distinct anchorages, the 'Estur' or 'Esturly' Cowe and the `Westerly', which between them provided shelter in most winds. The commissioners` initial proposal seems to have been for a single fort at East Cowes, and it was presumably of this alone that they provided the king with 'plattes' the next week (Colvin 1973,536). Their idea must have been changed almost at once, perhaps by the king himself, for the following month two forts were under construction, one at West Cowes and another at East Cowes, the latter according to a 'platte' devised by the king (Colvin 19973,536).

3.4.6 Construction began at the end of March or the beginning of April 1539. By the end of that month there were reported to be 170 men at work on each fort, and at East Cowes the foundation had been dug and the wall brought up four feet above the ground (Colvin 1973,536).

3.4.7 Demolition was in progress at Quarr and Beaulieu abbeys to provide stone, and it was hoped to finish work by the end of September (L&P xiv/899). This was a wildly optimistic estimate. Operations continued throughout the year (L&P xiv/152) and by March 1540 there were 500 men engaged on the two Cowes and at Calshot (L&P xv/433). Although there is no precise evidence for the further progress of the works, money was provided on several other occasions during 1540, twice in 1541, and for the last time in March 1542, when it was specifically for finishing the two forts (E315/250).

3.4.8 Of the structure of East Cowes fort nothing is known, except that it was the smaller of the two forts (Smith 1907, 281). All trace of the building has vanished and there are no surviving surveys or drawings. Since the garrisons of the two forts were equal, and their cost of construction comparable, they may have been similar in design.

3.4.9 The garrison of East Cowes was paid at least until the end of 1545 (SC6/Edward VIII/7420-4). The accounts for 1546 and 1547 are lost, but the account for 1548 omits East Cowes, while listing six gunners at West Cowes instead of three as previously (SC6/Edward VI/707). East Cowes is also omitted from the survey of ordnance taken in December 1547. The fort must therefore have been abandoned some time in 1546 or 1547, a fact confirmed by William Camden (Camden 1586,174). The reason for its

abandonment is unknown, but it was left to decay, being in ruins in the seventeenth century and now entirely vanished.

3.4.10 The location of the East Cowes fort is uncertain; the Victoria County History claimed it was located at Old Castle Point, the most northerly tip of the East Cowes headland, well outside of the development area (William 1908,197). However this is not the only contender for the location as anecdotal evidence suggests that it was positioned at the north eastern corner of Old Road and Mansfield Road, c. 200m north of the proposed Energy Centre. This claim is based upon the observation of a curved wall by a local resident, Ronald Slade. Unfortunately there is no archaeological evidence to support this hypothesis, and indeed on closer inspection the wall in question appears to be less than 200 years old.

3.4.11 By the end of the 16th century a significant port had developed to the south of the fort. This development appears to have been due to the relocation of a Newport merchant, Robert Newland, who set up wharves and warehousing in East Cowes in an attempt to avoid the Newport Petty customs. There is much documentary evidence recording litigation between Newport and Cowes as this move threatened Newport's commercial dominance. Indeed, a petition was sent to Parliament complaining that there were now 150 houses in Cowes, and that it was taking trade away from Newport (NPB MSS, 45/16a). However, this litigation seems to have ceased by the end of the civil war (1651), and it is likely that Cowes had grown to such a size that Newport was unable to challenge it commercially any longer. The rapid pace of the late 16th/ early 17th century development is indicated by Sir John Oglander, who, writing in 1647 recalled a time when 'there were but three houses at Cowes on both sides' (OG/90/6).

3.4.12 The opening of new markets for new commodities as well as cloth in the Far East and the New World meant an increased use of the English Channel by English shipping and also the Dutch. With the demise of Southampton as a terminal port of destination, and the predominance of London as a port, the Solent became a useful and effective transit anchorage; and so in the 1620's, the two towns of East and West Cowes grew into substantial ports with shipbuilding and repair facilities.

3.4.13 As well as setting up warehouses and quay facilities at East Cowes, there is the suggestion that it was Robert Newland who encouraged the beginning of shipbuilding at Cowes for the benefit of the Virginia Company. In 1622, Newland wrote to Nicholas Ferrar of the Virginia Company in London to inform him that a ship, then being built at Cowes, would be ready for the service of the company in several months time. (Robert Newland. A Letter to Nicholas Ferrar. 27th June 1622. Ferrar Papers, Cambridge University). This ship that Newland was referring to in the letter was called The Plantation, it may well be the same Plantation that was later bought by Southampton owners and returned to Cowes for repairs in June 1628. However, this was not the only ship that was built at Cowes at this time. In 1623, a ship, called The Bonny Bess was built for Mr. Gabriell Barbor, a London merchant, for use in the service of the Virginia Company. It was built at Cowes late in 1622 or early 1623 and weighed in at 90 tons.

3.4.14 It is likely that the shipyard referred to by Newland was on the site of the current Red Funnel ferry port, and where the modern 'Gridiron' shed is now sited. Indeed the name gridiron suggests a ship building past; a gridiron was a framework of parallel timbers forming a platform for a ship to lie on for work on the hull. The geology of this area was also particularly suitable, the Headon clay beds overlaid with gravel provided good standing, while just south of this site on marshy ground, is situated what were possibly mast ponds; whilst to the north along what is now the Esplanade (outside of development

area) was situated a rope-walk (marked Rope-Work on the OS map of 1793). The presence of a mast pond (OA 4) and rope walk is confirmed by Newlands will dated 1637 which also lists a quay, crane and 'cole' wharf (PROB 11/174). A further will dated 1644 also lists a tavern in East Cowes (PRO 11/192).

3.4.15 The origin of shipbuilding in East Cowes is shrouded in mystery, indeed, it has been suggested that one of Sir Francis Drakes ships, the Rat of Wight, was built and launched from East Cowes in 1588 (Brading 1990: 10), although this claim is disputed on the grounds of lack of evidence. Nevertheless, it is possible that ship building was carried out in this area on temporary foreshore sites.

3.4.16 In the 1620's, Cowes became a favoured embarkation point for supplies and settlers bound for Virginia. The importance of Cowes as an anchorage in this period is illustrated by Sir John Oglander who reported seeing 300 ships in Cowes harbour (OG/97/6).

3.4.17 In the 1690s a shipwright by the name of Joseph Nye took over Newlands shipyard and began contract building naval vessels, including a 5th and a 4th Rate. The demand for private vessels and at least fifteen ships for the navy ensured a steady output from this yard.

3.4.18 By the late seventeenth century East Cowes consisted of two streets (Castle Street and the current High Street) and contained various port facilities; wharves, warehouses, ship repair facilities and slips. In his 1690s survey of the ports and harbours along the south coast, Dummer described Cowes as 'a good building place and some of the 4th and 5th rates have been there built' (Dummer 1698). By comparison the domestic settlement at East Cowes was always small and insignificant compared to the port facilities which dominated the area.

3.4.19 From at least the early 18th century East Cowes was the main port of entry to the island, and by the middle of the century East Cowes had developed into a settlement of some importance with a customs house, ferry service and private housing, (William 1908,197). The customs house was built in 1749 on the High Street. The SMR lists its location as unknown, however its position can be identified through the location of the flag staff that was positioned in front of the customs house, and was still extant on the 1" OS 1862 map.

3.4.20 The rapid increase in foreshore land reclamation is reflected in a letter from the customs collector of Cowes to the commissioners, stating that a number of quays had become obsolete due to poor condition and lack of water depth. This provides their justification for building quays out into the river to increase the draft of vessels that can use the Port facilities (PRO CUST 61/2).

3.4.21 From the 1740s Britain was regularly at war in various parts of the world and this created a new demand for warships, which was partly met by contracts with private shipbuilders. East Cowes shipyard was once again used to build vessels for the Royal Navy and a steady stream of vessels was launched by various shipbuilders. In a draft lease to Philemon Ewer of 1790 for the East Cowes ship yard (SRO: D/PMBOX 64/3/29), the following facilities were listed:

- Dwelling House
- Shipbuilding Yard
- Launching Slip
- Quay
- Four acres of marshland (for mast ponds?)
- Mould Loft

- House at south end
- Blacksmiths shop
- Sawpits
- Paths, passages, water courses, lights.

3.4.22 Without doubt Cowes was the most important port on the island by the late 18th century, an assessment backed up by Wyndham, 'Cowes is the principle port of the island and its harbour is good' (1794). An estimate of the size of East Cowes population in 1799 is provided by Albin who suggests a figure of 300, who also points out how the port facilities dwarf the domestic quarter (Albin: 1799). By 1859 Whites directory lists a population of 1500 inhabitants.

3.4.23 The earliest detailed map of East Cowes dates from 1793. Philemon Ewers ship yard is shown in the south west corner, the area later covered by the 'Falcon shipbuilding yard'. It also shows buildings in the area of the present Castle Street and High Street, which almost certainly originated with the wharves warehousing and settlement founded by Newland in the 1620's.

3.5 Modern Period (AD 1850+)

3.5.1 A search was undertaken of a range of Historic Survey Maps covering the study area. The maps document the history and development of the site and its environs, as well as changes in settlement and land use within the study area. The OS Maps examined dated from the late 18th century to the present day, while the earliest non OS maps of relevance to this assessment consisted of the Whippingham Tithe Map of 1841.

3.5.2 The earliest detailed map shows the limit of East Cowes in the 1790's. The Tithe map of 1841 provides far more detailed listing of plots and boundaries. This map also shows slight development east along Well Road, and what were probably the mast ponds referred to by Ewer to the east of the shipyard in the area of reclaimed marshland. The most significant observation is that buildings on the reclaimed land along the Medina waterfront, hinted at by the 1793 map and confirmed by a letter from the Cowes commissioners can now be identified as store houses and quays.

3.5.3 St.James's Church, which lies immediately to the south-east of the regeneration zone, dates from 1831, and was commissioned by Queen Victoria. Designed by John Nash, but extensively rebuilt in 1868, the church is grade 2 listed, and important due to its connection with Nash (he is buried in the churchyard). The 19th century church wall and gate piers are also grade 2 listed. East Cowes was established as a separate parish from Whippingham in 1842. The associated graveyard was closed for burials in the later 20th century.

3.5.4 The stream from St James Church, which fed the potential mast ponds represented on the Tithe map of 1841 (fig. 4), appears to have formed the southern boundary of East Cowes, roughly along the southern edge of the Waitrose development. By 1862 this watercourse and associated ponds (presumably backfilled) are no longer extant, the stream now being canalised underground. This allowed development to spread south onto what was previously marshy ground.

3.5.5 The 1862 Ordnance Survey Map provides the first detailed representation of the Port facilities of East Cowes, showing a shipyard to the north on what is now known as The Parade with a pier and jetty (Trinity Wharf), and extensive facilities in the south eastern corner centred on the Falcon Shipyard. This also provides the earliest cartographic reference to the chain ferry linking East and West Cowes which was built in 1859. This

map also confirms the lack of development to the north, with East Cowes remaining focussed on Castle Street, and the waterfront.

3.5.6 The rise of yachting in the 19th century took interest away from East Cowes to its present home at West Cowes. This began a period of steady decline which lasted until 1857 when the area was revived by the establishment of industry such as John Samuel White and Co, engineers, and SE Saunders Ltd (William 1908:197). The relocation of these industrial organisations can be recognised on the 1896 map in the area bordered to the north by Old Road and to the east by Castle Street, named on the map as 'Liquid fuel and engineering works'. This development coincides with the construction of new jetty's and slip ways at the southern end of Medina Road.

3.5.7 New features extant on the 1896 map to the north of East Cowes along the modern 'Esplanade' include the construction of a recreation ground, a Coastguard station and the construction of an Infantry Barracks. The open ground to the north east of the site is also showing signs of change with housing built on its northern side of Cambridge Road.

3.5.8 The 1909 map shows little change from the 1896 edition, although the 1939 map represents significant development. The construction of the Columbine works, built by Saunders-Roe in 1935, either side of Castle Street, resulted in construction on previously open ground, and on the site of a former boatyard. Other features of interest shown on the 1939 map include a shooting range to the north of St James church, and a Bowling Green and club house, situated just north of Well Street.

3.5.9 Between 1962 and 1977 there is very little change within the study area, however new housing appeared immediately to the south and east of the development site on the 1977 map.

3.6 Evaluation trenching (OA, 2006)

3.6.1 The 2006 evaluation trenching report concluded that, although the site had theoretically high potential for archaeological discoveries, the trenching to the east of Castle Street had not identified any significant archaeological artefacts or features.

3.6.2 Ground conditions on the site were shown to vary greatly, depending on the precise nature of previous land-use, the position on the hill slope, and the consequent extent of terracing. In some areas terraces had clearly cut away the original ground surface, removing any chance of archaeology surviving. In other areas the original land surface was sealed beneath layers of made ground forming the terraces.

3.6.3 A series of five trenches (100, 101, 102, 103 and 118) were excavated alongside Castle Street, to the north of the proposed energy centre, on the site of the former GKN buildings: 'The hill slope has been extensively terraced, principally in the 1930s during construction of the GKN works, destroying or severely truncating any earlier archaeological deposits that may have been present. The evaluation demonstrated that the original soil profile of the hill side is preserved in limited areas, particularly on the lower slopes to the south and west of the site' (OA 2006).

3.6.4 Trench 100 (20m x 2m) was the closest trench to the proposed energy centre (20m to the NE). It was aligned east-west and designed to assess the potential for archaeology to survive under the former GKN building terraces. The ground level dropped from 8.6mOD at the eastern end of the trench, to 6.9mOD at the western end. The natural Headon and Osborne Beds, or overlying gravel, where present, were encountered at 7.4mOD at the eastern end of the trench and 5.4mOD at the western end. For comparison,

the top of the masonry footings found in the Waitrose watching brief, 110m to the south were at 2.1m OD. The original ground profile was preserved in some sections of the trench, where the ground had been built up. At this level were found 19th century archaeological features, comprising a small rubbish pit, and a gully containing brick and tile fragments and animal bone. This group of features was the only surviving trace of settlement features, pre-dating the 1930s developments along Castle Street, to be found in the evaluation. Although not significant in themselves they demonstrate the potential for archaeology to be preserved under made ground deposits alongside Castle Street.

3.6.5 Trench 109 was the closest trial trench to the masonry footings discovered in the Waitrose watching brief. It was excavated at the junction of Castle Street and Well Road, 60m south of the proposed Energy Centre, and 30m south of the discovered masonry footings. This location was occupied by modern concrete building platforms, and generally thought to be heavily disturbed by building foundations and terracing. Removal of the concrete slab revealed a minerogenic yellow silty clay, which appeared very similiar to the natural Headon and Osborne Beds, and was recorded as such. However the recent watching brief suggests that this layer may in fact have been re-deposited, having been used in modern times to raise and level the plots alongside Castle Street. The watching brief has shown that, in places, a similar clay layer seals archaeological deposits.

3.7 The Waitrose watching brief (OA, 2010)

3.7.1 An archaeological watching brief was undertaken on the groundworks for the Waitrose foodstore development, in accordance with a specification prepared by Oxford Archaeology and approved by the Isle of Wight County Archaeological Officer (Owen Cambridge). Two potentially significant archaeological discoveries were made:

- A coffined human burial near the south-east corner of the Waitrose store.
- A masonry wall footing near the north-west corner of the Waitrose store.

3.7.2 These finds have been incorporated into a GIS file for comparison with historic maps of the site. An accurate overlay between the 1862 and 1939 and modern map editions has been achieved by geo-rectifying the maps using a series of common reference points. The results are illustrated on figure 2, which shows the development overlaid on the OS map of 1862.

The human burial

3.7.3 The coffined burial of an adult female was discovered during service diversion work near the SE corner of the new Waitrose store (Figures 1 and 2). In accordance with the Burials Act (1857) the archaeologist immediately informed the Ministry of Justice, and obtained a license to excavate the remains. The Isle of Wight Coroners Office and the County Archaeologist were also consulted on the appropriate treatment of the remains. The license was granted within 24 hours, and the burial was carefully excavated, recorded and lifted immediately thereafter (Figure 3).

3.7.4 The burial was moderately well-preserved and had been buried in a coffin, traces of which survived. The single-break shape of the coffin indicates that it dates from some time between the late 17th century and the present. Unfortunately there were no metal fixtures on the coffin (these would normally provide a good indication of the date of the burial). A search of the Public Records Office, at the request of the County Archaeological Officer, found no historical records of burials in the area of the find. It is

possible that it represents overflow from the graveyard of St.James's Church, although there was no sign of any other burials in the surrounding area, and it lies 150m to the west of the recorded graveyard. St.James's Church was built in 1831 on a greenfield site. If the burial is associated with the church, a date in the later 19th or earlier 20th century seems most likely. However it could be a nonconformist or informal burial. In any case it appears to be an isolated find.

3.7.5 A radiocarbon date was obtained on a fibula from the skeleton, by Scottish Universities Environmental Research Centre Radiocarbon Laboratory. In summary:

Lab code: SUERC-29605 (GU-21762)
Site code: IWCMS:2010.7256
Sample 1001 (context 1005)
Calibrated Age 120 years plus or minus 35
Calibrated date range at 96.4% probability:-
1670AD - 1780AD (34.1%)
1790AD - 1940AD (61.3%)

3.7.6 The potential date range is very broad due to a bi-modal spread in the radiocarbon result, but it agrees with the late 17th - 20th century date range suggested by the coffin form. It is also consistent with the burial being overspill from the nearby 19th/ 20th century churchyard. The skeleton certainly pre-dates the atmospheric atomic bomb tests of the 1950s and 1960s.

The masonry wall footing

3.7.7 In the course of the watching brief, during the removal of a concrete slab in the proposed Waitrose service yard, a masonry wall footing was found sealed beneath a silty clay layer. A single base course of the mortared limestone wall footing survived, which was c.0.6m wide (Figure 4). The wall appeared to have formed a revetment for a terrace cut into the Headon and Osborne Beds.

3.7.8 Fragments of green-glazed 16th/ 17th century pottery were found in association with the wall footing, but only in deposits later than the wall's construction. Traces of a timber plank were found lining the western side of the wall at the base, possibly part of a later lean-to structure built against the wall.

3.7.9 The wall alignment closely matches the rear wall of the property at the junction of Castle Street and Well Road. Comparison with the later OS map editions up until 1939, shows no substantive changes in the building layout in this plot. This demonstrates that the wall in question was used as a major property boundary between the mid-19th century and the 1930s, but does not indicate its date of construction. Earlier maps, dating back to the OS sketch of 1793, are insufficiently detailed or accurate to allow comparison of individual building and plot arrangements.

3.7.10 The wall lies in the historic core of East Cowes, in the immediate vicinity of the Tudor harbour facilities, although set slightly back from the waterside, in an area that might have been used for warehousing or other services connected with the port. The discovery of green-glazed Tudor pottery confirms activity of this date in the immediate vicinity. Even if the fabric of the wall is later in date, the tenement boundary it marks is most likely to have been established during the first period of rapid development of East Cowes, in the late 16th/ early 17th century.

3.7.11 The masonry wall footing is consistent with a Tudor date, but is very unlikely to be directly connected with East Cowes Fort, which was probably located well to the north of

the proposed Energy Centre. The masonry itself is not diagnostic of date. East Cowes Fort is known to have been built with stone taken from Quarr and Beaulieu Abbeys after the Dissolution of the Monasteries. It seems likely that the fort itself would have been robbed of stone, for use in new buildings, during the late 16th and/or 17th centuries.

3.7.12 Reasons for rejecting the masonry as being part of East Cowes Fort are as follows:

- The wall footing is insufficiently thick to be defensive in nature.
- While this does not preclude the possibility that it is part of an internal or ancillary structures associated with the fort, there is no other documentary or archaeological evidence for the fort being located at the junction of Castle Street and Well Road.
- The wall appears to form the rear wall of the pre-1930s properties alongside Castle Street, which in plan appear typical of commercial tenements, with no identifiable military characteristics.

4 ARCHAEOLOGICAL POTENTIAL

4.1 Factors affecting archaeological survival and existing impacts

4.1.1 As noted in Section 3.5 above, the plots along the eastern side of Castle Street have undergone severe ground disturbance as a result of previous development, in particular as a result of various episodes of terracing. However the 2006 evaluation, and 2010 Waitrose watching brief, both demonstrate the potential for significant archaeology to be preserved in patches, often buried underneath the made ground deposits used to build up the terraces. The soil sequence in the proposed energy centre site is likely to be broadly similar to that encountered in the adjacent Waitrose watching brief.

4.2 Archaeological potential of the proposed energy centre site

4.2.1 This Heritage Assessment has identified a moderate potential for encountering 16th/ 17th century archaeological remains, surviving in a band along the eastern side of Castle Street, particularly in the lower lying ground near the junction of Well Road with Castle Street. The results of the Waitrose watching brief indicate that masonry wall foundations may survive, at least in patches, underneath the existing 20th century concrete building slabs and layers of made ground within the energy centre site. The preservation of such remains is likely to be poor, which much evidence for later ground disturbance.

4.2.2 The baseline historical data, in combination with the watching brief results, suggest that the row of pre-1930s tenement plots on the east side of Castle Street, may originally have been established in the late 16th/ early 17th century, a period of rapid commercial development at East Cowes. The particular wall footing identified in the Waitrose watching brief is not expected to be found in the energy centre site, as the boundary alignment in question passes to the east of the proposed energy centre site. However the proposed energy centre would be built over a row of pre-1930s tenement plots, which could contain surviving Tudor archaeology. If further masonry footings are found, that can be shown to be of Tudor date, it would validate the available documentary sources and provide an indication of the character and extent of East Cowes during this period. Such remains would be of moderate regional significance, if found. Any evidence for settlement earlier than the Tudor period would significantly change current perceptions of the early development of East Cowes, and would be of high regional importance.

4.2.3 There is no specific reason to expect further unrecorded human burials within the proposed energy centre, or in the wider East Cowes regeneration area. The burial found in the Waitrose watching brief appeared to be an isolated find. However, the discovery indicates that caution should be exercised during construction groundworks for future developments, in particular in the vicinity of St.James's Church, and in the southern part of the regeneration area. The burial is dated broadly to the late 17th -early 20th century, on the basis of a single radiocarbon date and the shape of the coffin.

5 IMPACT OF THE PROPOSED DEVELOPMENT

5.1.1 The proposed energy centre will comprise a new building footprint c. 40m x 10m. It's construction will involve removal of the existing concrete slab and piling into the Headon and Osborne Beds, which will result in the removal of any archaeology that may be present. The changes to any archaeological remains will be permanent, and there are no options for preserving archaeology in situ, within the proposed building footprint

5.1.2 There is potential for further remains of the pre-1930s Castle Street tenements to be exposed, following removal of the existing concrete slabs. However the preservation of archaeological features is likely to be patchy, at best. If this proves to be the case, there would be a cumulative minor adverse, arising from the impact of the development on heritage assets.

6 MITIGATION

6.1 Potential to preserve archaeology in situ

6.1.1 The preservation in situ, of any archaeological remains underneath the proposed energy centre will not be possible, due the small size of the proposed development, and the expected extent and depth of construction impacts.

6.2 'Strip, map and sample' excavation

6.2.1 Mitigation will comprise 'strip, map and sample' excavation, covering the proposed energy centre building footprint, designed to 'record and advance understanding of the significance of the heritage asset before it is lost' (PPS5, HE12.3).

6.2.2 'Strip, map and sample', is here defined as a formal programme of archaeological investigation and recording in areas containing foreseeable finds, carried out as advance archaeological works, with sufficient programme window allowed for detailed excavation to take place. This method comprises stripping to an archaeological specification, mapping of any Archaeological Remains found, and a programme of sample hand excavation.

6.2.3 It is anticipated that peripheral shallow groundworks, such as landscaping earthworks, will not impact significantly upon buried archaeology.

Oxford Archaeology
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7 REFERENCES AND SOURCES

7.1 Documentary reference abbreviations

CUST	Customs Records
E	Exchequer, Pipe Office, Declared Accounts
L&P	Letters and Papers of Henry VIII
OG	Oglander Papers
MSS	Manuscripts
SC6	Special Collections, Ministers and Receivers Accounts
SP	State Papers
VCH	Victoria County History

7.2 Documentary sources

British Museum, Additional Manuscripts.

English Heritage, National Monuments Record.

English Heritage, Scheduled Ancient Monuments Record.

Isle of Wight Record Office.

Isle of Wight Sites and Monuments Record.

Oglander Papers, Isle of Wight Record Office.

Personal Communication - Robert Martin.

State Papers, Exchequer, Pipe Office, Declared Accounts.

State Papers, Special Collections, Ministers' and Receivers' Accounts.

7.3 References

Albin, J. 1799: A companion to the Isle of Wight comprising the history of the island, and the description of its local scenery, as well as all objects of curiosity. London.
Brading, R. 1990: East Cowes and Whippingham (1303-1914). Newport.
Camden, W. 1586: Britannia. London.

Colvin, H, M (ed). 1973: The History of the Kings Work's, London HMSO.

Dummer,E. 1698: A Survey of the Ports on the South West Coast of England from Dover to Lands End. Deptford.

OA 2005, East Cowes Project, Isle of Wight, Archaeological Desk-based Assessment. Prepared by OA for Mouchel Parkman and SEEDA.

OA 2006, East Cowes Development, Isle of Wight. Former GKN Works Site,

OA 2010, East Cowes Town Centre Development, Isle of Wight - Written Scheme of Investigation for an Archaeological Watching Brief. Oxford Archaeology for Kimberley Developments plc.

William, P et al. 1908: The Victoria History of the Hampshire and the Isle of Wight, London.

7.4 Cartographic Sources

1:63,360 Ordnance Survey map of 1793
1" Old Series Ordnance Survey 1810
1st Edition 1" Ordnance Survey map of 1862
1" Ordnance Survey map of 1896
1" Ordnance Survey map of 1907
6" Ordnance Survey map of 1909
1" Ordnance Survey map of 1939
6" Ordnance Survey map of 1962
1:10,000 Ordnance Survey map 1977
1:25,000 Ordnance Survey map 2004
British Geological Survey of Great Britain Geology Map sheet 331.
Whippingham Tithe Map 1841

Figure 1:
The proposed development overlaid with OS 1st Edition 1" map of 1862

QA by: ACAKC 30.06.2010

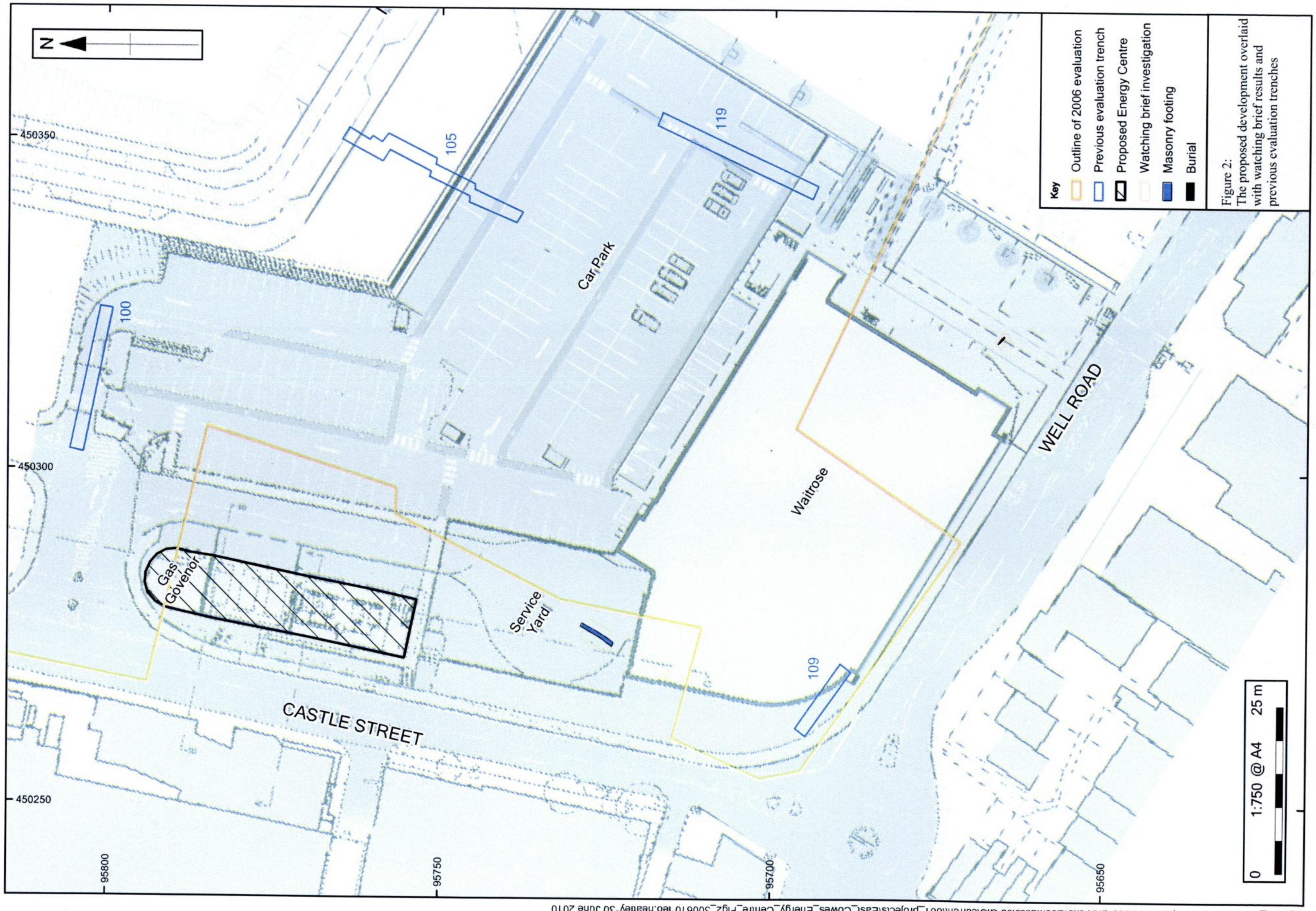


Figure 2:
The proposed development overlaid with watching brief results and previous evaluation trenches

QA by: ACAKC 30.06.2010

X:\IOWGKNEV, East Cowes GKN site\Geomatics\03 GIS\current\001_projects\East_Cowes_Energy_Centre_Fig2_300610'leo.heatley'30 June 2010

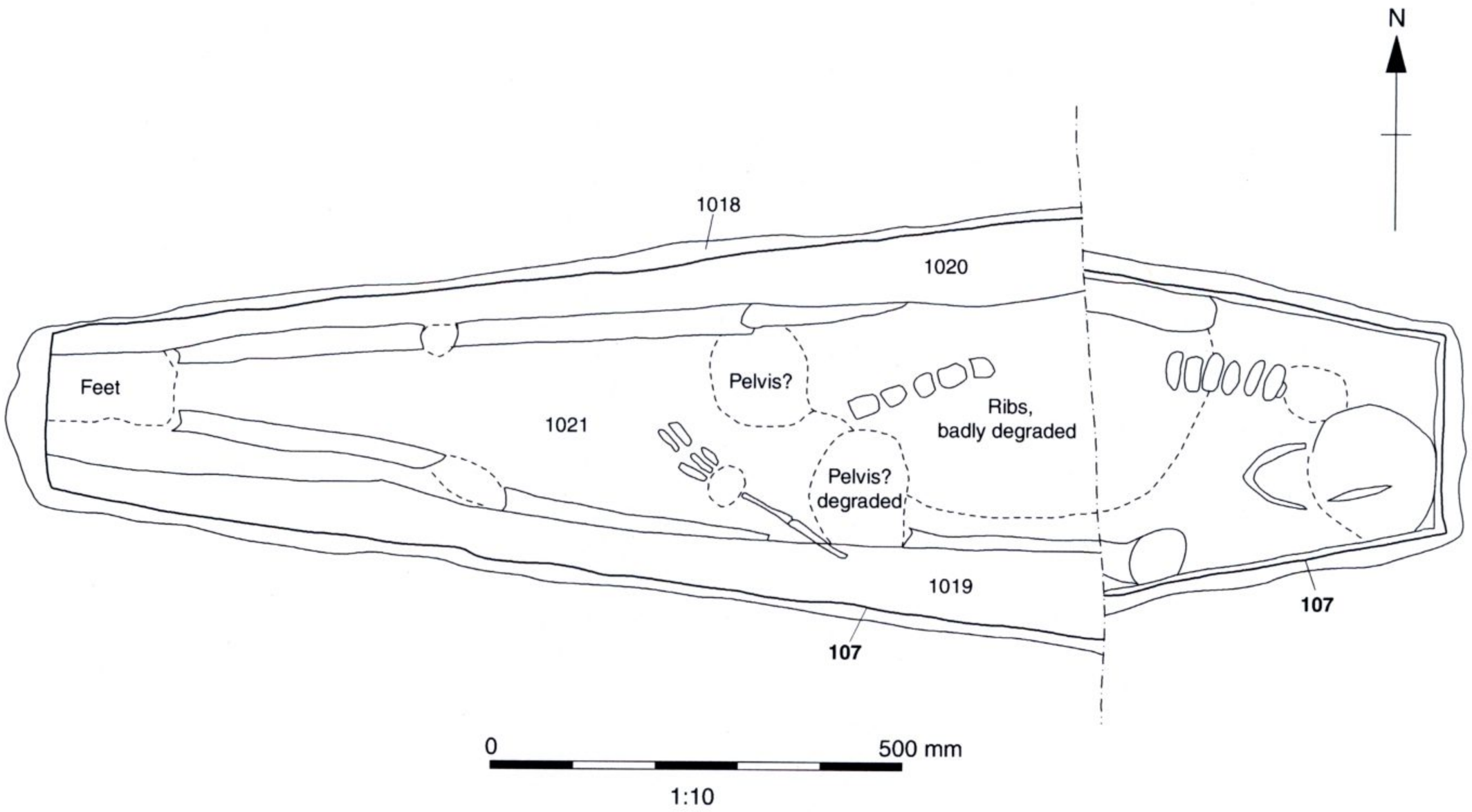
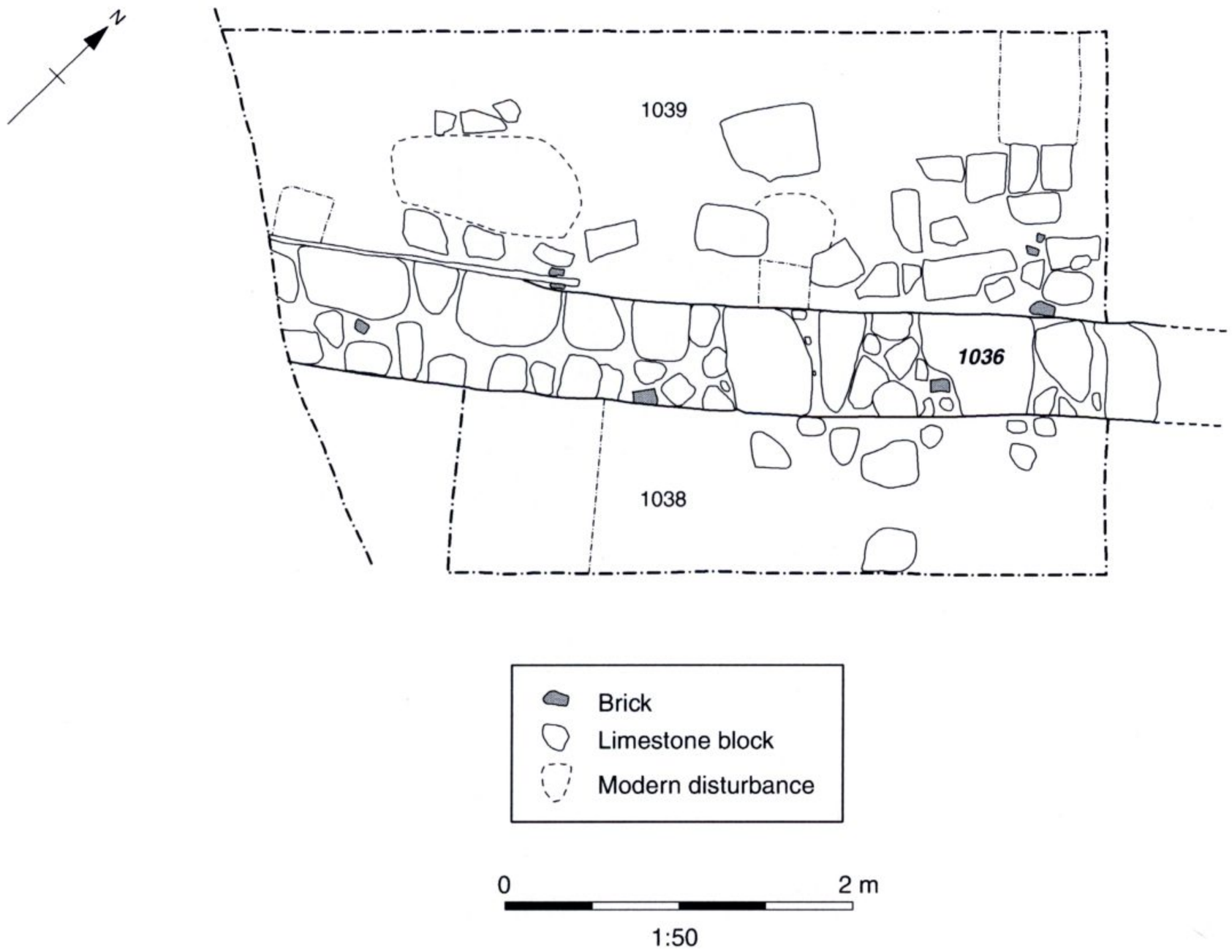


Figure 3: Human burial found during the watching brief (context 1026)



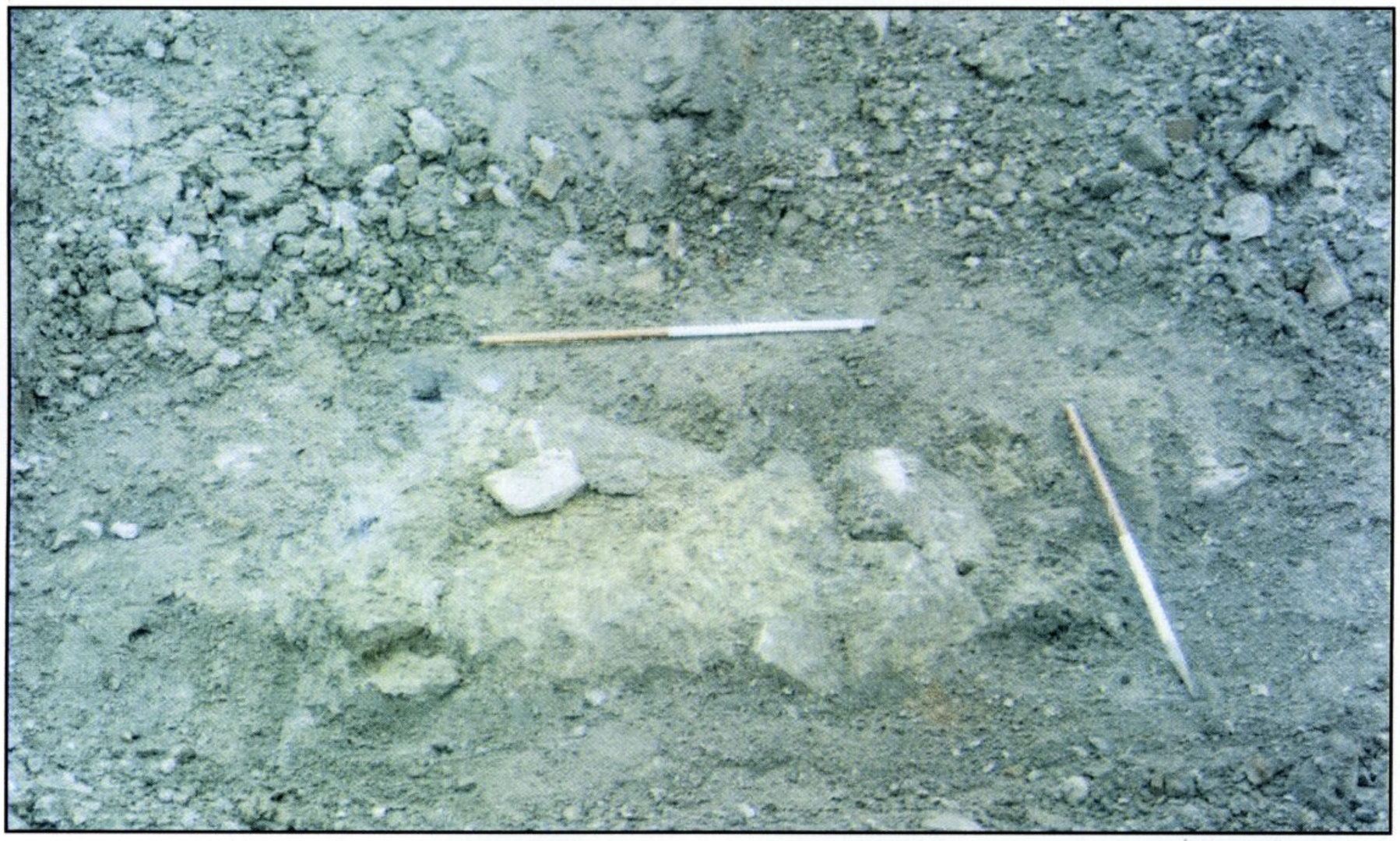


Figure 4: Masonry footing found during the watching brief (context 1036)

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