



## Historic Environment Action Plan Military Type Report

Isle of Wight County Archaeology and  
Historic Environment Service  
April 2010

01983 823810  
Archaeology Unit@[iow.gov.uk](mailto:iow.gov.uk)

## Military HEAP for the Isle of Wight

<b>1.0</b>	<b>INTRODUCTION</b>	Page 3
<b>2.0</b>	<b>ASSESSMENT OF THE HISTORIC ENVIRONMENT</b>	Page 4
<b>2.1</b>	<b>Location, Geology and Topography</b>	Page 4
<b>2.2</b>	<b>The Nature of the Historic Environment Resource</b>	Page 4
<b>2.3</b>	<b>The Island's HEAP overview document</b>	Page 4
<b>3.0</b>	<b>DEFINING MILITARY STATUS</b>	Page 5
<b>4.0</b>	<b>ANALYSIS AND ASSESSMENT OF MILITARY/DEFENCE ASSETS</b>	Page 5
<b>4.1</b>	<b>Principle Historical Processes</b>	Page 5
<b>4.2</b>	<b>Surviving Archaeology and Built Environment</b>	Page 7
<b>4.3</b>	<b>Relationship with other HEAP Types</b>	Page 20
<b>4.4</b>	<b>Contribution of Military/Defence Type to Isle of Wight Historic Environment and Historic Landscape Character</b>	Page 20
<b>4.5</b>	<b>Values, Perceptions and Associations</b>	Page 21
<b>4.6</b>	<b>Resources</b>	Page 22
<b>4.7</b>	<b>Accessibility and Enjoyment</b>	Page 23
<b>4.8</b>	<b>Heritage Assets of Particular Significance</b>	Page 24
<b>5.0</b>	<b>CONSERVATION AND MANAGEMENT</b>	Page 26
<b>5.1</b>	<b>Forces for Change</b>	Page 26
<b>5.2</b>	<b>Management Issues</b>	Page 28
<b>5.3</b>	<b>Conservation Designation</b>	Page 29
<b>6.0</b>	<b>FUTURE MANAGEMENT</b>	Page 31
<b>7.0</b>	<b>GLOSSARY OF TERMS</b>	Page 32
<b>8.0</b>	<b>REFERENCES</b>	Page 34

## 1.0 INTRODUCTION

The Isle of Wight Historic Environment Action Plan (HEAP) consists of a set of general documents, 15 HEAP Area Reports and a number of HEAP Type reports which are listed in the table below:

General Documents	HEAP Area Reports	HEAP Type Reports
HEAP Map of Areas	Arreton Valley	Agricultural Landscapes
HEAP Introduction booklet	Atherfield Coastal Plain	Coastal
Isle of Wight Overview	Brading Haven and Bembridge	River Valleys and Wetlands
Vision, Aims and Objectives	East Wight Chalk Ridge	Industry, Transport and Trade
References	Freshwater Isle	Military and Defence
Glossary of Terms	Newchurch Environs and Sandown Bay	Recreation and Tourism
	Northern Lowlands	Religious, Ritual and Funerary
	South-west Wight Coastal Zone	Parkland/Designed Landscapes
	South Wight Downland	Historic Routeways
	South Wight Downland Edge	Rural Settlement
	South Wight Sandstone and Gravel	Trees and Woodland
	The Undercliff	Urban Settlement
	Thorley/Wellow Plain	
	West Wight Chalk Downland	
	West Wight Downland Edge and Sandstone Ridge	

The documents in the above table will be available at the HEAP webpage hosted by the Isle of Wight County Archaeology and Historic Environment Service at [http://www.iwight.com/living\\_here/archaeology/heap.asp](http://www.iwight.com/living_here/archaeology/heap.asp).

This Military HEAP Type report has been produced to give an overview of the Military Heritage Assets on the Isle of Wight.

Additional Military HEAP Type Actions are included at the end of this report to guide all those organisations and individuals who are involved with the Island's historic environment to help to manage this fragile and finite resource for future generations.

## 2.0 **ASSESSMENT OF THE HISTORIC ENVIRONMENT**

### 2.1 **Location, Geology and Topography**

- The Isle of Wight lies 5-8 km off coast of Southern England, separated by the Solent and is England's largest island, 380 square km in area, and approximately 36 km long west-east by 22 km wide north-south, with 96 km of greatly varying coast.
- The Island's Solent coast is punctuated by tidal inlets and estuaries, and the southern coast by *chines*. There are 5 estuaries on the north and north-eastern coasts – Eastern Yar, Medina Estuary, Newtown Estuary, Western Yar and Wootton Creek.
- All three main rivers are, or have been, tidal estuaries for part of their length.
- The Island is characterised by a great variety of geology and landscapes.
- The Island's landscape is dominated by a central range of chalk downs running west-east and by a second block of downland in south east Wight. Lower-lying clays, limestones and gravels occur to the north of the central chalk ridge with Greensand and Wealden deposits to the south.
- The topography of the Island has influenced the location of military sites, most of which are found on the coastline at the eastern or western most points of the Island.
- The non-coastal military sites are most commonly located on the chalk downland where they exploit these high promontories for signalling, observation and anti-aircraft defence.

### 2.2 **The Nature of the Historic Environment Resource**

- The Historic Environment Record (HER) is the definitive database for archaeological remains, built environment and historic landscape character. The Island's HER is held at the Isle of Wight Council Archaeology and Historic Environment Service.
- The Island's Heritage Assets are unique and finite, non-renewable resources, in many cases highly fragile and vulnerable to damage and destruction. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of identity and are valuable both for their own sake and for their role in education, leisure and tourism.
- Because of its unique situation as an island, the Heritage Assets of the Isle of Wight fall within three different zones. These include Land-based Heritage Assets, Cliffs which surround some its coastal areas, an Inter-tidal Zone between high and low water marks and a Marine Zone which encompasses the seabed and surrounding waters out to the UK Territorial Limit. The Heritage Assets within these zones are listed on page 4 of the Isle of Wight Heap Overview report which can be found at :  
[http://www.iwight.com/living\\_here/planning/images/IsleofWightHEAPOverview.pdf](http://www.iwight.com/living_here/planning/images/IsleofWightHEAPOverview.pdf)

- 2.3 The Island contains Heritage Assets from every period of the human past and a summary of the range of these is included in the **Island's HEAP overview**

document.

[http://www.iwight.com/living\\_here/planning/images/IsleofWightHEAPOverview.pdf](http://www.iwight.com/living_here/planning/images/IsleofWightHEAPOverview.pdf)

### 3.0 **DEFINING MILITARY STATUS**

- The Oxford English Dictionary (1982: 641) defines *Military* as “of, done, befitting soldiers, the army, or all armed forces”.
- This HEAP Type will include all aspects of any armed forces during the human occupation of the Island, their personnel, equipment and physical area which they utilised.
- This HEAP Type Report also includes *Defence* as a broadly inclusive Heritage Asset class as set out in the *English Heritage Thesaurus* ([http://thesaurus.english-heritage.org.uk/thesaurus.asp?thes\\_no=1](http://thesaurus.english-heritage.org.uk/thesaurus.asp?thes_no=1), accessed July 2010)

### 4.0 **ANALYSIS AND ASSESSMENT OF MILITARY/DEFENCES ASSETS**

#### 4.1 **Principle Historical Processes**

- 4.1.1 There are currently no known Military/Defence Heritage Assets on the Island that relate to the **Palaeolithic** (approximately 500,000 to 10,000 BC), **Mesolithic** (approximately 10,000 to 4,000 BC), **Neolithic** (approximately 4000 to 2350 BC) or **Bronze Age** (approximately 2350 to 701 BC). However, **Bronze Age** stone axes and arrow heads that have been found on the Island may have been used in warfare but no work has been done to establish this.
- 4.1.2 During the **Iron Age** (approximately 800 BC to AD 42) there was a period of concerted hill fort construction from 200 BC until the time of the Roman conquest of Britain (AD 43 to 409). Two possible, but as yet unconfirmed, Iron Age defended sites exist on the Island.
- 4.1.3 The **Roman** conquest of Britain began effectively in AD 43 and this large scale military conquest involved the construction of numerous defensive features including military camps, forts and fortresses, throughout England, Wales and Scotland. Yet, despite a Roman presence of the Island from the 1<sup>st</sup> to the 4<sup>th</sup> century AD currently no known Roman military/defensive features have been identified.
- 4.1.4 Following the retreat of the Roman forces in the late 4<sup>th</sup> and early 5<sup>th</sup> centuries AD the south and east of Britain was invaded by Germanic Anglo-Saxon tribes. During the second half of the 1<sup>st</sup> millennium AD the **Anglo-Saxons** (410 AD to 1065) are known to have been threatened by Viking raids and later Norman invasion and are believed to have made use of, or re-used, already extant defensive structures and sites, such as Iron Age and Roman forts, and to have constructed new defensive structures, *burghs* (the Anglo-Saxon term for a fort). A possible burgh exists at Carisbrooke Castle on the Island but this has not been confirmed.
- 4.1.5 The **Medieval** period (AD 1066 to 1539) saw massive military/defensive developments in Britain, due to the need to consolidate power after the Norman Conquest of 1066 and to protect from French raids during the Hundred Years' War in the 14<sup>th</sup> and 15<sup>th</sup> centuries. This involved the building of watch-towers, city walls,

naval harbours and *motte and bailey* castles, such as Carisbrooke Castle on the Island.

- 4.1.6** The **Tudor** period in Britain (AD 1405 to 1603), especially influenced by the reign of Henry VIII (AD 1509 to 1547), saw a decline in medieval defensive castles and the rise of luxurious palaces with living quarters for royalty and nobles with coastal forts built for defence. This reflected growing concern with foreign affairs and potential invasion from France and Spain.
- 4.1.7** In the **Post-Medieval** period (AD 1540 to 1900) less substantial military defences also existed on the Island.
- During the English Civil War (AD 1642-1651) King Charles I fled to the Island but was captured and imprisoned in Carisbrooke Castle from 1647 to 1648 before he was eventually sent for trial and execution in January 1649.
- 4.1.8** Towards the end of the 18<sup>th</sup> century, during and after the French Revolutionary Wars (AD 1792 to 1802), the threat of aggression from Napoleon's French Empire was felt to increase and eventually the **Napoleonic Wars** (AD 1803 to 1815), between various European powers including Britain, occurred. Although these wars took place on the European mainland, new military/defence structures including barracks and batteries and signal stations were built on the Island as part of a south-coast wide network.
- 4.1.9** Continuing invasion threats in the **mid 19<sup>th</sup> century** led to the construction of Fort Victoria (built AD 1852 to 1855 on the site of Sharpnose Fort), and Fort Albert (built AD 1854 to 1856).
- 4.1.10** The next major building phase in the military development of the Island occurred in the later 19<sup>th</sup> century when the threat of French invasion was again considered high. In 1859/1860 the Royal Commission on the Defence of the United Kingdom recommended the construction a new series of coastal forts and batteries at key coastal locations, such as the Isle of Wight. The Royal Commission was instigated by the then Prime Minister, Lord Palmerston, and they were thus dubbed **Palmerston Forts**, and later, due to their considerable expense and lack of action, **Palmerston's Follies**.
- 4.1.11 World War I** (1914 to 1918) led to the continued use and reinforcement of the Island's Victorian military/defence sites alongside the construction of new structures.
- 4.1.12** The Island's Victorian defensive fortifications were again utilised during **World War II** (1939 to 1945).
- 4.1.13** Military developments were not confined to the adaptation of extant sites but also involved **new WWII military fortifications and communication features** including pill boxes, radar stations, anti-aircraft guns, Royal Observer Corps stations, obstruction defences and the PLUTO pipeline.
- 4.1.14** Since the end of WWII the Island has seen another significant shift in its military development. Changing threats, such as lessening in the likelihood of invasion and an increase in the potential for nuclear attack during the Cold War, meant that

many of the Island's military features, such as the Victorian defences, rapidly became obsolete. Although many continued to be used for a few years as practice sites, the post WWII period can best be characterised as a period of functional and structural adaptation and/or destruction, with little new military/defence construction.

## 4.2 Surviving Archaeology and Built Environment

**4.2.1** The remains of a possible unfinished **Iron Age** hill fort, including an earthwork rampart and ditch, survive at Chillerton Down, a possible defensive-double ditch survives at Yaverland as a sub-surface archaeological feature and the possible remains of a defended site have been identified at Castle Hill, Mottistone. (Basford 1980; Currie 2003)

**4.2.2** Although confirmed remains of the **Anglo-Saxon burh** beneath Carisbrooke Castle have not been identified, the lower enclosure at Carisbrooke is analogous to burh defences elsewhere and archaeological excavations in 1976-81 identified evidence of earlier settlement at the site that pre-dates the Norman castle (Young 2000; Tomalin 2002).

- The *Anglo-Saxon Chronicles* record that there was a Danish winter camp on the Island in AD 998 and the Island was chosen as a fleet base by Cnut in AD 1022 and by Harold in AD 1066.

**4.2.3** Carisbrooke Castle, constructed from Norman times onwards, is the only surviving secular defensive **Medieval** military structure on the Island. Motte and bailey earthworks at Carisbrooke Castle lie below slightly later stone defences of the 12<sup>th</sup> century, with later medieval additions and an outer artillery fort of late Tudor date (Young 2000: 194-196).

- The only surviving non-secular medieval defensive structure on the Island is a 14<sup>th</sup> century defensive wall that exists at Quarr Abbey.
- French raids are known to have occurred on the Island during the 14<sup>th</sup> century and St. Helens is thought to be the point at which the French landed in 1340 (Edwards 1999: 3). In response defensive beacons were sited on the Island's chalk downs and other high points during medieval times to warn of French attacks.
- Beacons may have been sited on Mottistone Down at Harborough Barrow, at Lavendone alias Garstons Down, near Lorden Copse to the north-east of Shorwell and on Alvington Down alias Bowcombe Down (Basford 1980: 133-134), other beacons were sited at Coombe Tower, Chale Down, Niton, Appuldurcombe, Shanklin, St. Martin's Down and Atherfield Point. The Chale Down Beacon was probably sited close to St. Catherine's Lighthouse and Oratory (Köteritz 1940: lxxviii).
- In the 14<sup>th</sup> century a timber defensive structure was constructed on one or two *peels* at 'Shamelhorde' to protect the small landing places at the mouth of the Medina, thought to be East Cowes (Martin 2006).
- By 1489 a small wooden fort, with a single gun, existed on the coast at Ryde with the expenses met by the Lord of the Manor of Asheby (Martin 2006). It is not clear if this fort relates to the earlier beacon at 'La Wryde'.

**4.2.4** During the **Tudor** period the defensive fortifications on the Island shifted in focus from defending/controlling the population and territory of the Island to protecting the growing medieval boroughs of Yarmouth and Newport from French raids with reinforcements such as forts, as at Yarmouth, and town gates (Page 1912; Beresford and Finberg 1973: 121). The Island was also recognised for its strategic significance and the protection it afforded the Naval Portsmouth Docks during the Tudor period and the Tudor defences built on the Island were part of a wider Solent system of defences including Hurst Castle, Calshot Castle and Southsea Castle on the mainland.

- Four stone Henrician forts were built on the Island in the Tudor period at Yarmouth, East Cowes (built approximately 1540), West Cowes (built 1539 to 1540) and Sandown (built 1537 to 1540); and a timber fort was built in Freshwater Harbour in 1558.
- Following a French raid in 1543 a stone built artillery castle, with moat and other earthwork defences, was built at Yarmouth and finished in 1547 when it contained three cannon and culverines, and twelve smaller guns (Edwards 1999: 2-3). Yarmouth was the earliest example of an arrow-head bastioned castle in England. The castle was regularly repaired and updated throughout the late 16<sup>th</sup> and early 17<sup>th</sup> century. After 1669, Sir Robert Holmes, Captain of the Island, reorganised the castle's defences, filled in the moat and built what is now the George Hotel over it. The castle remained in use through the Napoleonic Wars and it was not until 1885 that the authorities decommissioned the site (English Heritage Scheduled Monument Assessment).
- Yarmouth Castle is the only coherent example of a Henrician Tudor Fort surviving on the Island and is largely complete although the moat and outer earthworks are no-longer visible, but have recently been encountered as sub-surface features during 21<sup>st</sup> century developmental work at the George Hotel.
- The Tudor Fort at Sandown, Sandown Castle, built near the shore, was rapidly undermined by coastal erosion following its construction and was replaced by a second fort from 1632 (Jones 1968).
- Elements of Sandown Castle, including masonry remains, may be detectable by boat at exceptionally low tides (Jones 1968). A ditch and earthworks associated with the 17<sup>th</sup> century Sandown Fort survive and further sub-surface remains may exist, having only been in filled during demolition in 1901.
- East Cowes Castle, it appears, was even less successful as there is no mention of it in the 1547 or 1559 surveys (Kenyon 1979: 76), suggesting that it had been demolished or fallen derelict shortly after its construction.
- The site of the now demolished East Cowes Castle is yet to be established but recent development led archaeological work has identified a substantial stone wall and Tudor ceramics in the area of Castle Street, which warrants further investigation.
- West Cowes Castle was more successful, surviving in use until the 17<sup>th</sup> century when it was mostly demolished and the remains substantially remodelled (Kenyon 1979: 67-68).
- Elements of West Cowes Castle have been incorporated within the structure of the Royal Yacht Squadron.

**4.2.5 Other Tudor defences** on the Island included:

- At the western end of the Island: Worsley Tower, an octagonal stone gun tower (Cantwell 1985: 3); and Sharpnode Fort, a square timber and earthen construction



(Martin 2006), built in 1547 and rebuilt as Carey's Sconce in 1587 (Cantwell 1985: 7).

- A small fort is believed to have been located at Gurnard, built around 1600, although the fort disappeared from records by the end of the 17<sup>th</sup> century. Small forts also existed at Nettlestone and St. Helens, dating from the 16<sup>th</sup> century or earlier, which remained in use until the 17<sup>th</sup> century. A small fort "Brinn Bridge" was also reportedly located on Bembridge Isle, having been mentioned in the 17<sup>th</sup> century (Hooper 1989 cited by Martin 2006; Worsley 1781 cited by Martin 2006; Martin 2006).
- An excavation of a Roman Villa at Gurnard in 1868 revealed what is thought to be the rampart from 17<sup>th</sup> century Gurnard Fort (Smith 1883 cited in Martin 2006). However, since then much of the site has been lost to coastal erosion and the extent of any surviving remains must have been drastically reduced.
- Well preserved fortifications constructed in the late 16<sup>th</sup> century survive at Carisbrooke Castle as an excellent example of defence works of this period, standards including a *bastioned trace* of late Tudor date that surrounded the castle (Young 2000: 189-200).
- A Cowdry engraving entitled "*The Encampment of the English Forces near Portsmouth*" depicts a gun battle at Yarbridge including the presence of timber stockade, a possible battery and the Henrician fort at Sandown (Martin 2006).
- A small Henrician Fort or military storehouse is also believed to have existed at Freshwater Gate (Kenyon 1979).
- The Tennyson Monument on Tennyson Down is on the site of the Nodes Beacon. A beacon is first recorded on Freshwater Down in 1638 and earthwork banks close to the Tennyson monument could be associated with this beacon.

#### 4.2.6 In response to the threat of French raids many of the Island's urban areas developed **Post-Medieval local defences**:

- At the time of the building of Yarmouth Castle, Yarmouth had four gates: Quay, or Sea, Gate; Outer Town Gate; Inner Town Gate and Hither Gate (Page 1912: 286; Winter 1981: 22), but the precise date of their construction is unknown (Edwards 1999: 8).
- There are also suggestions that further defences were constructed in the 17<sup>th</sup> century to protect the landward side of Yarmouth, such as earthworks and small forts (Blome 1673 cited in Martin 2006).
- At Yarmouth, "In... 1662... the Governor of the Island cut a passage around the eastern side of the town, thus making it an island, with a view to rendering it more capable of being fortified" (Blome 1673), the last mention of which was in 1789.
- John Speed's Map of 1611 shows a gate called Towngate protecting and controlling access into Newport from the north at the northern end of St. James' Street, which was formally known as Forest Gate (Tomalin and Scaife 1988: 77) but there is no evidence of a town wall at this time (Edwards 1999: 6). Although not shown on Speed's map, it is also believed that gates existed at the southern end of St. James' Street (Page 1912: 254; Edwards 1999: 6), to the west at Carisbrooke Gate, and Sea Gate by the Quay (Edwards 1999: 6). Again the precise dates for the construction and demolition of these gates are not known.
- The Island also defended itself from French attacks by storing cannon at parish churches from the early 16<sup>th</sup> century. The guns were not for use at each individual location but formed part of an "integrated Island network ready to meet attack wherever it might occur" (Thompson 2009: 107). Cannon are known to have been held at Arreton (from 1613 to before 1838), Brading (from 1549 to 1832),

Brighstone (from 1545 to after 1793), Calbourne (date of acquisition unknown, to 1808), Carisbrooke (from 1549 to 1850), Chale (from 1547 to 1777), Freshwater (from 1549, date of disposal unknown), Gatcombe (date of acquisition unknown, date of disposal unknown), Godshill (date of acquisition unknown, to after 1777), Mottistone (from 1547 to after 1794), Newchurch (date of acquisition unknown, to after 1794), Newport (date of acquisition unknown, date of disposal unknown), Niton (date of acquisition unknown, date of disposal unknown), Shalfleet (from 1546-50 to 1808) and Shorwell (from 1629 until before 1838).

- Physical evidence of the Island's parish cannons, first established in the 16<sup>th</sup> century, survive at Arreton (cannon), Brading (cannon, now moved to Nunwell, and gun house), Brighstone (traces of the gun house), Carisbrooke (gun, now in Carisbrooke Castle), Gatcombe (possible gun house) and Shorwell (gun and traces of gun house) (Thompson 2009).

**4.2.7** During the late 18<sup>th</sup> and early 19<sup>th</sup> century, due to **Napoleonic** threats, the Island's military was updated and military activity increased.

- A new battery was built at Sconce Point and a barracks at Colwell Chine (Margham 1992: 119); a battery was built at Cliff End; barracks were built on Royal Heath, to the south of the agricultural settlement at Sandham; land was taken out of Parkhurst Forest for Albany Barracks in the late 18<sup>th</sup> century; barracks existed briefly at Compton during the Napoleonic Wars but were dismantled by 1840; barracks also existed at Freshwater Down (Albin 1818).
- Drill halls existed on the Island at Cowes, now demolished, and at Drill Hall Road Newport, still surviving and a prisoner of war camp is believed to have existed at Redway Farm.
- An 1816 document lists coastal signal stations at Needles Point, Mottistone Down, St. Catherine's Tower, Dunnose in Bonchurch, Bembridge Down, Priory, and Ryde. Unfortunately, with the exception of St. Catherine's Tower (believed to be St. Catherine's Oratory or the Salt Cellar) the exact location of the other signal stations is unknown (Public Records Office Kew).
- Illustrations by Charles Tomkins show signal stations at Wootton Creek (1796), High Down (1809) and Ashe Down (1798), and an illustration by George Brannon depicts a signal station at Freshwater Cliffs (1840).
- A small private fort, Worsley's Battery, was also built in the late 18<sup>th</sup> century, on the cliff top, overlooking Mount Bay, near St Lawrence. This stone built fort with six guns was depicted in use until the mid 19<sup>th</sup> century (Martin 2006). Today this fort is rapidly deteriorating due to coastal erosion and what remains, earth and stone-works, are heavily overgrown.
- The Royal George, a Royal Navy warship, capsized undergoing repairs at Spithead in 1782 and despite salvage attempts the wreckage survives across a wide area of the seabed (Pritchard and McDonald 2001: 87).

**4.2.8** The Hoy Monument was erected on Chale Down to commemorate the visit of Tsar Alexander following his successes in the Napoleonic Wars against Napoleon. A second tablet was added to the monument in 1857 to commemorate those who fell during the Crimean War.

**4.2.9** Although the threat of French invasion was felt to subside in the **mid 19<sup>th</sup> century**, due to the strategic importance of the Island, the Island continued to be defended with new military features.

- Fort Victoria (built from 1852 to 1855) was disarmed in 1876 and was used as a barracks before the Royal Engineers took over the building in the same year and converted it into a submarine depot, leading to substantial structural alterations. An experimental “see-saw” searchlight pit was built in 1888 with an underground engine room to provide power to the west of the fort (Sanders 1998: 117-118).
- The large barrack blocks at Fort Victoria were demolished in 1969 but the sea-facing casements survive today. Other surviving features include an experimental searchlight pit, built in 1888, west of the fort alongside a poorly preserved searchlight to the east, and portions of the submarine mining depot’s tramway (built in 1891), and a test room for detonating mines (David Moore, accessed online June 2010).
- Fort Albert (built from 1854 to 1856), originally housed 29 guns, but in 1887 it was disarmed when its small size meant it became redundant as a gun platform for new larger weaponry. Instead the fort was adapted to an infantry barracks. From 1886 to 1888 part of the fort was adapted to hold a Brennan Torpedo installation, one of the world’s first guided torpedo’s and one of only three operational stations in the UK (David Moore, accessed online June 2010).
- Today Fort Albert is externally complete, as are some of the internal divisions, but the interior has been converted for private residential use. The original large outer doors survive and should be retained. Unfortunately nothing remains of the Brennan torpedo launching station, although a brick built reservoir in the hillside to the rear, believed to be related to the needs of the torpedo station, still survives (Saunders 1998).

**4.2.10 The later 19<sup>th</sup> and early 20<sup>th</sup> century** saw a period of concerted military/defence construction on the Island in response to Lord Palmerston’s fear of French invasion that formed part of a wider British defence network along the south coast.

- Three sets of Palmerston Forts were built on, or around, the Island, the first at the eastern end of the Island to protect the eastern entrance to the Solent, the second at the western end of the Island to protect the western entrance to the Solent and the third set built offshore in the Solent.
- The forts and batteries to the east include: Sandown Fort (Granite Fort) (built 1861 to 1864), Sandown Battery (built 1861 to 1863), Yaverland Battery (built 1861 to 1864), Redcliff Battery (built 1861 to 1863), Bembridge Fort (built 1862 to 1867), Steynewood Battery (built 1889 to 1893), Culver Battery (built 1904 to 1906), Puckpool Battery (built 1862 to 1865) and Nodes Point Battery (built 1901 to 1904). An earthwork battery was also built at St. Helens Duver and can be seen on the 1866 OS Map.
- The forts and batteries to the west include: Freshwater Redoubt (built 1855 to 1856), Old Needles Battery (built 1861 to 1863), Warden Point Battery (built 1862 to 1863), Cliff End Battery (built 1862 to 1863 on top of an earlier Napoleonic Battery), Golden Hill Fort (built 1863 to 1868), Hatherwood Battery (built 1865 to 1869), and New Needles Battery (built 1893 to 1895).
- The Solent Forts include: Spitbank Fort (built 1861 to 1878), St Helens Fort (built 1867 to 1880), Horse Sand Fort (built 1865 to 1880) and No Man’s Land Fort (built 1867 to 1880). (David Moore, accessed online June 2010)
- Many of the Palmerston defences survive in good condition on the Island, including from the eastern group: Yaverland Battery; Bembridge Fort; and Steynewood Battery; while less complete elements of Sandown (Granite) Fort; Culver Battery; Sandown Battery; Nodes Point Battery, and Puckpool Battery exist. Unfortunately, Redcliff Battery has almost completely disappeared due to cliff

subsidence. Earthworks associated with the smaller St. Helen's Battery also survive.

- Although "Militia Artillery Barracks" are shown at Sandown on the OS 1862 map, most of the buildings have since been demolished with the Heights Leisure Centre built atop, but council offices still occupy one former barracks block. The remains of the associated Sandown Barracks Battery are now incorporated in Battery Gardens.
- The Victoria Barracks in East Cowes, built in 1872, housed Queen Victoria's troops. These have recently been used as offices for Westland Aerospace.
- Of the western Palmerston group the most structurally complete of the Palmerston Forts are The Old Needles Battery; New Needles Battery and Golden Hill Fort; with surviving elements of Freshwater Redoubt; Hatherwood Battery; Bouldnor Battery; Warden Point Battery and Cliff End Battery.
- All of the Solent Forts (St. Helens Fort, No Man's Land Fort, Horse Sand Fort and Spitbank Fort) survive although their location and private ownership make them difficult to assess.

**4.2.11** A fourth set of Palmerston Forts was planned for the Island and these were to be located on the south west coast to prevent landings on this long exposed coastline. However, the cost of these works was deemed too high and instead a **Military Road** (currently mostly on the line of the A3055) was constructed from Freshwater to Chale in the 1860s to provide rapid access to the southern coast from the western fortifications allowing defence of chines and beaches against possible invasion.

- The Military Road followed the course of an existing track from Whale Chine to Chale, passing Walpen Manor. This track is marked on the OS 1893 map.
- A brick viaduct was built to carry the road over Grange Chine in the 19<sup>th</sup> century and still carries the road today.
- The road was metalled and partially rerouted in the 1920s.
- Although sections of the Military Road from Chale to Freshwater have already been lost to coastal erosion the current road still largely follows the original route and the viaduct at Grange Chine still survives.
- Other Military Roads were also constructed including: at Headon Warren; from Colwell Common to Fort Warden (now called Fort Warden Road); from Fort Victoria to Cliff End Battery; from Freshwater Bay to Fort Redoubt; and from Bembridge to Culver Down, most of which survive today as public rights of way.
- Military boundary stones were placed along the course of the Island's military roads.

**4.2.12** During the Victorian Period a series of small **rifle ranges** were established on the island and many of these are depicted on early OS maps such as at Cowes, Cliff End, Linstone, Gurnard, Parkhurst, Binstead, St. Boniface Down, Brading, Sandown, West Cliff and St. Helens, structural remains of buildings associated with a 20<sup>th</sup> century rifle range survives at Newtown.

**4.2.13** A second phase of **signal stations** was built on the Island in the later 19<sup>th</sup> and early 20<sup>th</sup> century.

- St. Catherine's Point, Yarmouth and The Needles signal stations were originally owned by Lloyds, a private company, but in time of war, were given over to the

Admiralty. In 1912 Lloyd's license expired and the board of trade and the Admiralty took control.

- The Yarmouth signal station, originally called Spottiswoode's, began signalling in 1888, St. Catherine's Point signal station began signalling in 1877 and The Needles signal station began signalling in 1904.
- In 1900 Neville Maskelyne tested his wireless telegraphy at St. Catherine's Point and in 1901 Marconi established wireless telegraphy contact between Poldhu and St. Catherine's Point signal station.
- Both St. Catherine's Point and The Needles signal stations are known to have still been operational by the start of WWII but nothing is known of their post-1945 history.
- Other signal stations are reported to have existed at Mottistone Down; Dunnose; Bembridge Down; Priory, Ryde; and Culver Down (Beryll Skelly, letter, 1998, HER back up files).

**4.2.14** The South African Wars, **The Boer Wars** (1880 to 1881 and 1899 to 1902), produced a lot of casualties and in 1900 the Frank James Hospital, East Cowes, that was originally built as an almshouse for aged and disabled sailors, was used as a convalescent home for invalid soldiers before being converted to a cottage hospital after the war (Jones 1989). Today it is still in use as an old people's home.

**4.2.15** During **WWI** many of the existing military defences were updated and new ones were constructed:

- Western defences: Fort Victoria remained a submarine mining depot; Fort Albert was used as a practice battery for Golden Hill School of Gunnery; the lower battery of Freshwater Redoubt was armed; Old Needles Battery became a gun test site; Warden Point Battery remained in use; Cliff End Battery was used as a gun emplacement; Golden Hill Fort was used as an infantry training depot; and New Needles Battery was adapted for new guns and remained operational.
- Eastern defences: Sandown (Granite) Fort was used as a practice battery; Sandown Barrack Battery was used as a practice site; Yaverland Battery was used as a gun emplacement; Culver Battery was used as a barracks and a store by various army units until; Puckpool Battery was armed as a coastal depot; and Nodes Point Battery was in use as a gun emplacement.
- The Solent Forts were updated with new artillery and search lights.
- WWI anti-aircraft guns were installed on Culver Down, Egypt Point, Cowes, Nodes Point, Bembridge, Whippingham and Ryde (Dobinson 1996a: 287-288).
- Aerial photographs from the 1920s and 1930s show a complex of WWI military practice slit-trenches on Bowcombe Down, and possible practice trenches at Linstone Chine, Freshwater, Redcliff, Yaverland and Brading Down.
- The remains of a complex of probable WWI practice slit-trenches may still exist on Bowcombe Down but are likely to have been heavily damaged by ploughing in the 1970s; a series of possible practice trenches survive on Brading and Yaverland Down.
- A Royal Navy Cadet Works (Engineering), Osborne Naval College, were established at with Osborne Estate from 1903 to 1921 (Caws and Brinton 1984). Today the site is occupied by gas works.

- The secondary wings of Osborne House became an officer's convalescent home during WWI called Edward VII Retirement Home for Officers and this continued to provide residence for retired officers of the British Armed Services until 1990 (Struthers 2004).
- The Island had Auxiliary Home Hospitals during WWI at Cowes, Northwood House; Newport, Seely Red Cross Hospital, Gatcombe and Red Cross Hospital, Quay Street; Ryde, Hazelwood and The Castle; and at St. Lawrence, the Underwath. This list is based on The Report of the Joint War Committee of the British Red Cross Society and the Order of St John (HMSO 1921).
- During WWI there was a scheme to build prefabricated forts that could be towed off-shore to close the English Channel. However, by the end of the war only one tower was completed and this was towed out to its present position to act as a lighthouse where it survives today as Nab Tower (Hague and Christie 1975: 134).
- The Island also played a role for the RAF and the aircraft industry during WWI.
- At Somerton an airfield was used for testing RAF aircraft; in 1918 Bembridge RFC Forelands was used as a WWI airfield base for anti-submarine patrols but was abandoned in early 1919; J.S. White and Co. started building land-planes in addition to their sea-planes during WWI and they used a field at Three Gate Cottages, Northwood to test their planes (<http://daveg4otu.tripod.com/iowweb/som.html#> accessed 07/12/2009); and an airfield existed west of Home Farm, Brading which was used by the Royal Flying Corps 1918-1919.
- A WWI seaplane base was at Bembridge Point, established in 1915 until 1919 and was abandoned in 1920.
- A seaplane base hanger from Bembridge the seaplane base now survives as the roof of an amusement arcade on Shanklin Esplanade.
- The remains of a possible signal station (visible on a 1928 aerial photograph) survive on Culver Down as four groups of five concrete pads.
- After WWI many communities erected a war memorial that listed those killed in the Great War. These commonly took the form of stone built crosses on plinths, but also included wooden crosses, lynch gates, plaques on cemetery walls, and plaques and windows within churches.

**4.2.16** Many of the Island's existing military defences were again updated during **WWII**:

- In July 1940 the Island formed a sub-area within the military's Hampshire Area and was itself divided into the West Sector and East Sector, with the additional Needles Promontory Sector, and the Rear Boundary Outpost Sector that included Freshwater Bay (CBA 2004: 3).
- The West Sector: Fort Victoria was used as a store and from 1941 to 1943 it served as the barracks for the 72<sup>nd</sup> Coast Training Regiment; Old Needles Battery was reactivated during WWII with new guns and radar; Golden Hill Fort was used as a depot for the British and Canadian infantry, following the war it became a barrack for waterborne troops and juniors until 1962; Hatherwood Battery site was used by the Royal Navy as part of the Indicator Loop stations; New Needles

Battery was updated with radar and guns and was used for counter bombardment against block ships attempting to close the Needles passage (David Moore, accessed online June 2010).

- The East Sector: Sandown Battery was used to shelter one of the terminals for the PLUTO (Pipe Lines Under The Ocean) pipeline in 1943 (see following section); although no guns were at Yaverland Battery at the start of WWI, having been reduced to practice status, the site was re-armed in 1943 and was manned by the Home Guard, continuing in use as a coastal artillery practice site after the war until 1956 when the site was sold; Culver Battery continued to be used as a gun emplacement during WWII and remained as a practice artillery site until 1956 when it was disarmed and sold; during WWII Puckpool Battery (having been previously disarmed after WWI) became a military training station; Noddes Point Battery continued to be used during WWII and following the war was used as a practice site until 1956 when its guns were scrapped (David Moore, accessed online June 2010).
- The Solent Forts were still operational in WWII being updated with the latest artillery. They were finally disarmed in the 1950s (David Moore, accessed online June 2010).

**4.2.17** A variety of **new WWII anti-invasion defences** were also constructed on the Island:

- Bouldnor Battery was constructed in the build up to WWII, from 1937 to 1938, to protect new anchorage at Yarmouth and although armaments were removed after the end of the war the site was used for military practice from 1951 to 1955.
- Substantial structural remains of Bouldnor Battery and an associated anti-tank pill box, and a bullet-proof brick pill box, today lie in a forestry plantation, the area in front of which has recently been cleared for ecology conservation, indirectly improving the setting of the battery as it has restored its sea views.
- In 1941 a 'stop line' known as the Yar Line was built following the River Yar from Freshwater Bay to Thorley, south of Yarmouth. The principle defence on the line was the type 22 infantry pill box, but additional earthwork defence posts, barbed wire entanglements and roadblocks are presumed to have existed (CBA 2004: 3).
- Pill boxes are hardened field defences that were designed for simple construction and local defence, including light anti-aircraft positions, observation posts and searchlight positions.
- On the Island pill boxes' principle purpose was to defend the beaches from a seaborne attack and to protect the larger fixed defences (CBA 2004: 3).
- Pill boxes are known to have been placed at Freshwater Causeway; Chilton Chine; Blackbridge Road; Grange Chine; Afton; Shanklin Chine; Sandown Battery; Bembridge; St Helens Church; St Helens Duver; Freshwater Marsh; Verwood Cottages, Forest Road; Ventnor Down; Yarbridge; Hill Farm; Yaverland; Sandown Bay Holiday Centre; Osborne Steps, Shanklin; Bembridge Forelands; Shide; Bouldnor; Fort Warden; Cliff End; Culver Battery; St Boniface Down; Rookley; Hope Road, Shanklin; Albion Hotel, Freshwater Bay; and Freshwater Bay beneath the cliffs. Although many more are likely to have existed on the Island.
- Pill boxes are one of the most frequent and visible surviving WWII features: Three Type 22 hexagonal pillboxes survive at the southern end of the Yar Line including: one at Afton, now in use as a flower box in the car park of a garden centre; one at Black Bridge on Afton down that is heavily overgrown; and the best example, at

The Causeway (CBA 2004: 6). A Type 22 pill box also survives at Verwood Cottages, Forest Road, Carisbrooke.

- A Type 23 pill box survives in excellent condition by the side of the road at Yarbridge; a Type 23 pill box survives at Hill Farm, Brading.
- A rare square pill box, the only one of its kind on the Island, being of a prefabricated type, survives at Chilton on the north side of the Military Road.
- Concrete defences were installed at Grange Chine along the Military Road to prevent a possible enemy landing.
- An overgrown observation post/pill box that contains a subterranean multi-angled passageway, constructed of red brick and concrete survives at Grange Chine; and a brick built pill box also survives at Rookley.
- A prominent rectangular pill box survives on top of the casement at Sandown (Granite) Fort. Other rectangular pill boxes include: one built into the northern side of the revetment by Shanklin Chine; one on Bembridge beach that is largely buried by shingle; one within the ruins of St. Helens Church; one built of concrete and stone incorporated into the seawall at St. Helens Duver; and now incorporated into the sea wall at Forelands, Bembridge.
- A square two storey structure that acted as a pill box and observation post for the Royal Observer Corps survives at Pan Down.
- A polygonal pill-box that also housed an observation tower for use by The Wrens survives in a damaged condition on Rew Down, Godshill; polygonal pill boxes also survive on Ventnor Down and at Osborne Steps, Shanklin.
- Three pill box bases survive outside the west side of the perimeter wire fence of Ventnor radar station.
- Two damaged pill boxes survive inside the confines of Fort Warden and three survive outside.
- A rare Alan Williams Turret survives at Wroxall Cross in good condition, although it is overgrown, and two others survive at Bembridge Fort.
- *Spigot Mortar* bases were located during WWII on Culver Down; West High Down; and Bembridge Fort.
- A spigot mortar base survives on Culver Down.

#### **4.2.18 WWII anti-invasion defensive obstructions** included:

- A tank trap consisting of a series of holes across the road covered by concrete slabs at Castle Road, Newport; road blocks in Freshwater at Gate Lane, Afton Road, The Causeway, Blackbridge Road and Freshwater Bay; barbed wire obstruction at Freshwater Bay; and anti-aircraft obstruction trenches on Tennyson Down and Sandown Airport, and possibly on Afton Down. Anti-boat obstacles are also recorded on the beach at Freshwater Bay, and anti-tank scaffold in the western half of the Bay in 1941 (CBA 2004: 3). At Linstone Chine a line of 23 stones are shown on the 1939 OS map that probably acted as a tank barrier or similar; and at Seaview a submarine barrier existed consisting of old railway metals embedded in concrete at angles with large spiked buoys chained together (Searle 1989: 124).
- Remains of a WWII tank-trap, a concrete slab with an iron handle, survives in the gutter on Castle Road, Newport.
- At Newtown two Naval coastal bombing decoys were installed by 1942 (Dobson 1996) although no remains of them are visible today, although remains of



corrugated iron Nissan huts were still surviving in 1999 and these may be related to the decoys.

#### **4.2.19 WWII anti-air-invasion Military/Defence Heritage Assets:**

- In 1941 there were orders issued by 35 Searchlight Regiment for its batteries to redeploy resulting in a series of new searchlight positions at Cowes; Gunville; Sainham; Mottistone; Hamstead; Middleton; Little Thorness; Ashley; Foreland; Wootton; Ryde Golf Course; Atherfield; Compton; Calbourne and Arreton (Dobinson 2000: 22).
- WWII anti-aircraft guns were positioned on Culver Down; Nodes Point, Bembridge; The Needles; Cliff End, Freshwater; No Man's Land Fort; Cowes; Shanklin; Forelands, Bembridge; Blackgang Chine; and Yarmouth (Dobinson 1996b: 711, 795).
- A few WWII anti-aircraft gun emplacements survive in a damaged state on the Island including: one in the garden of a house in Pump Lane, Bembridge; two on Culver Down; two at Nodes Point, Bembridge; two at the Needles and four at Forelands, Bembridge.

#### **4.2.20 Protection from air attack for residents and military staff either involved improvised arrangements or more formal structures such as **air-raid shelters**:**

- Air raid shelters were built by industries generally associated with the war effort for their employees, for example at: former Sanders Roe Factory, East Cowes; Medham, Northwood; Newport Harbour; former SARO Works, Folly Lane, Whippingham, amongst many other sites, and many smaller air raid shelters were constructed in residential areas.
- An air raid shelter at Newport harbour is now used as a harbour master's workshop and the remains of eight air raid shelters survive at the site of the former SARO works, Folly Lane, Whippingham. There are also numerous surviving smaller air raid shelters in residential areas.
- A subterranean concrete air-raid shelter survives at Medham, Northwood.
- Royal Observer Corps underground bunkers survive at Freshwater Bay Golf Course (incorporated into a round barrow), at Newport, Sandown and at Niton.
- Two bunkers used as emergency communication centres during WWII have been exposed during gravel extraction in Havenstreet.

#### **4.2.21 The Island played an important **WWII early warning** role:**

- Ventnor Radar station, on the summit of Wroxall Down, was built shortly before the start of WWII in 1939. Ventnor was an important radar station in WWII, being part of the south coast chain of stations acting as early warning sites for enemy attack by air. It was bombed in August 1940 but was operating again by November of that year and the site continued to be used for civil and military air control after the war. St. Boniface Down radar station was built by the army within a separate compound within the boundary of Ventnor Radar Station, and both were to become part of the Chain Home Low system. A buried reserve for Ventnor Radar Station was established in 1940 at Paradise, Ventnor.
- Culver Battery was the site of a number of War Office experiments with Chain Home Low radar in 1940 (Dean 1994: 11).

- The first official Chain Home Low station in the country was established on the Needles in 1941 and closed in 1945.
- A radar station was established at St. Lawrence in 1941 but was non-operational by 1947. A wartime radar station also existed at Blackgang Chine.
- Remains of St. Lawrence WWII Radar Station survive on the edge of Old Park, including two bunkers, the base of two towers and sentry posts.
- Royal Observer Corps observation posts were constructed before and during WWII, including: St George's Down, Arreton; Atherfield; Brighstone; Brook Bay; Freshwater; Luccombe Bay; The Needles; Newport; Niton; Sandown; Seaview; and Woody Point (Dobinson 2000b: 223-227). Many of these structures were towers made of wood but more substantial underground bunkers were also constructed.
- A severely damaged lookout post, built from red bricks with a flat roof that was manned by the Home Guard during WWII, survives at Gurnard Cliffs.

**4.2.22 Military camp sites** existed on the Island at: Macketts Lane where a line of military Nissan huts are visible on aerial photographs taken in 1946, although many other camps are likely to have existed on the Island these are poorly recorded.

**4.2.23** The Island also had a limited role in **British air attack** during WWII:

- The airfield at Somerton, previously used in WWI, was used as a testing site in the inter-war period and was used as an emergency landing strip in WWII. During WWII all other Island airfields were closed and anti-landing obstacles were constructed [<http://daveg4otu.tripod.com/iowweb/jsw.html#> accessed 07/12/2009].

**4.2.24 Military aircraft** were also lost over the Island during WWII, which crashed on the Island or in the surrounding waters.

- These aircraft were lost as the result of a variety of circumstances including practice in bad weather, such as an RAF crash into a hill near the Hermitage, Whitwell; mistaken identity, such as a returning RAF plane shot down by anti-aircraft guns at Puckpool; and as a result of battle, such as a RAF Hurricane which crashed at Cranmore.
- Crash sites also include those of enemy planes that were shot down (Leal 1989; Gilliam 2002).
- The Historic Environment Record, based on the work of Leal and Gilliam, records 222 of these WWII crash sites in various states, some having been archaeologically excavated at a much later date, such as the Cranmore site, some left as graves, and others cleared shortly after the crash, alongside many of whose condition is unknown.

**4.2.25** During **WWII prisoners of war** were held on the Island in camps at Lower Hamstead, the layout of which can be seen on RAF aerial photographs, and in 1941 Fort Warden became an Italian Prisoner of War Camp.

- Although mostly destroyed, elements of the prisoner of war camp at Lower Hamstead survive in the form of gun emplacements on the south side of the road and further remains may survive but the site is heavily overgrown.

**4.2.26** The Island provided a land base for the WWII infrastructure necessary for **Operation Neptune** and the allied invasion of Europe.

- Operation PLUTO (Pipe Lines Under The Ocean) was initiated to supply oil from Britain to the allies in France and involved the construction of pipelines across the Island to Shanklin Chine and Sandown Bay, which were the first operational PLUTO pipelines in WWII. The construction of the pipelines involved pump stations on the coast and disguised markers, running north-south following the line of the pipes, across the centre of the Island. Pump houses for PLUTO were also disguised at Brown's Golf Course and Granite Fort, Sandown
- A concrete platform believed to be part of Operation Neptune landing training survives today south of Newtown Estuary.

**4.2.28** The significant WWII landscape character of the Freshwater area has been highlighted by the Council for British Archaeologies (CBA) Defence Areas Project:

- 1941 Aerial photographs and German maps of Freshwater Bay area show a gun emplacement in a field at the bottom of Tennyson Down and a "fortified installation" alongside a pill box close to the Albion Hotel and the position of various roadblocks (CBA 2004: 3-4).
- 1946 Aerial photographs show anti-landing trenches to the west of Freshwater Bay (CBA 2004: 4).
- Today WWII anti-aircraft trenches exist on Tennyson Down, although many have been in filled; possible anti-aircraft trenches survive on Afton Down.
- A number of WWII structures exist around Freshwater Bay including: an observation post between the Albion Hotel and Fort Redoubt, which can be viewed from the beach below; a number of concrete cylinders survive at the western end of Freshwater Bay that formed part of the WWII sea defences; a large concrete base to the north of Fort Redoubt that was possibly part of a gun emplacement; and a series of anti-landing trenches survive on Tennyson Down (CBA 2004: 5).

**4.2.29** Island buildings were **requisitioned** during WWII, such as Nash's East Cowes Castle that was taken over by the British Army. Unfortunately the building was so poorly maintained during this period that following the war it was demolished to make way for new housing. Lloyd and Pevsner (2006) record this as the greatest architectural loss to the Island in the last century. Other troop accommodation in the area included Barton Manor, Woodhouse Farm and other parts of Whippingham (Sarah Burdett East Cowes Heritage Centre pers. comms. 2010)

**4.2.30** Surviving **20<sup>th</sup> century submerged maritime military** remains include:

- P-12, a Royal Navy patrol boat sunk a short distance off Culver in 1918 following a collision; a UB-81 German submarine lost in 1917 that is now split in two just aft of the conning tower; a surrendered German submarine that developed a leak and sank off Eastney Point; a Royal Navy torpedo gunboat lost in 1918, two miles north east of Bembridge that is now buried in mud; Baden, a German Battle Cruiser, scuttled off St. Catherine's in 1921; a torpedo recovery vessel lost near the deep-water channel at Spithead, now sitting on a muddy seabed; WWII Royal Navy Tank landing crafts to the south-west of St. Catherine's Point and to the north-west of the needles; a WWII Royal Navy anti-Submarine yacht mined 2 miles north west of the Nab Tower, now very broken up; WWII iron pontoons to the north-west of Seaview that are believed to have been lost during Operation Neptune; LCT 1068, a British Landing Craft, sank off Stokes Bay following ship target trials in 1947 and now lies in three bits; U 1195, a German submarine lies on her starboard side 12miles southeast of Sandown (Pritchard and McDonald 2001).

- These military vessels survive alongside a variety of non-military vessels that were lost whilst under attack during the world wars or were sunk by mines.
- Also submerged is the WWII submarine barrier at St. Helens that survives in a severely damaged state.

**4.2.31** Many **bomb craters** exist across the island alongside other **impact remains**, examples of these recorded on the HER survive at Arreton and Bembridge where there are bomb craters, and at Northwood Cemetery where gravestones were broken, trees damaged and railings bent by bomb damage.

**4.2.32** After 1945 many of the WWI **war memorials** were extended to show the names of those lost in WWII, and since then have continued to be extended to include more recent conflicts such as Northern Ireland, as at Wootton. New WWII memorials were also constructed such as at Upper Chine, Shanklin; and new memorials have been erected in recent times, such as the Burma Star memorial window erected in St. Georges Church, Arreton in 1992.

- War Memorials survive, generally in good condition in every community across the Island. The memorials listed on the HER include:
- Sandown Esplanade; Camphill, Newport; Havenstreet; Binstead; Ventnor Park; Old Village, Shanklin; Whitwell; Brighstone; St. Thomas' Square, Newport; Totland; Arreton; St. Lawrence; St. James' Church, Yarmouth; St. Mary's Church, Carisbrooke; Brading; St. Andrews Churchyard, Chale; Niton; Church Hill, Godshill; Porchfield; St. Boniface Church, Bonchurch; Calbourne; All Saints Church, Ryde; Yarmouth Town Hall; Upper Chine, Shanklin; Mount Joy Cemetery; St. Michael's Church, Shalfleet; Ryde Town Hall; St. George's Church, Arreton; Bembridge; St. Mary's Church Brook; Church of St. Peter and St. Paul, Mottistone; Northwood Park, West Cowes; Parkhurst Military Cemetery; St. James' Churchyard, East Cowes; Ashy Cemetery; St. Helens Church; St. Mildred's Church, Whippingham; All Saints Church, Newchurch; St. Swithins Church, Thorley; and St. John's Church, Wroxall.
- St. Nicholas' Chapel within Carisbrooke Castle lists every Island resident who lost their lives in WWII.
- There are many memorial gravestones in graveyards although these are poorly reported.

**4.2.33** There are a small number of **Cold War** Heritage Assets on the Island:

- Carisbrooke Very High Frequency (VHF) Fixer Station built by the Royal Air Force in 1951 as part of the Rotor Programme to modernise the UK's radar defences but the site had been returned to agricultural use by 1969.
- A bunker complex, related to the radar station, on Ventnor Down, which was converted for use as a shelter in case of a nuclear strike during the Cold War and the radar station itself was updated with a 1950s Rotor radar station and 1960s to 1990s Linesman radar station.
- Between 1955 and 1971 New Needles Battery was a testing site for the 'Black Knight' and 'Black Arrow' rockets developed by a Cowes based engineering firm, Saunders Roe (Medland 1995: 79-83).
- The remains of nuclear shelter bunkers still exist on Ventnor Down but unfortunately Ventnor Radar Station, above, has recently been demolished

- The bases of the two test stands, pump-house and linking causeway for the rocket testing facility at New Needles Battery survive as a publicly accessible Cold War monument within National Trust land (Cocroft 2001).

**4.2.34** During the **mid to late 20<sup>th</sup> century** many of the Island's existing Military/Defence Heritage Assets have fallen out of use as military/defence sites and have been demolished or redeveloped for alternative functions:

- Sandown Zoo was established within Granite Fort in the 1950s.
- Construction of Camp Hill Prison in 1912 and of Albany Prison on the site of Albany Barracks in the 1960s
- Fort Victoria was decommissioned by the army in 1962 and in 1969 the Isle of Wight Council demolished 90% of the structure, leaving behind the seaward casement which is now a tourist and educational facility.
- Fort Albert was sold in 1965 and has since been converted into private luxury flats; No Man's Land Fort is now a private residence; Freshwater Redoubt became a private residence in 1936 and it remains so today; Cliff End Battery site has been used for holiday bungalows since the site was sold in 1951; and Fort Warden, which became a holiday camp shortly after WWII, has since had a residential estate built over it.
- Yaverland Fort is currently being redeveloped as a recreational facility and attraction at Sandown Bay Holiday Park; the remains of Nodes Point Battery are now used as utility and residential buildings within Nodes Point Holiday Park.
- Bembridge Fort was brought by the Isle of Wight Council in 1965, then by the National Trust in 1967 and today the fort is occupied by an engineering firm.
- Culver Battery is now a public viewing point and picnic area within National Trust land; Old Needles and New Needles Batteries are tourist attractions owned by the National Trust; and Puckpool Battery is a public garden, as is Sandown Barracks Battery.
- Golden Hill Fort became an industrial estate from 1969 to 1984, was opened as a craft and business centre with a museum from 1985, became a public site from 1989, and is now a private residential redevelopment site.

### **4.3 Relationship with other HEAP Types**

- The Military/Defence HEAP Type is strongly related to the Coastal HEAP Type and is affected by factors identified within the Climate Change HEAP Type Report; and less directly associated with the Routeways HEAP Type and Industrial HEAP Type. These relationships are detailed below:
- Surviving Military/Defence Heritage Assets are predominantly found on the Island's coastline and therefore the Military/Defence HEAP Type Report has a clear relationship with the Coastal HEAP Type.
- The Climate Change HEAP Type identifies the Island's coastline as a key area that is highly vulnerable to Climate Change and its potential erosive effects. As the majority of surviving Military/Defence Heritage Assets are situated on the coastline these issues are of direct relevance.
- Many of the Island's Military/Defence Heritage Assets are also currently occupied as either residential, industrial or commercial properties, which in response to

contemporary concerns regarding Climate Change, such as modernisation to increase energy efficiency, may require structural adaptation to increase energy performance in these historic buildings.

- A series of route ways on the Island were constructed in the later 19<sup>th</sup> century as military roads to link the Palmerston fortifications and to rapidly access the unfortified south-west coastline. The latter of these being one of the longest, best known and most highly valued route ways on the Island. Thus, this sub-class of Military/Defence Heritage Assets is related to the Route Ways HEAP Type.
- Many industries flourished on the Island during WWI and WWII and thus the Military/Defence HEAP Type is indirectly related to the Industrial HEAP Type.

#### **4.4 Contribution of Military HEAP Type to Isle of Wight Historic Landscape Character**

- The European Landscape Convention (ELC) defines landscape as “an area perceived by people whose character is the result of the action and interaction of natural and/or human factors.” (Cited by PPS5).
- Historic Landscapes are those that have been shaped by ‘human factors’ and may vary widely in their component structure.
- Historic Landscape Characterisation (HLC) is a high-level assessment of sub-regional landscape character, supported by English Heritage and Natural England.
- The Island’s HLC highlights the military contribution to the landscape of specifically: Carisbrooke Castle within the West Wight Chalk Downland; the contribution of the 19<sup>th</sup> and 20<sup>th</sup> century military fortifications on Bembridge and Culver Down within the East Wight Chalk Ridge HLC Area; and the related fortifications within Freshwater Isle HLC Area, including the prominent Hatherwood Point Battery, Fort Albert and Fort Victoria.
- The Solent group of Palmerston Forts are a dominant feature of the Solent’s historic maritime landscape.
- The Military Road between Freshwater and Chale is responsible for the post-late 19<sup>th</sup> century, sparse, linear development of holiday camps and tourist developments along its route that runs parallel to the south-west coastline.
- Military/Defence Heritage Assets, including sites such as radar stations, pill boxes, searchlight posts, signal stations and anti-aircraft emplacements, alongside the prehistoric mortuary features and historic aggregate extraction features, dominate the built/archaeological landscape character of the Island’s downland.
- The Council for British Archaeology (CBA) has recognised the contribution of 20<sup>th</sup> century military sites to historic landscape character of the Island through their Defence Areas Project that included the military landscape of Freshwater Bay (CBA 2004).

#### **4.5 Values, Perceptions and Association**

- Since the early Medieval period the Island has been at the forefront of British and European military technology. This not only changed the physical landscape of the Island but has also contributed to the historic demography of the Island as mainland troops married Islanders and began families.
- Military/defence sites can often be undervalued by the local community largely because the majority of physical remains within the landscape are considered to be “modern”. However, their importance is demonstrated by the high number of these sites on the Island that have received legal protection.
- Military/Defence Heritage Assets that relate to events within living memory have value to older generations who may have served or lived on the Island at the time.
- More specific associations are summarised below:
- Carisbrooke Castle is an iconic symbol of the Isle of Wight and its history. The castle is also one of the Island’s most popular education and tourist attractions.
- The history of the Island’s Palmerston fortifications are poorly understood within the public sphere and are often assumed to be 20<sup>th</sup> century military installations associated with WWI or WWII; although these sites are highly valued as publicly accessible sites, used for picnics and other recreational activities, such as at Battery Gardens and Puckpool Park.
- The Military Road between Chale and Freshwater is a highly valued scenic and access route appreciated more for its tourism potential and the access it provides to the local community than its historic significance.
- The pill box on The Causeway in Freshwater “has merged with its setting and is clearly now an accepted addition to the overall landscape history of this area” (CBA 2004: 6).
- War Memorials possess a strong local resonance and are often well maintained by the local community being used for specific and popular annual remembrance services and ceremonies.
- “Despite belonging to a period still well within living memory, [Military Aircraft] crash sites have significance for remembrance, commemoration, their cultural value and the information they contain about both the circumstances of the loss and of the aircraft.” (HELM website accessed June 2010).

#### **4.6 Resources**

- The Historic Environment Record (HER) is the basic resource for archaeology, built environment and historic landscape character information and is managed by the Isle of Wight County Archaeological Historical Environment Service.
- The Isle of Wight County Records Office is the basic resource for historical documentation, including records relating to the military history of the Island.

- The Council for British Archaeology's (CBA) Defence of Britain Project took place from April 1995 to March 2002 and recorded nearly 20,000 twentieth century military sites in the United Kingdom. The database produced can be accessed via the Archaeology Data Service (<http://ads.ahds.ac.uk>) and all relevant data has been incorporated into the Island's HER.
- Following the Defence of Britain Project, the CBA carried out the Defence Areas Project from 2002 to 2004 to "examine in more detail anti-invasion defence works that form a coherent and legible grouping and survive well in landscapes largely unchanged from those of 1940/41." The purpose was "to promote people's understanding and enjoyment of these defence landscapes and to encourage them to think of World War Two archaeology at landscape scale."
- Freshwater Bay was the only area from the Island included in the study of 73 areas in the UK and the final report can be accessed via the Archaeology Data Service website (<http://ads.ahds.ac.uk>).
- The United Kingdom National Inventory of War Memorials is a charity "working to compile a list of all war memorials in the UK and to promote their appreciation, use and preservation." ([www.ukniwm.org.uk](http://www.ukniwm.org.uk))
- The Island also has its own memorials resource ([www.isle-of-wight-memorials.org.uk](http://www.isle-of-wight-memorials.org.uk)).
- Independent organisations, such as the Palmerston Fort Society ([www.palmerstonforts.org.uk](http://www.palmerstonforts.org.uk)), and educational charities, provide invaluable online resources for interested parties and support for fellow enthusiasts and professionals alike.
- Private researchers also provide an important resource such as Rob Martin's "Minor Fortifications of the Isle of Wight" (<http://www.btinternet.com/~rob.martin1/fort/home.htm>).
- Local history groups provide are an important resource for detailed locally specific historical information.
- There is an active community of authors who publish Island history books that include 20<sup>th</sup> century photographic material.
- Aerial photographs taken during WWII by the RAF and Luftwaffe provide an invaluable resource for evidence of WWII structures on the Island.
- Military museums provide an educational and tourism resource where information on the international, national and Island based military/defence history is displayed.
- On the Isle of Wight military/defence exhibits exist at the Military Museum <http://www.isleofwight.com/militarymuseum/>; at Carisbrooke Castle Museum <http://www.carisbrookecastlemuseum.org.uk> where alongside the castle's history there is an exhibit for the Isle of Wight Rifles, the Island's volunteer battalion; at Shanklin Chine where the Heritage Centre records some of the Island's 20<sup>th</sup> century military history; and at Bembridge Heritage Centre <http://www.bembridgeheritage.org.uk> .

#### 4.7 Accessibility and Enjoyment



- English Heritage encourages increased accessibility to, enjoyment of and educational opportunities within, the historic environment (e.g. *Easy Access to the Historic Environment 2004*; *Easy Access to Historic Landscapes 2005*) in line with the requirements of the Disability Discrimination Act.
- Due to the pre-dominance of Military/Defence Heritage Assets on the Island's coastline or on the chalk downland, much of which is owned by the National Trust, many of these sites can easily be accessed by public footpaths, such as the Coastal Path that runs roughly parallel to the Island's coast.
- Other sites are contained on private land and may not be accessible or even visible from neighbouring public spaces. The interior of built structures on public and private land are often very restricted partly due to the nature and condition of the buildings that restricts their suitability for public access.
- Many other sites have been specifically adapted for public access as tourist and educational attractions.
- The most prominent of these on the Island is Carisbrooke Castle. The castle is currently managed by English Heritage and the interior is open all year round to the paying public, whilst the outer defences can be accessed for free along public footpaths. The castle also runs a variety of educational events and presents educational information to the public through its museum.
- Quarr Abbey is a working monastery owned by the Order of St Benedict who host occasional open days when it is possible to view the 14<sup>th</sup> century defensive wall.
- Of the Tudor Forts on the Island Yarmouth Castle is the only site that survives as a building open to the public. The castle is currently managed by English Heritage and contains educational materials.
- The Palmerston Forts and their associated structures, such as the Military Road, offer a range of access amenity and education opportunities.
- Although the Solent group of Forts are not easily accessible and can usually only be viewed from a distance from land or boat, the terrestrial western and eastern group are more accessible.
- At the western end of the Island Fort Victoria, The Old Needles Battery, Hatherwood Battery and The New Needles Battery are all open to the public.
- Fort Victoria is owned by the Isle of Wight Council and can be visited as part of the Fort Victoria Country Park. Within the old fort buildings now exists a marine aquarium, a planetarium, a café, the Underwater Archaeology Centre, a model railway and a countryside ranger base.
- The Old Needles Battery has been restored by the National Trust and also provides views of The Needles, an iconic geological feature of the Island.
- The ruined remains of Hatherwood Battery exist on National Trust land to the east of Alum Bay.
- The New Needles Battery was acquired by the National Trust in 1975 and is free to enter. Both of the Needles Batteries offer educational visits and activities.
- Freshwater Redoubt is a private residence and is not open to the public but can be viewed from the surrounding paths and Freshwater Bay.
- At the eastern end of the Island Puckpool Battery, Nodes Point Battery, Culver Battery, Redcliff Battery, Yaverland Battery, Sandown Fort and Sandown Barrack

Batteries are all accessible by the public. The parade ground at Culver Battery is now used as a car park.

- Puckpool Battery is currently owned by the Isle of Wight Council and is part of Puckpool Park.
- Noddes Point Battery is included within Noddes Point Holiday Park and parts of it have become utilised for administrative or residential use.
- Culver Battery is situated within National Trust land and is currently used as a viewing point and picnic area.
- Elements of Redcliff Battery's concrete gun positions are still visible and accessible along the Coastal Path.
- Yaverland Fort is currently incorporated within Yaverland Holiday Camp but it is hoped public access will be included in future development applications.
- Sandown Fort now forms part of the Isle of Wight Zoo and can be viewed from the road or as a visitor to the zoo. In June 2010 as part of the D-Day anniversary celebrations Sandown Zoo opened a PLUTO exhibit displaying a surviving pump.
- Sandown Barrack Battery is currently owned by the Isle of Wight Council and since the end of the 1920s has been used as a public flower garden on the cliff edge.
  
- Today the Military Road (A3055) that once linked the western Palmerston Forts with the south west coast of the Island still follows much of its original route and offers spectacular views to car and bus passengers and access to the south west coast for tourists. .
  
- Many of the WWII pill boxes are sited on publicly accessible land, such as the National Trust Estate, e.g. on Ventnor Downs, or are present along public thoroughfares such as at Yarbridge (where an information board has been placed by Brading Town Council). A pill box has also been incorporated into the car park of a supermarket in Freshwater and now serves as a decorative feature with flower boxes.
- Bouldnor Battery, built in the late 1930s, is situated within Forestry Commission land that is accessible to the public and a recent Hampshire and Wight Wildlife Trust project in conjunction with the Forestry Commission has cleared the area at the front of this structure, to establish heathland, which has restored the battery's Solent views.
  
- The CBA's (2004: 8) Defence Area Project at Freshwater Bay identified a footpath with boarded walks through Afton Marsh Nature Reserve that gives leisure access to view the pill boxes at Afton and The Causeway.

## 4.8 Heritage Assets of Particular Significance within each HEAP Area

- 4.8.1 "Significance" is a key term within Planning Policy Statement 5 (PPS5). This document sets out the Government's policy on the conservation of the Historic Environment. It defines the significance of heritage assets as being their value to this and future generations because of their historic, archaeological, architectural or artistic interest:
- Heritage assets with **historic interest** provide a material record of our rich history and can provide emotional meaning for communities from their collective experience of a place;

- Heritage assets with **archaeological interest** are the primary source of evidence about the evolution of places and the people who lived, worked and died in them;
  - Heritage assets with **architectural and artistic interest** are evidence of the design and general aesthetics of a place, including construction, craftsmanship and decoration of structures and buildings.
- 4.8.2** The significance of every heritage asset is that it holds meaning for society over and above its functional utility. The Government's Practice Guide which accompanies the PPS 5 defines three aspects of the Significance of heritage assets:
- The **nature of the significance** is vital to understanding the best means of conservation;
  - The **extent of the fabric** that holds the interest assists the understanding of how adaptable the asset may be to improve prospects for long term conservation;
  - The **level of importance** is fundamental to decision making and determination of what conservation policies should be applied to the heritage asset.
- 4.8.3** These three aspects have been used to identify "Heritage Assets of Particular Significance" within each HEAP Area using the following parameters:
- Nature of significance (e.g. Nationally important; unique to the Island; Typical example of type; Significant research potential);
  - Extent of fabric (Excellent survival; Excellent preservation; Part of a unique of special military landscape);
  - Level of importance (Nationally rare; rare to the Island);
  - "Heritage Assets of Particular Significance" often coincide with sites which are already protected by national designations but are not dependent on them.
- 4.8.4** Surviving Military/Defence Heritage Assets of particular significance within each HEAP Area include:
- **Northern Lowlands:** the Tudor fort at Yarmouth is the only complete fortification of this period remaining on the Island; Puckpool Battery is part of the Palmerston landscape; the defensive wall at Quarr Abbey is the only example of a Medieval non-secular defensive feature on the Island; pill boxes exist at Verwood Cottages, Forest Road, Hill Farm, Bouldnor; and a rare surviving underground Royal Observer Corps station exists at Newport.
  - **Atherfield Coastal Plain:** the Military Road (A3055) that passes through this area is a key part of the Palmerston/Victorian military/defence landscape.
  - **Thorley/Wellow Plain:** There are currently no known Heritage Assets of Particular Significance within this HEAP Area.
  - **West Wight Chalk Downland:** Chillerton Iron Age Fort is the only likely example of this type of structure from this period on the Island; Carisbrooke Castle records military/defence developments from throughout the 2<sup>nd</sup> millennium AD, above earlier potential Saxon and possible Roman deposits, and is one of the most iconic buildings on the Isle of Wight; Needles Old Battery, Needles New Battery, Freshwater Redoubt and the Military Road (A3055) are part of the Palmerston landscape; locally rare underground Royal Observer Corps posts survive on Freshwater Down and one on Pan Down; a locally rare example of a Spigot Mortar Base survives on West High Down; a pill box survives at Shide.
  - **South Wight Downland Edge:** There are currently no known Heritage Assets of Particular Significance within this HEAP Area.

- **South Wight Downland:** Ventnor Radar Station, one of the surviving Chain Home Stations; an Allan Williams Turret at Wroxall Cross, one of only three of these nationally rare metal WWII features on the Island (the other two being at Bembridge Fort); pill boxes at Rew Down and Ventnor Down; and a Royal Observer Corps station at Niton.
- **South Wight Sandstone and Gravel:** The Military Road (A3055) briefly passes through the south of this area and a pill box survives at Rookley.
- **South-West Wight Coastal Zone area includes:** The Military Road and associated viaduct at Grange Chine; pill boxes at Chilton Chine and Grange Chine.
- **Undercliff:** The battery at Mount Bay is a rare surviving example of a privately built defensive structure of the late 18<sup>th</sup> century; the remains of a WWII Radar Station on the cliff edge at St. Lawrence south of Old Park that was at the forefront of radar technology in the UK.
- **Newchurch Environs and Sandown Bay:** Sandown Barracks Battery, and the nearby Sandown Barracks; pill boxes at Shanklin Chine and Osborne Steps on Shanklin Esplanade.
- **Arreton Valley:** There are currently no known Heritage Assets of Particular Significance within this HEAP Area.
- **West Wight Downland Edge and Sandstone Ridge:** The Military Road (A3055) briefly passes through this area.
- **East Wight Chalk Ridge:** Bembridge Fort and Culver Battery.
- **Brading Haven and Bembridge Isle:** Sandown (Granite) Fort, Yaverland Fort, Nodes Point Battery, Steyne Wood Battery, St Helens Battery and Fort, Bembridge Fort; pill boxes at Sandown Bay Holiday centre, St. Helens Church, Yarbridge, Yaverland and Bembridge Foreland; military trenches at Yaverland and Redcliff; a Royal Observer Corps site at Sandown Bay Holiday Camp.
- **Freshwater Isle:** Fort Victoria, Fort Albert, Fort Redoubt, Golden Hill Fort, Cliff End Battery, Warden Point Battery, Hatherwood Battery and Sharpnor Fort; pill boxes at Black Bridge Road, Fort Warden, Freshwater Causeway, Afton, Cliff End and Freshwater Marsh; the Military Road between Fort Victoria and Cliff End survives; and a Royal Observer Corps site at Freshwater.

## **5. CONSERVATION AND MANAGEMENT ISSUES**

### **5.1 Forces for Change**

- Forces for change on Heritage Assets can affect the fabric (physical character), setting (physical surroundings) and perception (how they are valued) of Historic Assets.
- The setting of Heritage Assets is the surroundings in which it is experienced.
- Elements of the setting may make a positive, neutral or negative contribution to the significance of the asset. This is especially important for Military/Defence Heritage Assets on the Island because many have been sited for the distant and expansive views their locations afford.

**5.1.1** Climate change is expected to cause damage to the coastline and lowland areas through sea level rise and flooding. This process is likely to have a major impact on Military/Defence Heritage Assets because many of these are located around the coast.

- Climate change is also likely to encourage the modernisation of buildings to make them more energy efficient and this may impact upon the significant features, both internal and external.
  - Similarly ongoing coastal erosion produced by the combination of high energy sea action, unstable geology and natural water drainage is resulting in the continual loss of Military/Defence Heritage Assets.
  - The Island's Shoreline Management Plan (SMP) forms a high level strategy that influences which areas of the shoreline will be defended and those that will not based on a range of cost/benefit assessments that includes consideration of the Island's Heritage Assets.
- 5.1.2** Residential, commercial and industrial development has the potential to both enhance and damage the significance of Military/Defence Heritage Assets.
- The UK government's new Planning Policy Statement 5 (PPS5) for the historic environment PPS5 gives equal standing to the consideration of both statutory and non-statutory Heritage Assets within the planning process.
- 5.1.3** The Island's Highways Private Finance Initiative (PFI) project is intended to last 25 years starting from 2013 and will include the management and maintenance of the entire Island's adopted road network, resulting in substantial upgrading of the network.
- Resulting Highways Works will thus have a substantial impact of the Island's military roads.
  - The Isle of Wight County Archaeology and Historic Environment Service and the Conservation and Design Team have contributed management and conservation requirements of contractors working on the Highways PFI through the "Considering the Island's Natural and Historic Environments, Landscape, Highways and Public Realm" the AONB-led Guidance document.
- 5.1.4** Agricultural changes involving ploughing in areas previously used as pasture will damage Military/Defensive earthworks unless these are avoided and tree planting, or where trees have been allowed to colonise, may cause considerable damage to include Military/Defence Heritage Assets and negatively affect their setting.
- 5.1.5** The industrial extraction of minerals maybe particularly damaging for archaeological remains. This may directly affect Military/Defence Heritage Assets on the Island's downland, where quarrying is most common. The English Heritage Historic Environment Forum has published *Mineral Extraction and Archaeology: a Practice Guide* (2008) to provide guidance on minerals planning and archaeology.
- 5.1.6** Changing tourism patterns may lead to rebuilding, redesign and redevelopment of coastal holiday parks, many of which include Military/Defence Heritage Assets and this will have an impact on their integrity and setting.
- 5.1.7** The Island's promotion as a location for large scale summer events such as music festivals and concerts creates specific concerns for Military/Defence Heritage Assets that survive at these sites.
- 5.1.8** The Military Road between Freshwater and Chale is at extreme risk of failure at a number of locations along its route, most significantly between Compton and Freshwater, which is likely to fail within the next 50 years as a result of deep

cracks in the chalk strata, and at Brook where in early 2010 the route was reduced to single file traffic due to coastal erosion.

- 5.1.9** As recreational diving increases so does the potential for damage, intentional or unintentional, to submerged remains and therefore consideration should be given to the designation of the most significant and/or vulnerable military wreck sites as Protected Places.

## **5.2 Management Issues**

- 5.2.1** Despite PPS5's recognition of both statutory and non-statutory designations the importance of Listed Building and Scheduled Monument status should not be underestimated. Where appropriate Military/Defence Historic Assets should be assessed for inclusion in statutory designation processes.
- The CBA's (2004: 9) Defence Areas Project at Freshwater Bay recommends that the surviving WWII anti-invasion defence works in the Island's West Sector be considered of national importance.
  - Only two out of forty four war memorials on the Island have statutory status.
  - Only two military wreck sites around the Island are currently afforded designated status as Protected Places, there are currently no Controlled Sites in the Island's waters.
  - A 2001 English Heritage commissioned assessment of Cold War Monuments by the Monuments Protection Programme (Cocroft 2001) recommended the three identified Island Cold War sites, two radar stations on Ventnor Down and the rocket test site on West High Down, be scheduled.
- 5.2.2** It will be important to manage tourism led developments to ensure that they sufficiently enhance the monument or retain its structural integrity, public accessibility and significance as a Heritage Assets.
- 5.2.3** Although outdoor events can have a positive impact through the generation of finances to improve maintenance and restoration of the assets, alongside increasing public enjoyment of these assets, large numbers of people at these potentially vulnerable sites, combined with the construction of new facilities to accommodate the events may negatively and permanently impact on the significance of these assets and consideration must be given to balancing these needs.
- 5.2.4** Whilst the Military Road is of high local value, for economic, accessibility and historical reasons, its long-term preservation at these vulnerable locations may not be possible and the impact of any rerouting on other Heritage Assets should be considered and mitigated.
- 5.2.5** Many of the Military/Defence Heritage Assets are under threat of erosion and pro-active management will be needed to identify those that can be affordably protected within a cost/benefit evaluation to retain the integrity of these assets and their public accessibility, but where sites under threat are identified that cannot be protected a process of preservation by record should be attempted.

- 5.2.6** Public access to Military/Defence Heritage Assets must be managed in a way that affords protection to the site from the effects of pedestrian erosion whilst allowing sufficient safe access for recreation, aesthetic and education value.
- 5.2.7** Public accessibility of non-formally managed sites such as pill boxes, air raid shelters and anti-aircraft emplacements on open land via footpaths also may result in the littering and vandalism of these sites. Consideration must be given to whether internal access to these structures should be maintained or prevented.
- 5.2.8** The CBA's Defence Areas Project (2004) has identified a lack of public information displays regarding the WWII defences in Freshwater Bay, although a sign does exist in the car park.
- A similar lack of interpretative displays of Military/Defence Heritage Assets is generally replicated across the Island, with notable exceptions such as the Yarbridge pill box near Brading, and new interpretative boards should be considered in future management plans.

### **5.3 Conservation Designations**

- Many of the Island's existing Military/Defence Heritage Assets are protected by conservation designations.
- 5.3.1 Listed Building** status is assigned by English Heritage to buildings of special architectural or historic interest and this legal status prevents these buildings from being demolished or altered without permission from the local authority and English Heritage.
- Military/Defence Listed Buildings on the Island include: Yarmouth Castle, Carisbrooke Castle, West Cowes Castle, Quarr Abbey (including the defensive wall), St. Helen's Fort, No Man's Land Fort, Old Needles Battery, Fort Albert, Freshwater Redoubt, Fort Victoria, Golden Hill Fort, Warden Point Gun Emplacement, All Saints Church War Memorial and Calbourne War Memorial.
- 5.3.2 Scheduled Monument** status is assigned by English Heritage to nationally important archaeological sites, which may include sites already assigned Listed Building status. This legal protection prevents any alteration of a site without English Heritage consent and also considers any developments within the landscape of which the site is a part that may affect the significance of its historic setting.
- Military/Defence Scheduled Monuments on the Island include: Yarmouth Castle, Chillerton Hill Fort, Carisbrooke Castle, Sandown Barrack Battery, Quarr Abbey (including the defensive wall), St. Helen's Fort, Bembridge Fort, Yaverland Fort, No Man's Land Fort, Puckpool Mortar Battery, Old Needles Battery, Golden Hill Fort, Bembridge Fort, Bouldnor Battery (including a pill box).
- 5.3.3 Submerged sites** have specific management concerns and associated legislation:
- Any additions or alterations to marine sites must be made in accordance with the Island's Marine Statement and Marine Plan.
  - Military wreck sites are protected from unauthorised interference.
  - The Protection of Wrecks Act 1973 provides protection for designated wrecks including an exclusion zone, which makes it an offence to tamper with, damage or remove any objects or parts of the vessel, or carry out any diving or salvage

operation within the exclusion zone without a license granted by the Secretary of State in consultation with the Advisory Committee on Historic Wreck Sites (ACHWS).

- Military wrecks receive extra protection from The Protection of Military Remains Act 1986 which makes it an offence to interfere with the remains of any sunken vessel without license, but vessels must be designated individually.
- Vessels may be designated as Protected Places, which does not prohibit diving but does prohibit tampering, damage or removal of objects, or they may be designated as Controlled Sites which affords the same protection but includes the need for a special diving license.

**5.3.4** Military Aircraft Crash Sites dating from WWII comprise buried, submerged or surface remains, which are afforded specific legislation and have specific management concerns.

- “All crashed British aircraft in the UK or its coastal waters are deemed Crown property, all Luftwaffe crash sites are considered captured property surrendered to the Crown, and for US aircraft the MOD acts as the representative” (HELM website accessed June 2010).
- The 1986 Protection of Military Remains Act (PMRA) requires anyone wishing to excavate or recover an aircraft to apply for a license administered by the Joint Casualty and Compassionate Centre (JCCC).
- Applications are likely to be refused where there is a risk of disturbing either ordnance or human remains (HELM website accessed June 2010).
- Submerged **Protected Places** include HMS Acheron that lies off the Island and HMS Swordfish of St. Catherine’s Point.

**5.3.5** Designated **Conservation Areas** have been established on the Island to protect an area’s special architectural or historic interest, including character enhancement, planning controls and a statutory requirement for development impact assessments. These conservation areas are given legal protection by Section 69 of the Planning Act 1990.

- Military/Defence Heritage Assets within Conservation areas on the Island include: Yarmouth Castle; Carisbrooke Castle; West Cowes Castle; Freshwater Redoubt; Shanklin Chine pill box; the Military Road from Gate Lane to Watcombe Bay; a machine gun emplacement on the esplanade at Seaview; a WWII tank trap in Newport; and many of the Island’s war memorials.

**5.3.6** The Isle of Wight Council has also established a **Local List of Buildings, Structures, Parks and Gardens of Architectural Interest**, which seeks to recognise Heritage Assets that are not included under national legislation but are locally significant and should be taken into consideration when planning decisions are made.

- Cliff End Battery, Freshwater Causeway pill box and Afton pill box are all on the Island’s Local List.

**5.3.7** The **National Register of Historic Parks and Gardens** is managed by English Heritage and lists key designed landscapes to be considered when planning decisions are made.

- The only Military/Defence Heritage Assets recorded on the HER that is situated within a Registered Park or Garden is a WWII gun emplacement on Stenbury Down within the grounds of Appuldurcombe.



**5.3.8** Much of the Isle of Wight’s coastline is an **Area of Outstanding Natural Beauty** (AONB), alongside some inland areas, and as the Island’s military history is focused on the coastline many sites fall within the Island’s AONB.

- The primary purpose of the AONB is “the conservation and enhancement of natural beauty, landscape, natural and historic heritage”, and the Countryside and Rights of Way Act 2000 places a duty on local authorities to produce AONB Management Plans and consider the purposes of AONBs.
- The HER currently records 149 Military/Defence Heritage Assets within the Island’s AONB.

**5.3.9** Similarly many of the Island’s Military/Defence Heritage Assets fall within **Sites of Special Scientific Interest** (SSSI), which are protected by national legislation and are managed by Natural England.

- The Island’s HER currently records 77 Military/Defence Heritage Assets within SSSI areas, including many of the Palmerston Forts.
- The location of Heritage Assets within SSSIs may raise specific management issues. For example, protected newts are known to be living in the flooded chambers of Bouldnor Battery, a Scheduled Monument within a SSSI, and the site must thus be managed to meet both historical and ecological concerns.

**5.3.10** Ecological protection is also provided at a local, non-statutory, level on the Island in the form of **Sites of Importance for Nature Conservation** (SINC) and this should be considered when planning future management of historic assets.

- Fort Victoria, Fort Warden and Golden Hill Fort are within SINC.

## **6.0 FUTURE MANAGEMENT**

The Island’s HEAP Objectives and Actions are set out in a separate document.

In addition, the Island’s Military/Defence HEAP Type report has identified a number of additional actions which should be carried out by the Isle of Wight Council and all organisations who are responsible for management of Heritage Assets of the Isle of Wight:

<b>M/D Action 1</b>	Produce a prioritised list of Military/Defence Heritage Assets without statutory protection or recognition on the Local List and where appropriate nominate assets for either statutory or non-statutory status.
<b>M/D Action 2</b>	Prepare a prioritised list of those Military/Defence Heritage Assets that are not to be protected and preserve these by record where safe to do so.
<b>M/D Action 3</b>	Ensure all classes of Military/Defence Heritage Assets and their condition are comprehensively recorded on the HER and monitor these.
<b>M/D Action 4</b>	Where complex Military/Defence Heritage Assets are identified an assessment of surviving components, significance and condition should be carried out including auxiliary buildings.
<b>M/D Action 5</b>	Produce a prioritised list of Military/Defence Heritage Assets with public access but without interpretation boards.
<b>M/D Action 6</b>	Investigate funding opportunities for new interpretation boards at key identified Military/Defence Heritage Assets.

<b>M/D Action 7</b>	Investigate funding opportunities for interpretive materials, in the form of educational leaflets or boards, regarding the Palmerston Forts in the Solent and on land that are visible from the Solent Ferries, to be made available to their passengers, to educate visitors and encourage them to visit the publicly accessible sites.
<b>M/D Action 8</b>	Encourage local societies and groups to arrange times with landowners when sites on private land can be accessed and generally encourage public access and tourism at Island Military/Defence Heritage Assets.
<b>M/D Action 9</b>	The CBA's (2004: 8) Defence Areas Project at Freshwater Bay recommends a 'pillbox walk' be set out to help promote the public's use of existing trails. This should be encouraged where possible through local community initiatives as should other Military/Defence walks in other areas of the Island.
<b>M/D Action 10</b>	A survey of the Island's war memorials should be completed and a prioritised list of those that are in the most need of refurbishment and cleaning should be made with funding sought from the War Memorials Trust to carry out any necessary work.
<b>M/D Action 11</b>	Support Isle of Wight Council's oral histories project to collect memories of those who have living memories of WWII
<b>M/D Action 12</b>	Encourage Local History groups to begin a Military/Defence Heritage Assets recording programme to identify assets in residential areas currently not recorded on the HER.

## 7.0 GLOSSARY OF TERMS

The glossary is based wherever possible on English Heritage's National Monument Type Thesaurus.

**Allan Williams Turret** - A rotating, domed, steel turret set over a circular pit used as a gun emplacement.

**Anglo-Saxon** - The archaeological period in Britain between 410AD and 1066AD.

**Barracks** – A building used to house members of the armed forces.

**Battery** - A site where guns, mortars or searchlights are mounted.

**Bastioned Trace Fort** – A fort with projecting bastions, which came into use from the 16<sup>th</sup> century onwards.

**Beacon** - A site or structure on which a signal, especially a fire, could be placed as a warning or means of communication.

**'Black Arrow'** – A British satellite carrier rocket.

**'Black Knight'** – A British launch vehicle to test the Blue Streak missile.

**Brennan Torpedo** - A land based installation armed with wire -guided and powered "Brennan torpedoes" which were in operation between 1890 and 1906. These torpedoes were invented by Louis Philip Brennan. The stations were used to defend the coast from enemy shipping.

**Burh** – An Anglo-Saxon fortified town or other defended site, not necessarily urban.

**Castle** - A fortress and dwelling, usually medieval in origin, and often consisting of a keep, curtain wall and towers etc.

**Chain Home Station** - Part of the WWII air defence radar system, whereby in 1939 a chain of radar stations were established along the south and east coast of Britain. The equipment was based upon apparatus developed for ionospheric research

**Chines** - Steep-sided river valleys where a river or stream flows through coastal cliffs to the sea. The word 'chine' originates from the Saxon 'cinan' meaning a gap or yawn. The term is used only in Hampshire, Dorset and the Isle of Wight.

**Cold War** – Period of political, military and economic conflict existing after WWII.

**Fabric of Heritage Assets** - The extant physical character of an asset or the features that give an area its historic character.

**Fort** - A permanently occupied position or building designed primarily for defence.

**Geo-archaeological** - The study of the natural physical processes that affect archaeological sites such as geomorphology, the formation of sites through geological processes and the effects on buried sites and artifacts post-deposition. Frequently involves studying soil and sediments as well as other geographical concepts to contribute an archaeological study.

**Henrician** – The period relating to the rule of Henry VIII.

**Hill-Fort** - A hilltop enclosure bounded by one or more substantial banks, ramparts and ditches. Use more specific type where known.

**Heritage Assets** – Any surviving archaeological remains dating to all periods between the Palaeolithic and Modern periods which make up the Historic Environment Resource.

**Home Guard** – Members of the British citizen army in wartime.

**Iron Age** - The archaeological period in Britain between 800 BC and 43 AD.

**Linesman Radar** – A dual purpose civil and military radar network in the UK used during the Cold War.

**Medieval** – The archaeological period in Britain from the Norman Conquest 1066 to the mid 16<sup>th</sup> century.

**Military** – A national organisation authorised to use force to defend the country.

**Mary Rose** - A Tudor warship which sank off the coast of Portsmouth in 1545 AD. The ship was raised to the surface in 1982 and ongoing studies by archaeologists have revealed much information about shipping and life of that period.

**Motte and Bailey** - An early form of castle consisting of a flat-top steep-sided earthen mound, supporting a wooden tower, and a bailey.

**Norman** - The archaeological period in Britain just after the Norman Conquest of 1066 AD.

**Operation Neptune** – The Normandy landings during WWII commencing in 1944.

**Palmerston Forts/Follies/Defences** – A group of Victorian forts and associated structures built around the coast of Britain following the 1860 Royal Commission of the Defence of the United Kingdom and supported by Lord Palmerston, the then Prime Minister.

**Peel Tower** - An un-crenulated, strong, fortified dwelling, of between two and four storeys. Occupied only in times of trouble from the mid 14<sup>th</sup> to the 17<sup>th</sup> century.

**Perception of a Heritage Assets** - The different ways people value historic features and their setting.

**Pill Box** - An often squat building with thick, loop holed walls and a flat roof, designed to accommodate a variety of weapons, usually strategically positioned to cover a vulnerable point in a defensive system. Many were built to standardized designs.

**Pill Box Type 22** – A hexagonal pillbox, with an internal anti-ricochet wall and loopholes for five light machine guns and one rifle. Originally designed to have 15in bullet proof walls many were built with 42in thick shellproof walls. Designed by DFW branch 3.

**Pill Box Type 23** - A rectangular pillbox with an enclosed square plan section for three light machine guns and an adjacent open area housing a mounting for a light anti-aircraft weapon. Designed by DFW branch 3.

**PLUTO (Pipe Lines Under The Ocean)** – A British operation to supply oil under the English Channel between England and France to supply the allied forces during WWII following Operation Neptune (D-Day).

Rampart –

Planning Policy Standard 5 (PPS5) -

**Roman** – The archaeological period in Britain between 43 AD and 410 AD.

**ROTOR** – A large and elaborate air defence radar system built by the British Government in the early 1950s.

**Royal Observer Corps** – A civil defence organisation forming a Rapid Reporting System mostly made up of civilian volunteers.

**Searchlight Emplacement** - A site in which one or more searchlights and their accompanying structures were positioned to locate enemy aircraft or surface vessels for the benefit of batteries and night fighter aircraft.

**Setting of a Heritage Asset** - The physical surroundings of an historic feature or area influencing how it is understood and appreciated.

**Signal Station** - A signal station incorporating equipment for visually conveying coded communications.

**Significance of a Heritage Asset** – The qualities that summarises why a place is a historic asset which is the sum of its architectural, historic, artistic or archaeological interest.

**Slit-Trench** - A short trench used to protect troops or to provide defensive fire from, often dug for practice purposes.

**Spigot Mortar Emplacement** – A pit or emplacement surrounding a concrete pedestal, or 'thimble', which was used to mount a spigot mortar. Deployed by the Home Guard during WWII as an anti invasion measure.

**Tank-Trap** - Reinforced concrete blocks, walls or ditches designed to obstruct the progress of a tank or armoured vehicle.

**Tudor** – The historical period of the Tudor Dynasty that ruled the Kingdom of England from 1485-1603.

**Wrens** – The popular term for the Women's Royal Naval Service formed during WWI and reformed during WWII.

## 8.0 REFERENCES

ACC 86/51 - Account by Edwin Smith of the excavation of the Roman building at Gurnard, written in 1883.

Albin, J. 1818. *Companion to the Isle of Wight*. London.

Basford, V. 1980. *The Vectis Report*. Newport.

Beresford, M. 1973. *English Mediaeval Boroughs*. London: David and Charles PLC.

Blome, R. 1673. *Britannia: or, a geographical description of the kingdoms of England, Scotland, and Ireland, with the Isles and Territories thereto belonging*. London: Tho. Roycroft for the Undertaker.

Cantwell, A. 1985. *Fort Victoria: a history*. Isle of Wight Council.

Caws, S. and Brinton, R. 1984. *Coastal Wight*. Isle of Wight County Council.

Cocroft, W. D. 2001. *Cold War Monuments: an assessment by the Monuments Protection Programme*. English Heritage.

Currie, C.K. 2003. An archaeological survey of earthworks on Castle Hill, Mottistone, IOW. *Hampshire Field Club and Archaeological Society*, 58: 24-32.

Dean, M. 1994. Radar on the Isle of Wight. Historical Radar Archive. Lincoln: Scampton.

Dobinson, C. S. 1996a. Twentieth century fortifications in England: anti-aircraft artillery. Site gazetteer, WWI. Volume 1.2 Council British Archaeology.

Dobinson, C. S. 1996b. Twentieth century fortifications in England: anti-aircraft artillery. Site gazetteer, WWII. Volume 1.4 Council British Archaeology.

Dobinson, C. S. 2000a. Twentieth Century Fortifications in England: Supporting Paper AA/1. Searchlight sites in WWII, a sample list. Council British Archaeology.

Dobinson, C. S. 2000b. Twentieth Century Fortifications in England: Volume XI 2, The Cold War. Appendices. Council British Archaeology.

Edwards, R. 1999. An Extensive Urban Survey of the Isle of Wight's Historic Towns. Historic Newport: Archaeological Assessment Document. English Heritage/Hampshire County Council.

Gilliam, A.T. 2002. Wight Air Wrecks. London: The History Press LTD.

Hague, D.B. and Christie, R. 1975. Lighthouses: their architecture, history and archaeology. London: Gomer Press.

HMSO, 1921. The Report of the Joint War Committee of the British Red Cross Society and the Order of St John.

Hooper, P. 1998. Official letters addressed to Colonel William Sydenham, Governor of the Isle of Wight, 1643-1659; BL Add. Mss. 29319 f.113, mentioned in *Our Island. The Isle of Wight 1640-1660*. London: Cross Publishing.

Jones, J. 1989. *Isle of Wight Curiosities: a guide to follies, curious tales, unusual people and architectural eccentricities*. Dovecote Press.

Kenyon, J. R. 1979. An aspect of the 1559 survey of the Isle of Wight: The 'State of all the Quenes matie Fortresses and Castelles'. *Post Medieval Archaeology*

Leal, H.J.T. 1988. *Battle in the Skies over the Isle of Wight: The History of Air Attacks 1939-1945*. Isle of Wight: Isle of Wight County Press.

Lloyd, D. and Pevsner, N. 2006. *The buildings of England: The Isle of Wight*. Yale: Yale University Press.

Martin, R. 2006. Minor fortifications of the Isle of Wight.  
<http://www.btinternet.com/~rob.martin1/fort/home.htm>

Page, W. (ed). 1912. *The Victoria History of the Counties of England: Hampshire and the Isle of Wight*. Vol.5. London: Constable.

Pritchard, M and McDonald, K. 2001. *Dive Wight and Hampshire: a diver guide*. London: Underwater World Publications.

Saunders, A. 1998. *Fortifications of Portsmouth and the Solent: a review of pre-20th century coastal defence sites and associated remains*. English Heritage.

Struthers, J. 2004. *Royal Palaces of Britain*. London: Thames and Hudson.

Tomalin, D. 2002. 'Wihthgarasbyrig' Explored. *Proceedings of the Isle of Wight Natural History and Archaeology Society*, 18: 55-79.

Young, C J 2000. *Excavations at Carisbrooke Castle, Isle of Wight 1921-1996*. Salisbury: Wessex Archaeology.