HISTORIC BUILDING RECORDING AT VENTURE QUAYS (AREA A) AND TRINITY HOUSE AND WHARF (AREA B), EAST COWES, ISLE OF WIGHT, PO32 6RA

PCA REPORT NO: R13024

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PRE-CONSTRUCT ARCHAEOLOGY

Historic Building Recording at Venture Quays (Area A) and Trinity House and Wharf (Area B), East Cowes, Isle Of Wight, PO32

Report: Tony Molloy

Site Code: TWEC17

Project Manager: Kevin Trott

Client: Gleeds Project Management Ltd

NGR (centred): SZ 50182 95713

Pre-Construct Archaeology Limited

PCA Newark
Office 8 Roewood Courtyard
Winkburn
Newark Nottinghamshire,
NG22 8PG

Tel: 01636 370 410
E-mail: ktrott@pre-construct.com
Website: www.pre-construct.com

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PCA Newark
Office 8 Roewood Courtyard
Winkburn
Newark Nottinghamshire,
NG22 8PG

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1 NON-TECHNICAL SUMMARY

1.1 Pre-Construct Archaeology was commissioned by Gleeds Project Management Ltd on behalf of Red Funnel to carry out building recording at Venture Quays (Area A) and Trinity House Depot and Wharf (Area B) in the vicinity of Dover Road and Castle Street, East Cowes, Isle of Wight. The recording was undertaken in connection with proposals for their demolition. The two areas of the site do not lie within a Conservation Area nor are any of the buildings within the site listed. The recording was carried out in accordance with Historic England Level 1 and an approved Written Scheme of Investigation.

1.2 The 1841 Tithe map shows that a coherent settlement at East Cowes had developed by this date. The two areas of the Site overlie much of the historic core of this settlement. East Cowes' High Street ran through both areas of the Site with primarily residential buildings on its east side and commercial buildings on the west composed of storehouses and quays.

1.3 Trinity Wharf is labelled on the 1863 Ordnance Survey map. The buildings along the west side of the High Street within Area B were demolished in the early 1960s and replaced with the current Trinity House Depot buildings apart from a building in the north-west corner of Area B which was added between 1966-67 and 1986-90. The 'house' style of the Trinity House Depot buildings (Area B) is of deep red brick construction laid in stretcher bond with grey engineering bricks forming the corners and openings at ground floor level.

1.4 The cartographic evidence suggests that the formation of the Redux complex of buildings (Area A) began at more or less the same time as the Trinity House Depot (Area B) buildings although its evolution to present day status was much more gradual and partly on an *ad hoc* basis. The construction of the large sheds within this complex did not result in the wholesale demolition of the admixture of industrial and residential buildings pre-existing on the site. The brickwork utilised in the Redux buildings (Area A) was not as consistent as the Trinity House (AreaB) buildings, again, possibly a reflection of the piecemeal development of the buildings resulting in a change in the use of materials.

2 INTRODUCTION

2.1 Background

2.1.1 Pre-Construct Archaeology Limited was commissioned by Gleeds Project Management Limited on behalf of Red Funnel Limited to undertake historic building recording at Venture Quays (Area A) and Trinity House and Wharf (Area B) located in the vicinity of Dover Road and Castle Street, East Cowes, Isle of Wight (**Figures 1** and **2**). The two areas of the site do not lie within a Conservation Area nor are any of the buildings within the site listed.

2.1.2 The building recording was carried out in connection with the following planning application (P/01235/16):

'Demolition, Site Clearance and provision of expanded vehicle marshalling facilities, a new taxi/drop-off area and dropped trailer storage compound associated with the existing Red Funnel East Cowes ferry operations (Sui Generis - Transport Infrastructure Land) on land to the north of Dover Road within Venture Quays (Area A) and land to the west of Trinity Yard known as Trinity House and Wharf (Area B). The proposals include a bridge across a section of the Medina River and the stopping up of the Dover Road Slipway and public footpath to the west of Trinity Yard.'

2.1.3 The planning application resulted in a split decision on 19th September 2017. Planning permission was refused for

'Demolition, site clearance and provision of proposed taxi/drop off area and dropped trailer storage compound associated with existing ferry operations - in the area marked 'A' and identified as 'Seaholme Yard' on drawing SB001 rev F (revised plans)(amended description - split decision)'

2.1.4 Planning permission was granted for:

'Demolition, site clearance and provision of expanded vehicle marshalling facilities; proposed platform; stopping up of Dover Road slipway and public footpath to the west of Trinity Yard - in the area marked 'B' and identified as 'Trinity Wharf' on drawing SB001 rev F (revised plans)(amended description - split decision)'

2.1.5 Condition 4 attached to the planning permission states:

4. No demolition shall take place until a historic building record (equivalent to level 1) and a programme of archaeological works in accordance with a written scheme of investigation has been submitted to and approved by the local planning authority in writing. Prior to the commencement of any groundworks or archaeological works, the Councils Planning Archaeologist shall be notified, and shall be afforded access to the site to monitor the works. The development hereby

permitted shall be undertaken in accordance with the agreed scheme of investigation, and the results provided to the Local Planning Authority.

Reason: In order to ensure that the existing buildings are recorded for historic purposes prior to their demolition, and to ensure that any features of archaeological interest are recorded and or mitigated for during the development of the scheme, in compliance with policy DM11 (Historic Built Environment) of the Island Plan.

2.1.6 The building recording was undertaken in accordance with a Written Scheme of Investigation (WSI; Brook, 2017), approved in advance of works by the Historic Environment Officer (Rebecca Loader) of the Isle of Wight County Archaeology and Historic Environment Service. It was carried out in accordance with Level 1 recording as set out in Historic England 2016 *Understanding Historic Buildings: A guide to good recording practice.* A Level 1 is principally a full visual record (photographic) supplemented by basic descriptive information.

2.2 Site Location and Description

2.2.1 The Proposed Development Site comprises two areas: land to the north of Dover Road within Venture Quays (Area A) and land to the west of Trinity Yard known as Trinity House and Wharf (Area B) (**Figure 2**).

2.2.2 The two areas cover approximately 0.68 hectares (Ha) and are centred on Ordnance Survey National Grid Reference SZ 50176 95710. They are located on previously developed land on the East Cowes waterfront adjacent to the town centre within the Medina Valley Key Regeneration Area on the Isle of Wight.

2.2.3 The surrounding land uses predominantly comprise: the existing Red Funnel terminal building and ferry link span to the west of Dover Road; the existing Red Funnel marshalling yards to west of Castle Street south of Dover Road (Trinity Yard) and to east of Castle Street south of Link Road (Phoenix Yard); residential and commercial properties of East Cowes town centre to the east of Castle Street; residential properties, Chinese takeaway and public house on Dover Road; industrial buildings to the north, beyond which are residential properties of East Cowes; and industrial uses and the Cowes-East Cowes chain ferry dock to the south. The Medina River lies immediately to the west of the two areas of the site.

Area A – Venture Quays

2.2.4 Venture Quays comprises a group of industrial units and land between Castle Street to the east, the Medina River to the west and north of the existing Red Funnel terminal building and properties on Dover Road. Area A comprises the southern portion of Venture Quays and Seaholme Yard and covers approximately 0.4Ha.

Area B – Trinity House and Wharf

2.2.5 Area B covers approximately 0.28Ha and is located to the south of Dover Road adjacent to the west of Trinity Yard. Area B comprises Trinity House and Wharf. The River Medina is immediately adjacent to the west.

2.2.6 Trinity House and Wharf comprises a collection of industrial and office buildings. Trinity Wharf is to the west of Trinity House and incorporates a timber decked area adjacent to the River Medina.

3 PLANNING BACKGROUND

3.1 Introduction

3.1.1 National legislation and guidance relating to the protection of historic buildings and structures within planning regulations is defined by the provisions of the Town and Country Planning Act 1990. In addition, local planning authorities are responsible for the protection of the historic environment within the planning system and policies for the historic environment are included in relevant regional and local plans.

3.2 Legislation and Planning Guidance

3.2.1 Statutory protection for historically important buildings and structures is derived from the Planning (Listed and Conservation Areas) Act 1990. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012.

3.2.2 The requirement for archaeological work is in accordance with NPPF Paragraph 141. The purpose of the work is to complete an appropriate level of historic building recording of the affected structures and their setting. This will pay specific attention to those elements where demolition is proposed. The work should be undertaken to a standard that will allow the future interpretation of the buildings within the context for which they were originally designed as well as later uses. An archive and report will be created as a result of the survey.

4 METHODOLOGY

4.1 Aims and Objectives

4.1.1 The aim of the building recording as set out in the Written Scheme of Investigation (Brooks, 2017) was to record the 20th century buildings prior to their demolition. This record was to be broadly in accordance with that defined by Historic England's Level1. In addition, the aim was to compile a lasting record, to analyse the results and to disseminate the results.

4.2 On-Site Recording

4.2.1 The photographic survey was carried out on the 7th September 2017 by Tony Molloy, PCA Supervisor. The photographic survey comprised high resolution digital images captured with a Canon EOS 1200. All external elevations of the buildings were photographed. Close-up shots were taken to illustrate greater detail. General shots of the site, placing the buildings in context with their surroundings were also undertaken. Despite not being within the remit of the building survey, access within the buildings was requested and subsequently approved by the client. However, discussions with Red Funnel's Project Manager (Keith Wright) on the ferry crossing over to the island revealed that an assessment report on the potential for asbestos to be contained within the fabric of the buildings had not been obtained and therefore, on Health & Safety grounds, both parties agreed that internal assessment be excluded from the survey. A selection of the images has been included in this report and **Figure 2** shows the location and direction from which the photographs were taken.

4.3 Project Archive

4.3.1 A full and ordered archive including written, drawn and photographic records relating to this survey will be completed as defined in CIfA (2014b); Taylor and Brown (2009) and UKIC and ADS guidelines for the preparation of archaeological archives for long term storage. The archive will be provisionally stored at Pre-Construct Archaeology's Newark Office, before its deposition with the Isle of Wight Heritage Service.

4.4 Guidance

4.4.1 All works were undertaken in accordance with standards set out in:

- CIFA *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (2014a)
- English Heritage (now Historic England) *The Presentation of Historic Building Survey in CAD* (2005)
- Historic England 2016 *Understanding Historic Buildings: A guide to good*

recording practice

5 HISTORICAL BACKGROUND

5.1 An exhaustive historical background to the site is provided within an Archaeology & Cultural Heritage Report issued by Ramboll Environ issued in 2016 (Ref 1620002433/1) and provides the basis for the following text:

5.2 The 1841 Tithe map (not illustrated here) and accompanying apportionment gives the first detailed picture of East Cowes. This indicates that a coherent settlement had developed by this date and that the two areas of the Site overlie much of the historic core of this settlement. At this date East Cowes' High Street ran through both areas of the Site, with primarily residential buildings on its east side and commercial buildings on the west composed of storehouses and quays.

5.3 The First Edition 1864 Ordnance Survey map (**Figure 3**) still shows the High Street running through both areas of the Site. Trinity Wharf is labelled on this map and is recorded as being built following the acquisition of stores by the Board of Trinity house in 1842 (Burdett & Prior, 2011). The building is described as being used to store oil for the lighthouse. The wharf was reputedly further developed as a landing place for Queen Victoria when she built Osborne House in 1845 and included the construction of a decorated gateway (Burdett & Prior, 2011).

5.4 A cargo service to East Cowes had been established by 1867 with the formation of the Southampton Isle of Wight and South of England Royal Mail Steam Packet Company, following on from earlier steam packet services established in 1820 (Burdett & Prior, 2011).

5.5 The Second and Third Edition 1898 and 1908 Ordnance Survey maps (**Figures 4** and **5**) still shows the High Street running through both areas of the Site. A public house (PH) is shown on both maps towards the southern end of Area A.

5.6 Sam Saunders, a boat builder, relocated his firm, S. E. Saunders Ltd. to East Cowes in 1908 (Phipp, 2011). The company expanded to a further, existing, yard at East Cowes, the Columbine Yard which lay to the north of Area A, by 1910. The company specialised in plywood construction methods to build fast marine craft and later took the same technology into the nascent aviation business, collaborating in 1912 with T.O.M. Sopwith to build the 'Bat Boat' flying boat.

5.7 In 1928 Saunders sold his company to Alliott Verdon Roe, another aircraft manufacturer. Saunders remained affiliated with the company and was elected President of the renamed Saunders Roe Limited, also referred to as Saro. The company's aircraft manufacturing capacity grew and in 1935 a new assembly building was constructed adjacent to the northern tip of Area A and on the site of the existing Columbine Yard. The new building, known as the Columbine Works was built by Boulton & Paul in an Art Deco style and covered 50,000 sq.ft.

Construction of the works took in a large portion of the former historic core of East Cowes and necessitated the removal of the Medina Road where it connected to the High Street. The Columbine Works still exists and is locally listed. The first aircraft to be assembled at the site were Londons for the RAF and were delivered in October 1935. With the advent of World War II additional manufacturing capacity was anticipated and the Medina Shop was built adjacent to the Columbine Works in 1939. The Medina Shop lies immediately north of Area A.

5.8 The 1947 Ordnance Survey map still shows the High Street running through both areas of the Site. The Columbine Works and Medina Shop are shown to the north of Area A and a large building footprint is shown on the western part of Area A.

5.9 In 1935, the Isle of Wight & Portsmouth Improved Steamboat Company, operators of the ferry service to East Cowes, adopted a fleet livery of red funnels with black tops and became known as Red Funnel (Burdett & Prior, 2011). The first vehicle ferry service began in 1948 from East Cowes with Red Funnel's acquisition of the *Norris Castle (II)*, a converted former landing craft. Ferry traffic appears to have grown steadily since then and Ordnance Survey maps show significant change in this part of the town to accommodate this growth.

5.10 Between 1947 and 1967, the High Street was renamed as Trinity Road (**Figures 6** and **7**). This is followed by considerable change in the area between Trinity Road and Castle Street, south of Dover Road, from 1966-67 to 1986-90, whereby residential houses in this area appear to have been demolished to make space for ferry marshalling yards (**Figures 7** and **8**).

5.11 Trinity Wharf was also redeveloped during this period. This was largely due to the increasing size of tenders and haulage traffic using the wharf rendering existing facilities insufficient. The decision to redevelop was made in 1961 and by 1965 a new berth, buildings and buoy store had been constructed (Burdett & Prior, 2011). This redevelopment also required the wholesale demolition of earlier structures on the site, including a substantial ornate gateway to the wharf, which was no longer able to cope with the size of modern lorries (Burdett & Prior, 2011).

5.12 The layout of the newly constructed buildings within both areas of the Site is illustrated on the 1966-67 Ordnance Survey map (**Figure 7**). The main buildings shown on the map represent the extant buildings on the Site excluding a number of small abutting outbuildings and infilling (compare **Figures 2** and **7**).

5.13 The Redux Sheds on Area A appear to have been built in at least two phases in the mid to late 20th century following the clearance of earlier industrial and residential properties. The access road which lies immediately north of the Redux Sheds and separates them from the Medina Shed and Columbine Works also appears to have been created by 1977 as it first appears on the Ordnance Survey

coverage for this year (not illustrated here).

5.14 The 1966-67 Ordnance Survey map (**Figure 7**) shows both the north (B1) and south (B2) buildings on Area A with the northern building (B1) extending almost up to Castle Street and the east end of the southern building (B2) to the west of Castle Street. No. 44 Castle Street and another building to the west occupy the space to the east of B2. Between 1966-67 and 1986-90, these two buildings had been replaced with an extension to B2 as well as B3 and B4 (**Figures 7** and **8**). B5 at the western end of B1 and B2 was also added during this period. B10 on Area B was also constructed.

6 BUILDING DESCRIPTION

6.1 AREA A - The Redux Sheds at Venture Quays

6.1.1 *Redux*: Late 19th century from Latin *reducere* 'bring back'. The Redux Sheds comprise a cluster of five buildings or structures (B1 to B5) adjacent to Castle Street bounded by industrial buildings to the north and Dover Street to the south (**Figure 2**).

Building 1

6.1.2 Building 1 (B1) is the northernmost building comprising the Redux Sheds. It is aligned east to west and is bounded by an access road to the north (previously Union Street), Castle Street to the east, B2 of the Redux Sheds to the south and Building 5 to the west. The building was constructed between 1947 and 1966-67 (**Figures 6** and **7**).

6.1.3 The western gable end of the dual-pitched roof of B1 is just visible from Seaholme Yard above B5 (**Figure 2**; **Plate 1**). It is constructed in a deep red brick laid in stretcher bond in a white-coloured lime mortar. The lower part of the elevation is obscured by a later building constructed of corrugated steel (B5).

6.1.4 The northern side elevation of B1 is constructed in a pale red brick laid entirely in header bond up to the height of a clerestory window, which allows light into the workshop and extends up to the eaves of the roof (**Plates 2** and **3**). Ten of the windows are each filled with horizontal glass slats (louvers) to allow air to flow in and out of the workshop. Lighter coloured bricks around the doorway at the eastern end of the north wall suggest that it is a later insertion (**Plate 3**). The modifications suggest a hinged wrought iron gate may have once been attached. This entrance has no door. A narrow area of brick infill with a concrete lintel in the centre of the elevation was also noted. The brick wall is lower at the eastern end of the elevation to accommodate space for a two-storey office area attached to the workshop. The lowest three courses of the wall appear to be constructed with a different, deeper red brick. These courses are overlain by a damp proof membrane and extend the full length of the brick elevation. They are also laid in header bond.

6.1.5 The lower part of the eastern gable elevation is constructed in red brick laid in stretcher bond up to a height of 19 brick courses. The lower three courses are of the same brick visible in the northern elevation, although the lower two courses are obscured by a brick and concrete raised garden area (**Plate 4**). The brick wall is surmounted by bolted corrugated steel sheeting which extends up to the gable. The elevation has three ground floor windows and two first floor windows. A first floor door is reached by a metal staircase. The steel sheeting is painted in two green and white blocks.

6.1.6 The roof covering B1 appears to be constructed of one material and is grey-coloured, possibly asphalted, but probably plastic sheeting into which rectangular skylights have been inserted at a regularly spaced distance on each roof pitch.

Building 2

6.1.7 Building 2 (B2) is aligned east to west and is bounded by B1 of the Redux Sheds to the north, B3 and B4 to the south, Castle Street to the east and Seaholme Yard to the west (**Figure 2**). The western part of the building was constructed between 1947 and 1966-67 (**Figures 6** and **7**) and extended to the east between 1966-67 and 1986-90 (**Figures 7** and **8**).

6.1.8 The eastern elevation of the extension to B2 extends slightly east of the eastern end of B1 (**Figure 2**). It has a brick base to the same height as in B1 and is similarly surmounted by bolted corrugated steel sheeting painted in green and white blocks that extends up to the gable. The brick elevation is laid in stretcher bond using variously light and dark red bricks of a different make to those used in B1. The southern end of the east elevation comprises the almost flat roofed B3 which was constructed between 1966-67 and 1986-90 (**Figures 7** and **8**). B3 may have been constructed at the same time as the extension to B2 since the brick walls at the base of het elevation of the two buildings was the same. A vertical construction joint in the brickwork between the two buildings was not visible.

6.1.9 The southern elevation of B2, visible to the west of B3 and B4 is constructed of a low brick wall laid in stretcher bond and is surmounted by a clerestory window of fixed narrow panes to allow natural light into the building (**Figure 2**). Above the clerestory window, the wall is clad with corrugated steel sheets up to the roof line. At the western end of the elevation a section of brick wall rendered in plaster, painted white and with concrete coping replaces the clerestory window and extends slightly above the height of it but not all the way to the roof line which is filled by a short section of corrugated steel cladding. The western extent of this wall delineates the western extent of the dual-pitched roof over B2.

6.1.10 A further section of wall, again rendered and painted white, extends westwards from this wall up to the height of the eaves of the dual-pitched roof forming the southern end of an extension (B5) to the main buildings (B1 and B2). Crazing in the render along the mortar lines of the wall indicates that it is constructed from bricks larger than the standard house brick, possibly cinder blocks. B5 has an almost flat roof.

6.1.11 The western elevation of the extension (B5; **Plate 1**) is of the same construction and height as the southern extension (B3 and B4; **Plate 6**).

6.1.12 The roof of B2 is covered with opaque corrugated plastic sheeting.

Building 3

6.1.13 Building 3 (B3) is a rectangular building which occupies the south-west corner of a triangular piece of land between B2 and the southern boundary of the Site (**Figure 2**). The building was constructed between 1966-67 and 1986-90 (**Figures 7** and **8**).

6.1.14 The eastern elevation of B3 is a continuation of the eastern elevation of B2 constructed of a brick wall base with a bolted corrugated metal sheeting above which extends up to a flat roof of the same material (**Plate 5**). The continuation of the brick wall from the B2 extension suggests that both buildings were constructed at the same time.

6.1.15 The southern elevation of B3 has the same brickwork in stretcher bond and corrugated metal sheeting forming the upper part as the eastern elevation (**Plate 6**). An opening with a blue timber door is located roughly centrally within the elevation. A north-south stub wall in English bond variant in a white lime mortar lies immediately to the east of the doorway and extends south to a low (four courses high) boundary wall. This boundary wall extends around the perimeter of B3 and the eastern end of B1 and 2. The low wall is capped by stone slabs except to the west of the B3's south door, where the wall is a course higher and capped with bricks laid on edge. The stub wall is constructed of a darker red brick than that used in the construction of B2 and B3. It appears to be butted by B3 and therefore earlier.

Building 4

6.1.16 Building 4 (B4) comprises a broadly square brick structure adjacent to the western end of B3. The building was constructed between 1966-67 and 1986-90 (**Figures 7** and **8**). It is constructed of light coloured banded bricks laid in stretcher bond in both its visible south and west elevations up to a flat roof. The building extends to approximately half the height of B3. A doorway with a concrete lintel is located at the western end of the southern elevation. The doorway has been infilled and rendered.

Building 5

6.1.17 Abutting and to the west of B1 is a rectangular building (B5) constructed of corrugated steel. It was constructed between 1966-67 and 1986-90 as a western extension to B2 (**Figures 7** and **8**). The western elevation of B5 has two large goods vehicle entrances with roller shutters and two pedestrian doorways (**Plate 1**). The corrugated steel sheet building (B5) at the western end of B1 has a flat corrugated steel roof, sloping marginally from east to west to allow for rainwater runoff (**Plates 1** and **2**).

6.2 AREA B – Trinity House and Wharf

6.2.1 Trinity House and Wharf (Area B) has five buildings (B6 to B10; **Figure 2**) located on Trinity Wharf to the immediate south of the Red Funnel Ferry pontoon.

Building 6 – St Catherines Building

6.2.2 Building 6 (B6), also known as 'St Catherines Building', is a two-storey rectangular building aligned east-west at the northern end of Trinity Wharf. The building was constructed between 1947 and 1966-67 (**Figures 6** and **7**).

6.2.3 It is built over a levelling foundation to counteract a steep west to east and north-south declivity from the made level of Trinity Wharf to the ferry's car Marshalling Yard (**Plate 9**). The levelling foundation is rendered and painted black. Weathering of the render reveals a crazing pattern within it which indicates that it is constructed of brick courses. A section of the foundation butting the northern end of the western elevation is of concrete construction. The building is constructed in a deep red and occasional grey brick laid in stretcher bond throughout. All four corners of the building are terminated in grey rounded engineering bricks from ground level not quite up to the height of the first floor. The building is covered with a flat roof with a gradual south to north slope and is rebated at its northern edge. A small brick structure, painted white, with an overhanging roof and black-painted wooden doors in its south-facing elevation is located centrally on top of the roof for access to it.

6.2.4 The eastern part of the southern elevation is slightly recessed to the full height of the building (**Plate 7**). At ground floor level a large opening within the brickwork is filled by a horizontally laid brown-painted wooden cladding construction containing two windows; both containing an awning and fixed window. Above the wooden cladding a concrete lintel extends the full width of the opening. A sign above one of the windows reads 'St Catherines Building'.

6.2.5 To the west of the cladding, a white plastic framed unit comprising a glass door with flanking fixed windows allows access to the building. Above it, is a metal framed unit containing six fixed windows which extends up to the roof of the building to allow natural light into the stairwell for access to the first floor. The brickwork to the west of the entrance and window framing above forms a narrow column projecting marginally beyond the elevations and up to the full height of the elevation. To the west of it, the division between the two floors can be clearly seen as a concrete slab (**Plate 7**).

6.2.6 At ground level, beneath the slab, a narrow vertical opening is filled with horizontal wooden slats similar to those at the eastern end of the elevation. To the west of this opening is a long horizontal rectangular opening filled with windows, some of

which may be casement and others fixed. All appear to be original although the westernmost window lacks a transom in its frame. Beneath this window is a narrow section of discoloured brickwork. A further, smaller, area of differently coloured brickwork is located centrally beneath the row of windows. These may represent infilling of former doorways.

6.2.7 The elevation above the concrete slab is part flush with the ground level elevation (at the eastern end), and part recessed to accommodate a balcony at the western end (**Plate 7**). The flush brickwork is constructed of a different, orange-coloured, brick and terminates with a butt joint where it meets the a narrow brick column which may indicate that it is a later insertion from the original build. It may be that the balcony to the west once fully extended up to the narrow brick column. The flush brickwork contains three windows which appear to be metal-framed, part casement part fixed, and original to the construction of the brickwork. On the lower part of the elevation, and extending across its full width, appears to be the remnants of rendering, which may indicate that it was once covered in signage.

6.2.8 The recessed western part of the elevation retains the original deeper red brickwork utilised elsewhere within the building and contains two windows; the easternmost half the width of the other where it adjoins a doorway. The windows here are of a different size to those in the flush part of the elevation but the same as the first floor window at the eastern end of the south elevation.

6.2.9 The ground floor of the western elevation contains a large, centrally located, opening in the brickwork with both sides of the opening finished in rounded grey engineering bricks, which are the same as those at the corners of the building (**Plate 8**). The opening is filled with brown-painted horizontal wooden cladding that contains two matching windows, which are in part casement, in part awning and in part fixed.

6.2.10 The protruding west concrete slab balcony (**Plate 8**) is an extension of the concrete slab visible in the south elevation (**Plate 7**). Centrally within the elevation at first floor level is a framed door with flanking window unit, which appears to be of plastic construction and may be a replacement (**Plate 8**). A further unit of windows to the south of it (**Plate 8**) are the same as those in the recess of the southern elevation (**Plate 7**) and are probably original.

6.2.11 The northern elevation is filled by windows (**Plate 10**). The first floor windows appear to be original and may be awning opening types. The five easternmost ground floor window openings appear to be original, although the windows appear to be plastic-framed replacements. The upper part of the remaining nine ground floor window openings had been infilled to accommodate smaller replacement windows.

6.2.12 The eastern elevation facing the ferry Marshalling Yard contains a large opening within its brickwork similar to those in the southern and western elevations of the building, however, unlike those openings it extends the full height of the building (**Plate 9**). The lower part of the opening is filled by the horizontal brown-painted wooden cladding with four fixed ground floor windows. A similar-sized area of cladding forms the lower part of the first floor level and above it a framed window unit of the same type located in the south and west elevations at first floor levels.

Building 7

6.2.13 Building 7 (B7) has a U-shaped footprint and is situated centrally along the eastern boundary of Area B at Trinity Wharf. The building was constructed between 1947 and 1966-67 (**Figures 6** and **7**). A white-painted metal fence containing a gate spans the distance between it and B6 (**Plate 9**). The part of the building that fronts on to the northern end of the ferry Marshalling Yard is a two-storey structure, with single-storey east-west buildings flanking it along its north and south elevations. The three structures form a single phase of construction. The building is constructed in a deep red brick laid in stretcher bond throughout and each building is covered by a flat roof.

6.2.14 The two storey part of the eastern elevation contains two identical ground floor windows; both of a casement, awning and fixed window combination (**Plate 11**). The openings for these windows have both been modified; the southernmost window once had a much wider opening, identified by brick infilling at its northern end. The northernmost window had a slightly wider opening than the existing window. Both windows are clearly not original. The first floor windows are similar to those at first floor level in Building 6 and appear to be original. The elevation extends up to a parapet above the building's flat roof.

6.2.15 Only the first floor of the northern elevation is visible because the ground floor part of this elevation is obscured by the northern flanking one-storey building (**Plate 12**). It contains an original rectangular window, which is identical to the first floor window in the east elevation. The elevation extends up to a parapet to the same height of the eastern elevation.

6.2.16 Only the first floor of the western elevation is visible because the ground floor part of this elevation is obscured by B8 (**Plate 13**). The elevation is, for the most part, filled by a row of windows of the same construction as the first floor windows in the north and west elevations of the building. A flat roof covers the first floor. A water tank is visible in the south-west corner of the roof which butts a square brick chimney stack in the south-west corner of the building.

6.2.17 Only the first floor of the southern elevation is visible because the ground floor part of this elevation is obscured by the southern flanking one-storey building. The

visible elevation was identical to the northern elevation, containing a central rectangular window with the elevation extending up to a parapet, with the inclusion of the chimney stack in the south-west corner.

6.2.18 The eastern elevation of the north flanking one-storey building is recessed by one brick course to the west of the two-storey elevation and consists entirely of brick. Both corners of the elevation are finished in grey, rounded engineering bricks.

6.2.19 Both corners of the northern elevation of the northern one-storey building are finished in grey, rounded engineering bricks. The elevation contains two windows openings, which have been reduced slightly to accommodate smaller, modern windows. A door with a brick-built modern porch is located in each end of the elevation.

6.2.20 The western elevation of the northern one-storey building comprises two brick piers with grey, rounded engineering bricks forming each corner of the piers (**Plate 13**). The gap between the brick piers is filled with white cladding to near full height of the piers with the exception of a plinth at the base of the opening. The cladding contains a rectangular window frame with a casement, awning and fixed window combination. The white plastic cladding is, presumably, a more modern replacement of the brown-painted wooden cladding recorded in B6.

6.2.21 The south brick elevation of the northern one-storey building forms the north three gables of B8 (**Plate 13**).

6.2.22 The eastern elevation of the south flanking one-storey building is recessed by one brick course to the west of the two-storey elevation and consists entirely of brick. Both corners of the elevation are finished in grey, rounded engineering bricks.

6.2.23 The western end of the southern elevation of the southern one-storey building is obscured by a corrugated steel shed. The eastern end of the elevation contains a small wooden-framed window with an awning window above a fixed window. Brown-painted wood and glass panel double doors lie to the west of the window, and to the west of the double doors an double door opening has been filled in with brick. A glass panel door with flanking windows lies a short distance to the west of the infilled opening. The entrance is covered by a metal and plastic shelter that extends in a south-west direction to an entrance within the 'Needles Building' (B9; **Figure 2**).

6.2.24 The western elevation of the southern one-storey building is identical in construction to the western elevation of the northern one-storey building, differing only in that the infill of the opening between the piers is constructed of brown-painted wooden cladding (**Plate 13**). The window mirrors the window in the northern building.

Building 8

6.2.25 Building (B8) was constructed between 1947 and 1966-67 (**Figures 6** and **7**). The visible elevations of the building comprise the western elevation (**Plate 13**) and three gable roofs above its north and south elevations (**Figure 2**). The west elevation is constructed of orange bricks of different firing to those commonly used in the other Area B (Trinity House Depot) buildings. The bricks are laid in stretcher bond. Both ends of the elevation butt a brick offset of the southern and northern elevations of the north and south one-storey buildings respectively which suggests that the elevation is a later insert into the opening. The upper courses of the elevation from the height of the flat roofs of the one-storey buildings is clad in creosoted wooden planks that was once covered by signage of the 'Sustainable Marine Energy Ltd.' The elevation contains a rectangular window and an opening filled with a rolled-down shutter. The roof is of three north-south aligned double-pitched roofs constructed in grey corrugated sheet metal. The area covered by the pitched roofing may be contemporary with the construction of B7; the 1966-67 Ordnance Survey map (**Figure 7**) shows the areas filled but with a dotted line at its western end which may represent that there was originally no brick elevation at that end.

Brick Boundary Wall between Buildings 7 and 9

6.2.26 A brick wall spans between the eastern elevations of B7 and B9 and is constructed of a deep red brick bonded with white lime mortar and laid in stretcher bond, similar to the adjacent buildings (**Figure 2**; **Plate 14**). The wall has a coping course of bull nosed grey engineering bricks laid on edge. The wall is built up to a height below the roofline of the flat roof of the adjacent one-storey building (B7) to the north which is bridged by white painted spiked railings. The wall is clearly an infill of a previous opening as it butts the adjacent buildings at both its ends. Its plinth is also an infill because it has butt joints at each end. In addition, it has a contrasting chamfer, which is inset an equal distance from the northern and southern ends of the wall. The offset plinth adjacent to B7 and B9 may have been the housing for gate posts for a gates which once filled the opening.

Building 9

6.2.27 Building 9 (B9), also known as the 'Needles Building', is located at the southern end of Trinity Wharf and is separated from B7 to the north by the brick boundary wall (**Plate 14**). The building was constructed between 1947 and 1966-67 (**Figures 6** and **7**). B9 is a two-storey building, which is flanked to the north by a single-storey building (**Plates 15** to **18**). The southern elevation of the two-storey main building forms the boundary of Trinity Wharf (**Figure 2**; **Plate 16**). B9 is bounded to the east by the Red Funnel Car Marshalling Yard (**Plate 15**) and to the

west by Trinity Wharf. Both the two-storey and one-storey parts of the building are constructed in a deep red brick in white lime mortar in stretcher bond. The single-storey building has a flat roof. Five dual pitched north-south roofs cover the two-storey building (**Plates 16** to **18**).

6.2.28 The eastern elevation of the one-storey part of the building contains three windows; the openings for the windows are original, however, the window frames are plastic which suggests they are probably replacements (**Plate 15**).

6.2.29 Grey-coloured engineering bricks mark the corners at both ends of the northern elevation of the one-storey building, not quite up to the full height of the roofline (**Plate 17**). The eastern end of the northern elevation is butted by a square building constructed in an orange-coloured brick which houses a boiler room. This is a later addition to the 1960s building, built after 1986-90 (compare **Figures 2** and **8**). To the east of the square building, brown-painted wooden double-doors with overhead wooden cladding open into a room housing further high voltage electrical equipment. To the immediate west of the double doors are two wooden framed with glass panel double doors with a sign above which reads, 'Needles Building'. These doors are covered by a steel framed and plastic shelter, which heads north-east to B7. The remainder of the brick north elevation of the single storey building to the east contains an extensive brick infill constructed in orange-coloured brick with a continuous concrete lintel (painted brown) above into which five windows have been inserted (**Plate 17**). Whether the pre-existing opening contained fixtures that filled the height of the infill is uncertain. Perhaps the attachment of three substantial extractor fans on the elevation had some bearing on the rationalisation of the elevation.

6.2.30 The western elevation of the one-storey building contains a centrally located opening (**Plate 18**) of similar size to that found in the western elevations of B6 (**Plate 8**) and B7 (**Plate 13**). The opening contains white plastic cladding into which a casement, awning and fixed window combination is present (**Plate 18**). The upper courses of the elevation are partially covered by a render where signage was once affixed.

6.2.31 The eastern elevation of the two-storey building is filled with windows inserted symmetrically and with the matching ground and lower first floor windows, with the exception of the third ground floor window from the southern end of the building where two defunct BT telephone kiosks are located (**Plate 15**). There was no evidence of infilling within this area of the elevation although it was difficult to get a good view behind the kiosks. All the ground and lower first floor window openings have been modified to accommodate slightly smaller windows than the originals. The top of the brick elevation is surmounted by a clerestory window which spans the entire length of the elevation.

6.2.32 Only the first floor level of the northern elevation of the two-storey building is visible because the ground floor level is obscured by the adjoining one-storey building (**Plate 17**). The elevation contains four centrally located lower first floor windows similar in form to those in the eastern elevation of the building (**Plate 15**) and the north elevation of the adjoining one-storey building (**Plate 17**) but not identical. As in the eastern elevation, all the window openings have been modified to accept smaller windows. A fifth larger widow located higher up with the elevation at its western end is also a replacement. The clerestory window evident in the eastern elevation (**Plate 15**) continues over the northern brick elevation although it doesn't extend the full length of the wall (**Plate 17**).

6.2.33 The western elevation of the two-storey building is dominated by a centrally located recess to nearly the full height of the two-storey building (**Plate 18**). The recess is filled, for the most part, with a white-painted roll-down shutter from the top of the recess and to its full width. The lower part of the recess is filled by a green-painted metal concertina door and, to the south of it a brick elevation containing a white plastic-framed window which are later infills following a change from the building's original use. Initially, the building was the buoy store and housed the large plastic buoys used on the Medina (Keith Wright pers. comm.). The brick 'cheeks' of the recess both contain a recessed opening within them. Both 'cheeks' are partly constructed in grey engineering bricks up to the height of the first floor. The southern cheek contains a white-painted wooden door with lintel above then a brick infilling to another door height and above it a further lintel. A similar construction is visible in the northern cheek albeit with both openings infilled with brick.

6.2.34 The northern end of the elevation at ground floor level contains a rectangular opening lined with grey engineering bricks along its sides (**Plate 18**). The opening is filled by white plastic cladding into which a plastic framed door with glass panels and flanking fixed windows has been inserted. To the south of this entrance is an original rectangular opening containing a replacement plastic-framed glass window.

6.2.35 The openings within the southern part of the western elevation would have originally mirrored those in the northern part, however, the large ground floor opening at the southern end has been infilled with brick and simplified with a rectangular window (**Plate 18**). A rectangular window to the north of the infilled opening has also been infilled with brick. The southernmost first floor window has a door inserted into it with metal stairs attached to it. The northern pair of first floor windows are replacements for slightly larger originals.

6.2.36 The southern brick elevation of the two-storey building contains a combination of windows and doors (**Plate 16**). With the exception of a pink-coloured ground floor

door at the eastern end, all of the windows and doors are later insertions into smaller openings. The western end of the lower part of the first floor never appears to have had windows and a whitish render over its brickwork indicates it may have once been covered with signage. A clerestory window once filled the upper part of the elevation up to the roofline and at some point has been covered with metal cladding. The original stone quay can be seen beneath the building.

Building 10

6.2.36 Building 10 (B10) is a small rectangular building located towards the north-west corner of Trinity Wharf (**Figure 2**). The building was constructed between 1966-67 and 1986-90 (**Figures 7** and **8**). Its elevations are constructed in an orange-coloured brick all laid in English Bond (**Plates 7** and **12**). The northern elevation has two adjacent door-sized openings which have been infilled with brick laid in stretcher bond (**Plate 12**). The southern elevation has a large area of pinkish-coloured brick infill laid in stretcher bond with at its western end as a result of the insertion of a door in that elevation. The roof of the building consists of steel cladding projecting up to a flat roof that gently slopes down from south to north.

7 DISCUSSION

7.1 The 1841 Tithe map and accompanying apportionment give the first detailed picture of East Cowes and show that a coherent settlement had developed by this date. The two areas of the Site overlie much of the historic core of this settlement. At this date East Cowes' High Street ran through both areas of the Site, with primarily residential buildings on its east side and commercial buildings on the west composed of storehouses and quays.

7.2 Trinity Wharf is labelled on the 1863 Ordnance Survey map. The buildings along the west side of the High Street within Area B were demolished in the early 1960s when they were deemed no longer fit for purpose. The current Trinity House Depot buildings date to this period with the exception of Building 10 in the north-west corner of Area B which was added between 1966-67 and 1986-90.

7.3 The 'house' style of the Trinity House Depot buildings (Area B) is of deep red brick construction laid in stretcher bond with grey engineering bricks forming the corners and openings at ground floor level. It is uncertain whether the cladding with window infills of the wider openings are original or are a result of function change of the buildings from workshop to office space. The wide openings would appear to be ideal for roll-down shutters if the buildings originally had a more industrial use.

7.4 There are numerous modifications to the buildings, mainly to window openings where the original metal-framed casement windows have been replaced by smaller plastic-framed types, presumably to improved insulation.

7.5 The cartographic evidence suggests that the formation of the Redux complex of buildings (Area A) began at more or less the same time as the Trinity House Depot (Area B) buildings although its evolution to present day status was much more gradual and partly on an *ad hoc* basis. The construction of the large sheds within this complex did not result in the wholesale demolition of the admixture of industrial and residential buildings pre-existing on the site and it is possible that elements of these earlier buildings, in the form of short sections of stub walls, may survive within the present-day complex. Two buildings at the southern end of the site appear to have been squeezed into a remaining triangular-shaped parcel of land caused by a realignment of the large sheds to the existing road grid and extensions to the original sheds appear to be rationalisation of gaps and offsets between the buildings to form a more coherent block of buildings. The brickwork utilised in the Redux buildings was not as consistent as the Trinity House buildings, again, possibly a reflection of the piecemeal development of the buildings resulting in a change in the use of materials.

7.6 The development of the two areas recorded by the survey typifies the evolution

that large commercial boatyards undergo during the lifetime of their usage. Modest operations are rapidly outgrown by the need for larger installations in keeping with the growth of the industry and the specific requirements of technical innovations and this is reflected in the ongoing proposals to redevelop the two areas for a change in usage which includes the demolition of the buildings on both sites. Demolition of the Trinity House buildings has been approved. Proposals to demolish the Redux complex is under review.

8 ACKNOWLEDGEMENTS

8.1 Pre-Construct Archaeology Limited would like to thank Hannah Cooper of Gleeds Project Management Ltd for commissioning the project on behalf Red Funnel. Keith Wright of Red Funnel is also thanked for his hospitality and input on the ferry crossing to the island and for access to the site.

8.2 The project was managed for Pre-Construct Archaeology Limited by Kevin Trott. The photographic survey and documentary research was carried out by Tony Molloy. This report was written by Tony Molloy and Edited by Charlotte Matthew (Historic Buildings Manager). The Illustrations were prepared by Hayley Baxter.

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10. APPENDIX 1: OASIS FORM

OASIS ID: preconst1-296540

Project details	
Project name	Trinity Wharf, East Cowes, Isle of Wight
Short description of the project	Pre-Construct Archaeology was commissioned by Gleeds Project Management Ltd on behalf of Red Funnel to carry out Historic England Level 1 building recording at Venture Quays (Area A) and Trinity House Depot and Wharf (Area B), East Cowes, Isle of Wight. The recording was undertaken relating to proposals for their demolition. The two areas of the Site do not lie within a Conservation Area nor are any of the buildings within the site listed. The 1841 Tithe map shows that a coherent settlement at East Cowes had developed by this date. The two areas of the Site overlie much of the historic core of this settlement. East Cowes' High Street ran through both areas of the Site with primarily residential buildings on its east side and commercial buildings on the west composed of storehouses and quays. Trinity Wharf is labelled on the 1863 OS map. The buildings along the west side of the High Street within Area B were demolished in the early 1960s and replaced with the current Trinity House Depot buildings. The 'house' style of these buildings is of red brick construction in stretcher bond with grey engineering bricks forming the corners and openings at ground floor level. The cartographic evidence suggests that the formation of the Redux sheds (Area A) began at more or less the same time as the Trinity House Depot (Area B) buildings although its evolution to present day status was much more gradual and partly on an ad hoc basis.
Project dates	Start: 07-09-2017 End: 08-09-2017
Previous/future work	No / Yes
Any associated project reference codes	TWEC17 - Sitecode
Type of project	Building Recording
Site status	None
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	BUILDINGS Modern
Significant Finds	NONE None
Methods & techniques	'"Photographic Survey"'
Prompt	Planning agreement (Section 106 or 52)
Project location	
Country	England
Site location	ISLE OF WIGHT ISLE OF WIGHT EAST COWES Trinity Wharf
Postcode	PO32
Study area	0.4 Hectares
Site coordinates	SZ 50146 95680 50.757976362294 -1.288980486294 50 45 28 N 001 17 20 W Point
Lat/Long Datum	Unknown

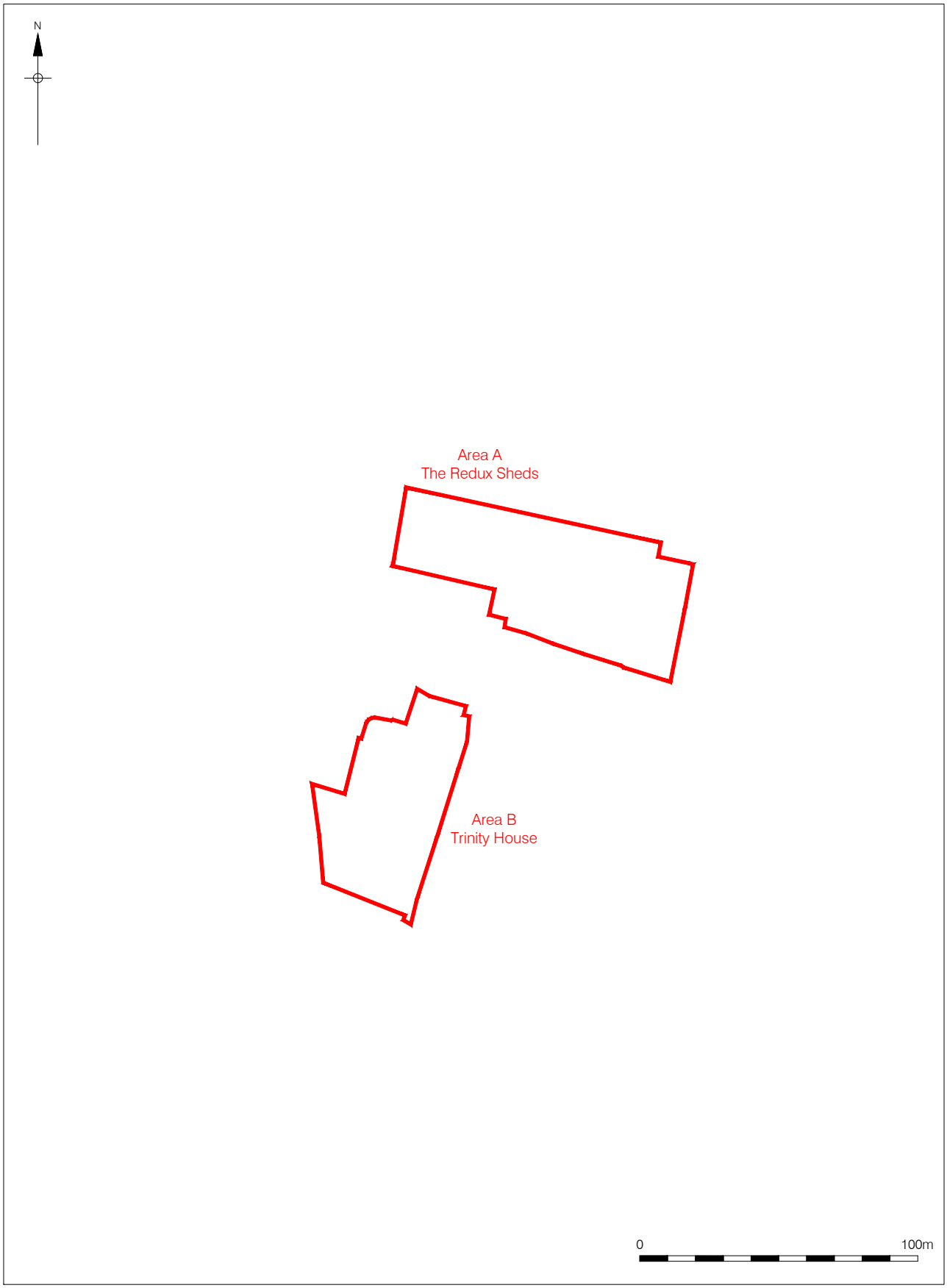
Height OD / Depth	Min: 1.9m Max: 3.5m
Project creators	
Name of Organisation	PCA Midlands
Project brief originator	Isle of Wight Archaeologist
Project design originator	Kathryn Brook
Project director/manager	Kevin Trott
Project supervisor	Tony Molloy
Type of sponsor/funding body	Ferry Operator
Name of sponsor/funding body	Red Funnel
Project archives	
Physical Archive Exists?	No
Digital Archive recipient	Isle of Wight Heritage Service
Digital Media available	"Images raster / digital photography"
Paper Media available	"Map","Plan","Report"
Entered by	Charlotte Matthews (cmatthews@pre-construct.com)
Entered on	12 October 2017

09/10/17 HB

Figure 1
Site Location
1:2,000,000, 1:400,000 & 1:25,000 at A4

09/10/17 HB

Figure 2
Detailed Site Location
showing Location & Direction of Plate
1:1,250 at A4

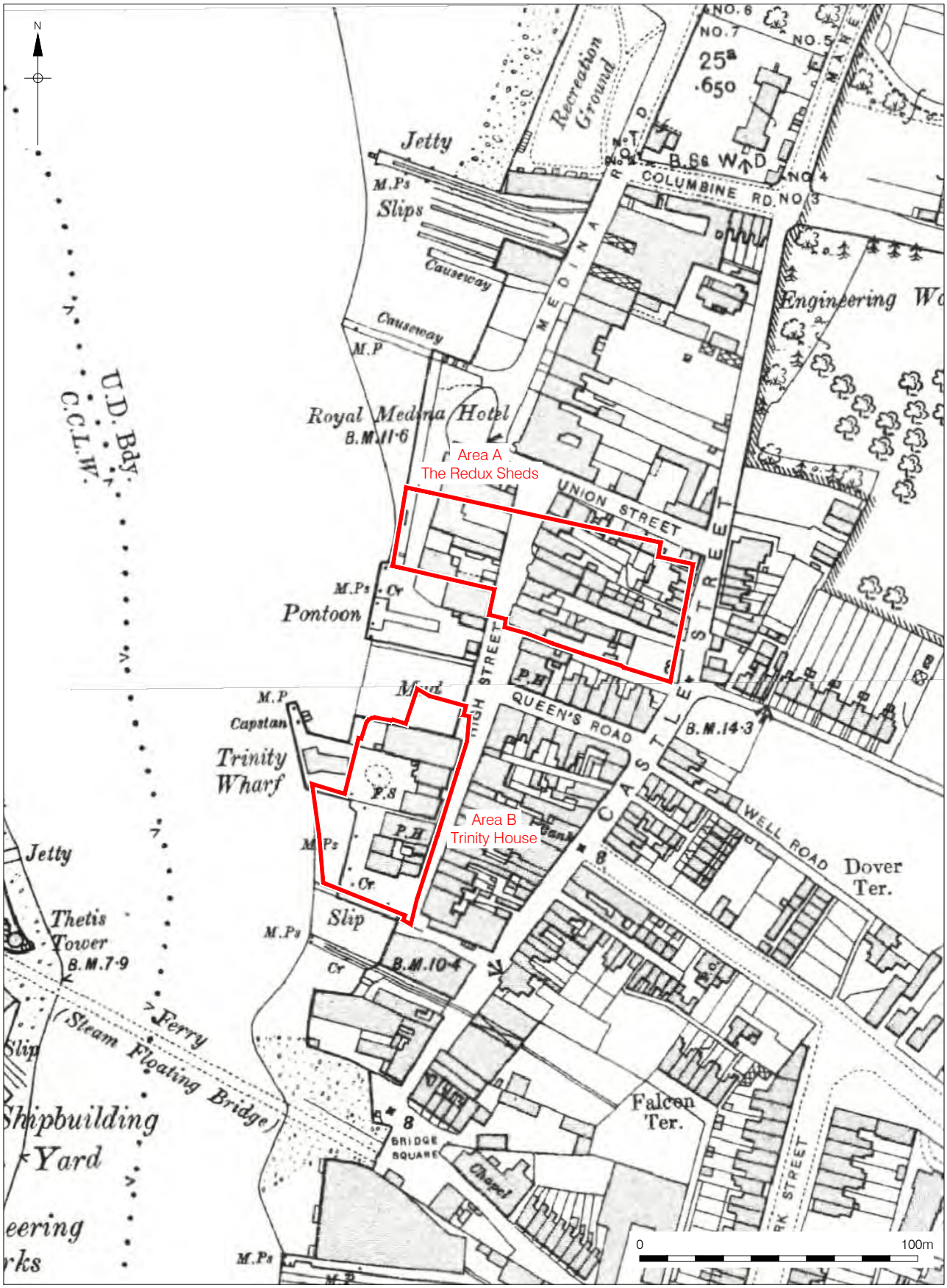


09/10/17 HB

Figure 3
First Edition Ordnance Survey, 1864 (25 inch)
1:2,000 at A4

09/10/17 HB

Figure 4
Second Edition Ordnance Survey, 1898 (25 inch)
1:2,000 at A4



09/10/17 HB

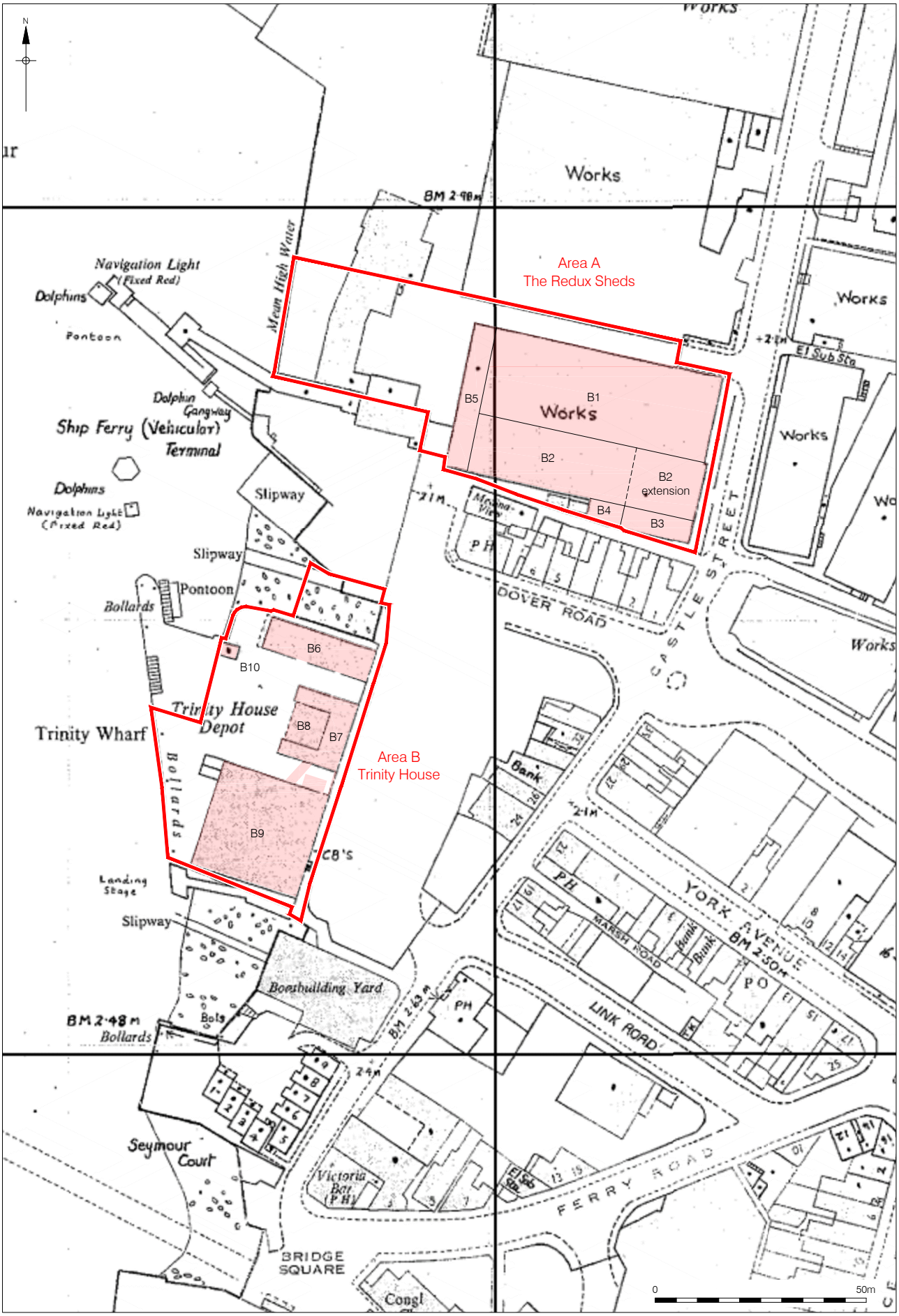
Figure 5
Third Edition Ordnance Survey, 1908 (25 inch)
1:2,000 at A4

09/10/17 HB

Figure 6
Ordnance Survey, 1947 (25 inch)
1:2,000 at A4

09/10/17 HB

Figure 7
Ordnance Survey, 1966-67 (1:1,250)
1:1,250 at A4



09/10/17 HB

Figure 8
Ordnance Survey, 1986-90 (1:1,250)
1:1,250 at A4

Plate 1. West elevations of Buildings 1, 2 & 5 of the Redux Sheds.

Plate 2. Oblique view of north elevations of Buildings 1 and 5 of the Redux Sheds, looking east.

Plate 3. Oblique view of north elevation of Building 1 of Redux Sheds looking west.

Plate 4. East elevation of Building 1 of the Redux Sheds.

Plate 5. East elevations of Buildings 2 & 3 of the Redux Sheds.

Plate 6. Oblique view of south elevations of Buildings 3 & 4 of the Redux Sheds.

Plate 7. Oblique view of south elevations of Buildings 6 (right) and 10 (left) at Trinity House Depot

Plate 8.Western elevation of Building 6 (St Catherines Building) at Trinity House Depot.

Plate 9. Eastern elevation of Building 6 (St Catherines Building) at Trinity House Depot.

Plate 10. Northern elevation of Building 6 (St Catherines Building) at Trinity House Depot.

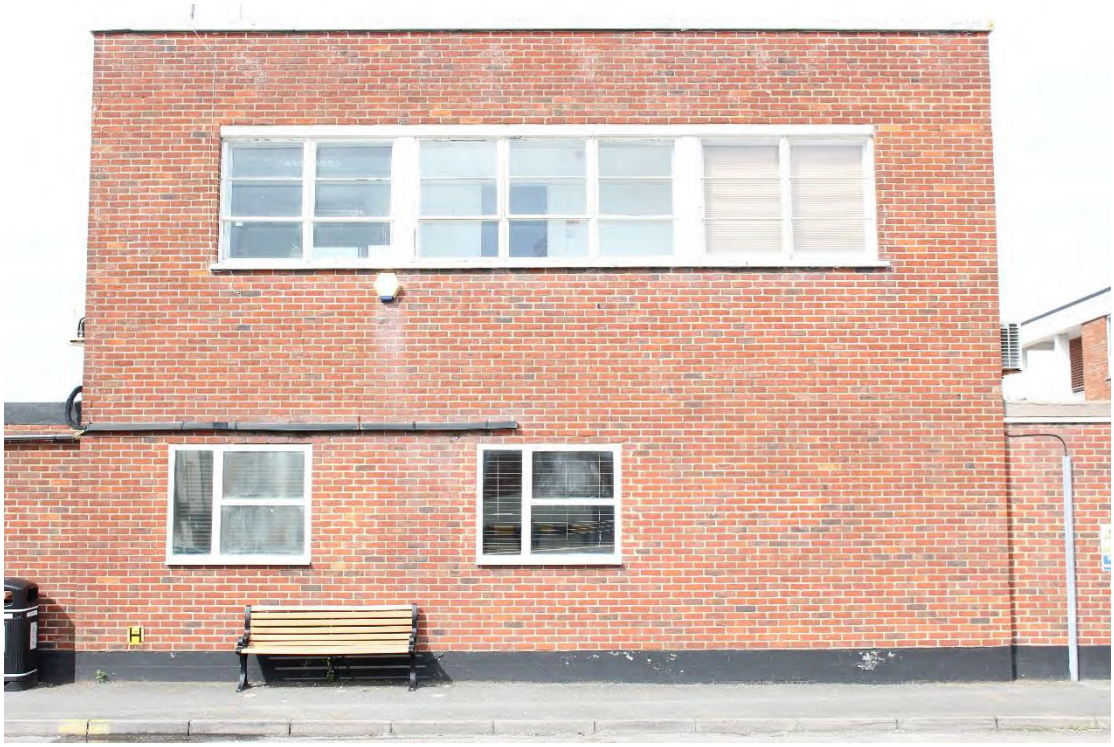


Plate 11. Eastern elevation of Building 7 of Trinity House Depot.

Plate 12. Western elevations of Building 7, 8 (background) and 10 (foreground) at Trinity House Depot.

Plate 13. Western elevations of Buildings 7 and 8 at Trinity House Depot.

Plate 14. East-facing brick infill wall between Buildings 7 and 9 at Trinity House Depot.

Plate 15. Eastern elevation of Building 9 at Trinity House Depot.

Plate 16. Southern elevation of Building 9 at Trinity House Depot.

Plate 17. Northern elevation of Building 9 at Trinity House Depot.

Plate 18. Western elevation of Building 9 at Trinity House Depot.

P C A

PCA CAMBRIDGE
THE GRANARY, RECTORY FARM
BREWERY ROAD, PAMPISFORD
CAMBRIDGESHIRE CB22 3EN
t: 01223 845 522
e: cambridge@pre-construct.com

PCA DURHAM
UNIT 19A, TURSDALE BUSINESS PARK
TURSDALE
DURHAM DH6 5PG
t: 0191 377 1111
e: durham@pre-construct.com

PCA LONDON
UNIT 54, BROCKLEY CROSS BUSINESS CENTRE
96 ENDWELL ROAD, BROCKLEY
LONDON SE4 2PD
t: 020 7732 3925
e: london@pre-construct.com

PCA NEWARK
OFFICE 8, ROEWOOD COURTYARD
WINKBURN, NEWARK
NOTTINGHAMSHIRE NG22 8PG
t: 01636 370410
e: newark@pre-construct.com

PCA NORWICH
QUARRY WORKS, DEREHAM ROAD
HONINGHAM
NORWICH NR9 5AP
T: 01223 845522
e: cambridge@pre-construct.com

PCA WARWICK
UNIT 9, THE MILL, MILL LANE
LITTLE SHREWLEY, WARWICK
WARWICKSHIRE CV35 7HN
t: 01926 485490
e: warwick@pre-construct.com

PCA WINCHESTER
5 RED DEER COURT, ELM ROAD
WINCHESTER
HAMPSHIRE SO22 5LX
t: 01962 849 549
e: winchester@pre-construct.com

REGISTERED ORGANISATION CIfA