



# **Sainsbury's Supermarkets Ltd**

## **Ferry Road, Rye**

### **Archaeology and Cultural Heritage**

### **Assessment**

### **March 2011**

Arndale Court, Otley Road, Headingley, Leeds, LS6 2UJ

Tel: 0113 219 7109

Email: [kirsten.holland@wyg.com](mailto:kirsten.holland@wyg.com)


## Document Control

Project: Ferry Road, Rye, Archaeology and Cultural Heritage Assessment  
Client: Sainsbury's Supermarkets Ltd  
Job Number: A054917  
File Origin: N:\Projects\A054001-A055000\A054917\reports\Archaeology Assessment\_v0\_Ferry Road.doc

### Document Checking:

Prepared by:	Kirsten Holland Principal Archaeologist	Signed:	
--------------	--	---------	---

Checked by:	Paul Burgess Associate	Signed:	
-------------	---------------------------	---------	--

Verified by:	Peter Harrison Regional Director	Signed:	
--------------	-------------------------------------	---------	---

Issue	Date	Status
1	Jan 2011	Draft
2	March 2011	Final
3		
4		

## Contents Page

1.0	Introduction .....	6
1.1	Aims and Objectives .....	6
2.0	Methodology .....	7
2.1	Assessment Methodology .....	7
2.2	Sources Consulted .....	7
3.0	Site and Development Description .....	8
4.0	Legislation and Planning Policy Context .....	9
4.1	Ancient Monuments and Archaeological Areas Act 1979 .....	9
4.2	Planning (Listed Buildings and Conservation Areas) Act 1990 .....	9
4.3	Planning Policy Statement 5: Planning for the Historic Environment - 2010 .....	10
4.4	Local Policy and Guidance .....	11
4.5	Analysis .....	11
5.0	Baseline Data .....	12
5.1	Designated Sites .....	12
5.2	Archaeological and Historic Background .....	13
5.2.1	Prehistoric (up to 43AD) .....	13
5.2.2	Roman/Romano-British (43AD to c.450AD) .....	14
5.2.3	The Early Medieval (c.450AD to 1066AD) .....	15
5.2.4	Medieval (1066AD to c.1540AD) Periods .....	16
5.2.5	Post-Medieval Period (c.1540AD to 1900AD) and Modern (1900AD to present) .....	18



6.0	Historic Mapping .....	20
7.0	Site Walkover Survey .....	22
8.0	Built Heritage Survey.....	22
8.1	25-31 Ferry Road .....	22
8.1.1	Exterior Assessment .....	22
8.1.2	Historical Research and Context .....	22
8.1.3	Significance .....	23
8.2	Queen Adelaide Public House .....	23
8.2.1	Exterior Assessment .....	23
8.2.2	Interior Assessment .....	24
8.2.3	Historical Research and Context .....	24
8.2.4	Significance .....	26
9.0	Heritage Potential and Impact Assessment .....	26
10.0	Evaluation and Mitigation Measures .....	28
11.0	Conclusions .....	29
12.0	References .....	30



## **Appendix Contents**

Appendix A – Site Location Plan & Proposed Development Plan

Appendix B - Assessment Methodology

Appendix C – Site Photographs

Appendix D – Recorded Cultural Heritage Sites

Appendix E – Historic Mapping

Appendix F – Queen Adelaide Public House Records 1937

Appendix G – Report Conditions



## 1.0 Introduction

This Archaeological and Cultural Heritage Desk-Based Assessment has been prepared by Kirsten Holland, Principal Archaeologist, WYG on behalf of Sainsbury's Supermarkets Ltd to accompany a full planning application for the development of a new supermarket and associated car parking and infrastructure at Ferry Road, Rye, East Sussex. A site location plan can be seen in Appendix A (WYG Fig 01).

### 1.1 Aims and Objectives

This study examines the cultural heritage potential of the proposed development site and the surrounding area. The aim of the study is to:

- Identify recorded cultural heritage sites within the site boundary;
- Identify the potential for previously unrecorded sites to be present within the site;
- Identify potential impacts and mitigation strategies where appropriate; and
- Make recommendations for further work where required.

Cultural heritage within this context includes all buried and upstanding archaeological remains, built heritage sites, historic landscapes and any other features that contribute to the archaeological and historic interest of the area.

In accordance with the Institute for Archaeologists (IfA) Standard definition of a Desk-Based Assessment (IfA, 1994 rev 2009), this report seeks to identify and assess the known and potential historic resource within a specified area ('the development site'), collating existing written and graphic information and taking full account of the likely nature and extent of previous impacts on the site, in order to identify the likely character, extent, quantity and worth of that resource in a local, regional and national context as appropriate.

The purpose of the desk-based assessment is to enable the cultural heritage resource to be assessed within its context and allow the formulation of one or more of the following:

- Formulation of a strategy to ensure the recording, preservation or management of the resource;



- Formulation of a strategy for further investigation to permit a mitigation strategy or other response to be devised, where existing evidence is insufficient.

This desk-based assessment considers the cultural heritage potential within the site itself and the surrounding area. This assessment does not attempt to plot and review every archaeological find and monument; rather it aims to examine the distribution of evidence and to use this to predict the archaeological potential of the study area and the likely significance of the development proposals on those remains. Report conditions can be seen in Appendix G.

## 2.0 Methodology

### 2.1 Assessment Methodology

Impact assessment has been carried out through the consideration of baseline conditions in relation to the elements of the scheme that could cause cultural heritage impacts. Baseline conditions are defined as the existing environmental conditions and in applicable cases, the conditions that would develop in the future without the scheme. In accordance with best practice this report assumes that the scheme will be constructed, although the use of the word 'will' in the text should not be taken to mean that implementation of the scheme is certain.

No standard method of evaluation and assessment is provided for the assessment of impact significance upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, Annex 1), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgment is used in conjunction with these criteria to undertake the impact assessment. The full assessment methodology can be seen in Appendix B.

### 2.2 Sources Consulted

A study area of approximately 500m radius from the approximate centre of the site (TQ 91750 20500) has been examined to assess the nature of the surrounding cultural heritage sites and place the recorded sites within their context.

The following sources were examined as part of this study:



- East Sussex Historic Environment Record (HER);
- National Monuments Record (NMR);
- Rother District Council and English Heritage for designated sites;
- East Sussex Record Office;
- Hastings Local Studies Library;
- Historic mapping; and
- Appropriate documentary sources and archaeological journals.

In addition a site walkover survey was undertaken on 16<sup>th</sup> December 2010 to inspect the site for recorded and previously unrecorded heritage assets, assess previous impacts and determine suitability for further assessment, evaluation or mitigation.

### 3.0 Site and Development Description

The development site is located to the north-west of Rye, East Sussex. The site is centred on TQ 91750 20500 (591750, 120500) and is at approximately 5m above Ordnance Datum. The site is bounded to the east by the railway line, to the south by Ferry Road, to the west by houses on Tillingham Avenue and to the north by sports fields of the school and college. A site location plan can be seen in Appendix A (WYG Figure 01).

The development site is currently primarily hard standing associated with the former Thomas Peacocke School. The buildings have been demolished to slab level. The southern boundary includes numbers 25-31 Ferry Road and the Queen Adelaide public house which are separated from the main area of the site by a public footpath. The east of the development site comprises a belt of trees and vegetation adjacent to the railway line. Photographs of the site can be seen in Appendix C.

The solid geology of the site is of Ashdown Formation (Harris, 2009) which is siltstone and finely grained sandstones with subordinate amounts of mudstone ([www.bgs.ac.uk](http://www.bgs.ac.uk)). The overlying drift geology is tidal flat deposits (Harris, 2009) which are normally consolidated silty, clays often with layers of sand gravel and peat ([www.bgs.ac.uk](http://www.bgs.ac.uk)).





The proposed development is a new Sainsbury's supermarket, associated parking spaces and landscaping. The site will be accessed from Ferry Road to the south and will require the demolition of the Queen Adelaide pubic house and number 25 Ferry Road. The roof of the building will be 3° monopitch and approximately 6.3m high for the majority of the building, the east end of the store at the colleague and backup area will have an 8° monopitch roof at approximately 8.6m. The building will be predominantly faced with brick, glazing and wood external finishing materials to the south elevation and the customer entrance. To the north elevations the dominant facing material will be mid grey Eurobond cladding and to the west brick and timber with Eurobond cladding. To the eastern elevation the dominant material will be mid grey Eurobond cladding, however there will also be timber and louvers in the upper 2m below the roofline and glazing to the colleague area to the south. A full description of the development is included in the Design and Access Statement. A plan of the proposed development is included in Appendix A (CHQ.09-0893-PL05).

## 4.0 Legislation and Planning Policy Context

### 4.1 Ancient Monuments and Archaeological Areas Act 1979

Scheduled Monuments are designated by the Secretary of State for Culture, Media and Sport on the advice of English Heritage as selective examples of nationally important archaeological remains. Under the terms of Part 1 Section 2 of the Ancient Monuments and Archaeological Areas Act 1979 it is an offence to damage, disturb or alter a Scheduled Monument either above or below ground without first obtaining permission from the Secretary of State. This Act does not allow for the protection of the setting of Scheduled Monuments.

### 4.2 Planning (Listed Buildings and Conservation Areas) Act 1990

The Act outlines the provisions for designation, control of works and enforcement measures relating to Listed Buildings and Conservation Areas. Section 66 of the Act states that the planning authority must have special regard to the desirability of preserving the setting of any Listed Building that may be affected by the grant of planning permission. Section 72 of the Act states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.



### 4.3 Planning Policy Statement 5: Planning for the Historic Environment - 2010

Planning Policy Statement 5 (PPS5) sets out the Government's national planning policies on the conservation of the historic environment. The PPS covers all aspects of the historic environment and heritage assets including designated assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Conservation Areas, Registered Parks and Gardens and Registered Battlefields) and non-designated assets. The PPS identifies that consideration of the historic environment and the requirements for assessment and mitigation of impacts on heritage assets should be proportional to their value and the effect of proposals on their significance. The PPS sets out the approach regional and local authorities should adopt in identifying and making provision for conservation of heritage within the plan making process (HE1-HE5) and in assessing development proposals within the context of applications for development (HE6-HE12).

The PPS states that the significance of heritage assets (including their settings) should be identified and the effect of the proposal on the significance of the asset should be assessed. Prior to validation the planning application should include sufficient information to enable the impact of proposals on significance to be assessed and thus where desk-based research is insufficient to assess the interest field evaluation may also be required (HE6). The PPS includes policy principles to guide the determination of applications relating to heritage assets (HE7 and HE8) and additional principles to be considered for designated assets (HE9 and HE10).

Whilst the PPS reflects the Governments overarching aim that "the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations" it recognises that there are occasions where loss of significance is justified on the merits of new development. The more significant the asset and the greater the harm to the significance the greater the justification will be needed. Policy HE11 outlines a number of principles for enabling development that should be considered in assessing the benefits and disbenefits. Where loss of significance as a result of development is considered justified the PPS includes provision to allow for the recording and advancing understanding of the asset before it is lost using planning conditions or obligations (e.g. S106) as appropriate (HE12). The results of these investigations should be made available and the archive deposited in a suitable repository. A Planning Practice Guide (English Heritage, March 2010) provides further information and guidance on the interpretation and implementation of the PPS.



## 4.4 Local Policy and Guidance

The Rother District Plan (July 2006) contains two saved policies relevant to cultural heritage and development in Rye:

Policy GD1 All development should meet the following criteria:

...

(viii) it does not prejudice the character, appearance or setting of heritage features, notably scheduled ancient monuments and sites of archaeological importance, listed buildings, conservation areas, registered historic parks and gardens, the registered battlefield at Battle, or other buildings and spaces of historic importance;

...

and

Policy RY1 Proposals for development and change in Rye should be compatible with and, wherever practicable, contribute positively to the following objectives:-

...

(ii) to protect the unique historic Citadel and its landscape setting, particularly the levels surrounding the Citadel;

....

A Conservation Area Appraisal and Management Plan for Rye Conservation Area has been published by Rother District Council (2006). The appraisal outlines the significance of the Conservation Area and the special characteristics which merit designation. It also includes information on key views, proposed future management of the Conservation Area, the planning policy context under which decisions will be made and Article 4 directions.

## 4.5 Analysis

The proposals will not directly affect any designated heritage assets therefore these policies will not be affected. There are not anticipated to be any indirect effects upon the setting of designated heritage



features as the designated sites are sufficiently distant from the proposed development site that it is not included within their setting or the development does not lie within a key view.

The development may affect previously unrecorded archaeological remains, however this is considered to be of low potential and if discovered it is most likely that these will be of local or low value. Mitigation measures have been recommended to mitigate the impacts on heritage assets should they be identified. It is therefore considered that this desk-based assessment prior to the submission of the planning application has allowed an assessment of the potential impact and the significance on effect on heritage assets to be made. It is not anticipated that the development within the site would be in direct conflict with any identified and current planning policies.

## 5.0 Baseline Data

### 5.1 Designated Sites

Information on designated heritage sites was collected from English Heritage, Rother District Council and Multi Agency Geographic Information for the Countryside website. There are no World Heritage Sites, Registered Parks and Gardens, Registered Battlefields or Registered Common Land within the study area.

The only Scheduled Monument within the study area are the remains of the Rye town walls (ES30, Site 1). The location of the Scheduled Monument can be seen on Figures 02 and 03, Appendix E. The walls are also a Grade II Listed Building. The town wall is partially incorporated into existing buildings along Cinque Ports Street. The walls may have been preceded by earthwork defences and there is a documentary reference to repairs in 1246. The date of the walls is uncertain, but the Land Gate in the north-east of the town may have been constructed by 1300AD with the main walls constructed in the 1380s following the granting of a charter in 1381 for the construction of a stone wall.

There are 25 Listed Buildings within the study area. Further details of the Listed Buildings can be seen in Appendix E. The designated sites are shown in the context of the wider town on Figure 02 and within the study area on Figure 03. There is one Grade II\* Listed Building within the study area which is the Mermaid Hotel (Site 4). This is a building of primarily 15<sup>th</sup> century date with 13<sup>th</sup> century cellars. The remaining buildings are all Grade II Listed. They are primarily located in the centre of the town and include houses (Sites 2, 6-15 17, 18, 23, 24), shops (Sites, 19, 20, 22), public houses (Sites 4, 21), passageway (Site 3) and the railway station (Site 26). Gibbet Mill (Site 25) is a replica smock mill that was built to replace an original mill built in 1824 which burned down in the 1930s.



There is one Conservation Area within the study area. The Rye Conservation Area is located to the south east of the development site and its location can be seen on Figure 02, Appendix E. A Conservation Area Appraisal and Management Plan has been produced for the Conservation Area (RDC, 2006) and has been adopted by the Council. The Conservation Area covers the historic core and centre of Rye. The Conservation Area encompasses the former citadel town walls, the line of the town ditch and Land Gate. One of the key characteristics is the setting of the town on higher ground with a distinctive skyline of pitched roofs and church spire in contrast to the flat marshland which surrounds it. The character of the town resulting from mixed uses growing in close proximity to each other due to the physical constraints of the location is also significant.

There is an Archaeological Notification Area (No. 332) located within the study area and partially covering the development site. This Notification Area has been identified by Rother District Council to prompt consideration of heritage issues within the planning process. The Notification Area defines the medieval and post-medieval town and its harbour and riverside areas. There is considered to be a significant potential for archaeological remains to be recorded within this area requiring assessment in advance of any planning application. The Notification Area does not confer any statutory controls. The location of the Archaeological Notification Area can be seen on Figure 03, Appendix E.

## 5.2 Archaeological and Historic Background

The Historic Environment Record and the National Monuments Record holds details for 16 non-designated sites or archaeological works within the study area. Further details of these sites can be seen in Appendix E and on WYG Figure 03. The bracketed site numbers within the text refer to the site reference on the figure and in the table.

### 5.2.1 Prehistoric (up to 43AD)

There are no recorded heritage sites of prehistoric date within the study area and there is very limited evidence for prehistoric activity within Rye and the wider area. A findspot of a flint sickle blade of prehistoric date has been recorded however the location is uncertain. Some evidence of prehistoric activity has also been recorded in archaeological evaluations across the town. Eight undated worked flints were recorded at an evaluation at the former Winter's Dairy site on Cinque Ports Street (Site 41). An evaluation just outside the town walls also identified a possible hamerstone and fire cracked flint sealed beneath a layer of hillwash cut by medieval deposits indicating a prehistoric date for the artefacts (Site 35). None of these sites can be assigned to a specific prehistoric period.



To the north of the development site at Iden a significant quantity of flint artefacts has led to the suggestion of a Neolithic flint factory. During the Iron Age the Rother district and Rye would have fallen in the border area between the Cantii and Atrebates tribes. There is evidence of late Iron Age trade between Britain and the Roman Empire, particularly iron which was produced from deposits on the Weald north of Hastings (Kirkham, 2010).

The potential for prehistoric remains within Rye will be dependent upon the nature of the marine regression and transgression over this period which may have fluctuated considerably, from the Palaeolithic period when the land bridge to mainland Europe was still present, to periods of rapid sea level rise in the early Holocene which is likely to have caused flooding of low lying areas. A basal peat in Tillingham Green to the north-west of Rye indicates terrestrial waterlogged conditions at approximately 7500BC (Tooley, 1995). As the development site is low lying it would have been susceptible to inundation. Further boreholes along the two embankments of St Marys Marsh along The Grove and Landgate from approximately 1000BC the marshlands would have been dry enough for grazing animals or cropping for reeds (Draper, 2009, p180). Any prehistoric remains in the development site are considered most likely to have either been removed by the modern development or be buried relatively deeply below layers of accumulated sediment.

### **5.2.2 Roman/Romano-British (43AD to c.450AD)**

There is one record of Roman date within the study area. This is a single piece of Roman tile recorded during an evaluation at The Mint (Site 36). It was the only evidence of Roman activity and is considered to be residual in the deposit. Within the wider town, to the south-east of the study area two further assemblages of Roman tile and pottery have been recorded at the former Austin Friary and Fairfield on Rye Hill, however both a relatively small and no evidence of buildings or structures has survived.

Rye was not located close to any documented Roman roads and does not have any substantial recorded military or civilian settlements in the vicinity of the town (Ordnance Survey, 1994) however a possible Roman villa is recorded at Playdon to the north of Rye. There is extensive evidence of iron working to the west of Rye and north of Hastings which would have continued to be traded as it had been in the Iron Age. There is evidence that the ironworks were "nationalised" and controlled by the Roman fleet (Kirkham, 2010).

It has been suggested that the inlet at Lympne and Hythe was the most important in the region during this period (Tooley, 1995) and there are substantial remains of the Roman fortifications at Lympne designed to guard the coast (Kirkham, 2010). The Lympne fortifications formed part of a chain of ten forts along the



southern coast known as the Saxon Shore Forts. The system had been in place from the early 4<sup>th</sup> century and in 428AD a list gave the names of ten forts. It is possible that the fort of *Riduna* located halfway between Port Lymne (*Portus Lemanis*) and Pevensey (*Anderida*) is Rye (Kirkham, 2010), however no evidence of this fort has yet been identified in the town. There has also been a suggestion that if Roman remains were to be found in Rye they are most likely to be recorded within the town on the higher ground. The potential to discover previously unrecorded sites of Roman date on the development site is very low.

### **5.2.3 The Early Medieval (c.450AD to 1066AD)**

During the early medieval period the south coast was subject to numerous raids, invasions and resettlements. The departure of the Roman legions left a vacuum which local rulers initially filled with Saxon and Jutish mercenaries. Whilst this was initially peaceful as more Saxons began to arrive and settle their occupation was resisted although ultimately the British were unsuccessful and the south came under Saxon rule. There were subsequently internal disputes between the Anglo-Saxon kingdoms fighting for predominance. The Anglo-Saxon Chronicle records Cenwolf, King of Mercia ravaging the people of Kent and Romney Marsh (Kirkham, 2010).

The Danish raids commenced in the 8<sup>th</sup> century and the coast around Rye would have been a target, the Anglo-Saxon chronicle records a significant raid on Romney Marsh in 841. The Burghal Hidage is a document dating from the late 9<sup>th</sup> century and lists 33 sites in Wessex and English Mercia fortified by Alfred as part of his campaign against the Danes. The list includes Eorpeburnam and this was east of Hastings and may therefore be Rye, however the site of Castle Toll is also considered to be a likely candidate (Harris, 2009). Much of the land around Rye and Sussex formed part of the Manor of Rameslie and was given by Queen Emma, wife of King Canute to Fecamp Abbey, Normandy in the early 11<sup>th</sup> century which assisted with peaceful trade in the area.

In the period 700-800AD the area around Rye was considered to have lain slightly inland and was located within salt marsh (Draper, 2009). This is reflected in the record for Rameslie in the Domesday Book which is considered likely to be Rye where 100 saltpans were recorded (Tooley, 1995), however no evidence for these has been recorded. During the early medieval period settlement is likely to have been concentrated in the historic town core and the development site is liable to have been marshland in this period. Borehole evidence has identified a two metre layer of silty clays indicating marine or brackish conditions which are likely to have developed after 700AD, but may not have developed until 13<sup>th</sup> century storms (Draper, 2009, p180). There are no recorded sites of early medieval date within the study area and there is considered to be a very low potential to record remains of early medieval date.



#### 5.2.4 Medieval (1066AD to c.1540AD) Periods

Rye is first definitively documented in 1130 as Ria. It is derived from Old and Middle English meaning “place at the island or dry ground in marsh” (Mills, 2003). It is probable that Rameslie in the Domesday Book is also Rye, however this has not been confirmed. It was certainly a borough by the mid 12<sup>th</sup> century when a royal charter conferred Cinque port status (Harris, 2009). The medieval period was one of the most prosperous for Rye and during this period the town was on a knoll of higher land surrounded on three sides by water. It’s coastal position was ideal for ship building, fishing and trade and it became an important Cinque port during the 11<sup>th</sup> and 12<sup>th</sup> centuries. The loss of Normandy in 1204 to the French heralded a period of war and coastal defence and in 1247 the lands of Fecamp Abbey were taken back into English ownership by the King. This is also the period during which the town became more heavily defended with the construction of the walls and castle (Ypres Tower) although it was briefly captured by the French in 1216.

In the mid 14<sup>th</sup> century inundation of land on the east side of the town had resulted in the loss of 52 houses and a mill. This indicates that the low lying areas such as the development site were again subject to flooding. This was coupled with attacks by the French during the Hundred Years War and a decline in the fishing industry and trade as a result of the focus shifting to the west. There was however a revival in the fortunes of the town from the late 15<sup>th</sup> century onwards and as well as a recovered fishing industry there were new quays and jetties built (Harris, 2009).

The Wishe was located just outside the town walls to the north-west and broadly covered the area to the north of the walls and south of the railway line within the study area. It is unclear when it was established but appears to have been populated by the 13<sup>th</sup> century (Draper, 2009) and shown on 16<sup>th</sup> century mapping (Harris, 2009, Fig 10). It is suggested that it declined in population from the mid 14<sup>th</sup> century onwards due to plague and attacks by the French (Draper, 2009), but certainly seems to have been largely abandoned after the beginning of the 17<sup>th</sup> century and not reoccupied until the 19<sup>th</sup> century (Harris, 2009).

There was no direct route from the Wishe into the north of the town with the Strand gate on the west being the closest entrance. This would have been inconvenient, especially with the development of the route into the town from the ferry crossing across the Tillingham (Martin and Martin, 2009). This ferry crossing led to the development of Ferry Road and the EUS indicates that this occurred in the 16<sup>th</sup> century (Harris, 2009, Fig 10). The lack of an entrance from this direction into the town indicates that this ferry crossing was established after the town walls and defences were laid out and therefore the ferry may originally have worked from the Strand gate and quay to the west of the town (Draper, 2009). The





presence of Needles Passage from the Mint towards the town wall indicates that there may have been a pedestrian gate in the town wall at the junction with Ferry Road (Martin and Martin, 2009). A bastion is suggested in this location on a conjectural map of the town dating to 1350 (RDC. 2006, Fig 9).

The remains of two wooden vessels were discovered at Cyprus Place during drainage system construction works in 1963 (Lovegrove, 1964). The vessels were found to the north of Cyprus Place between the street and the railway, approximately 50m from the development site. The vessels were at approximately 3.6-4.2m (A) and 5.5m (B) below ground level. Vessel A comprised mainly the floor of a ship with a mast step, ribs and planking. The planks exhibited evidence of nails and cow hair caulking and it was probably a single skinned vessel. Vessel B was lighter and located within the drainage tunnel. It was a double skinned clinker built vessel with fishtails in line with the ribs. Although they can not be dated accurately it is thought that they date from the end of the 16<sup>th</sup> century (Lovegrove, 1964).

The area of St Mary's Marsh encompasses the land from Landgate to the north-east of the town to Rye Creek which formed the inner harbour on the west of the town near the Strand Gate. It would therefore have included the area of the development site and most of the north of the study area. During the 11<sup>th</sup> to 14<sup>th</sup> centuries it formed part of the Fecamp Abbey holdings and generated some income. The lands were taken back into Royal ownership, however in the late 13<sup>th</sup> century it was subject to significant flooding and this led to marine or brackish conditions and the deposition of two metres of silt (Draper, 2009, p180). By the late 14<sup>th</sup> century St Mary's Croft had been reclaimed from the marsh to the east of The Grove. This took this land into productive agricultural use, however there is little information about the land to the west of The Grove i.e. the development site, however tidal flooding of St Mary's Croft above the embankment in 1414 indicates that the area was regularly flooded during this period (Draper, 2009, p182).

Within the study area the recorded medieval sites relate to the built environment in the centre of the town where a number of buildings retain medieval features (Sites 2-10) and the town wall (Site 1, 16, 20, 24, 34, 35, 37, 40). The closest evaluation to the development site was at Blackman's Yard which would have been located in the Wishe suburb and this did not identify any remains of medieval date. A further watching brief at Thomas Peakcocke College to the north of the development site identified only a single sherd of medieval pottery.

During this period the development site is not anticipated to have been developed. It was located outside of the town walls, where the majority of development took place and appears likely that the Wishe did not extend this far north. Although Ferry Road was established towards the end of this period there is no indication of development. Given the lack of recorded medieval remains from the evaluations in the



surrounding area and the expectation that medieval settlement was focussed in the town and the evidence that the area formed part of St Mary's Marsh the potential to discover archaeological remains of medieval date is considered to be low.

There is a potential that the site may have been used for beaching and breaking up ships, however although subject to flooding the development site would have lain further away from the waterline and therefore it is less likely ships would have transported a further distance than necessary for breaking up. It is unclear if the creeks that ran into St Mary's Marsh would have been big enough to take boats down for breakage. If any boats were to be present on the site it is probable they would be at a similar depth to the Cyprus Place vessels (3.5-6.5m).

### **5.2.5 Post-Medieval Period (c.1540AD to 1900AD) and Modern (1900AD to present)**

Rye's peak period of economic activity was in the 16<sup>th</sup> century following from the late medieval increase in trade, particularly cloth, fishing and maritime activity. This was helped by the decline of Winchelsea through silting of the harbour and the need to supply Calais which was a British outpost. The increased prosperity was however short lived and from the 1580s a decline began to take hold. This was driven by the loss of French holdings, reduction in the fishing fleet and silting of the harbour amongst other factors. The population dropped significantly and this is likely to have partly led to depopulation of areas outside the town walls such as The Wishe.

Despite the reduction in the importance of the town it still remained a busy port and base on the south coast. The numerous wars throughout this period led to further defences being built and modified throughout this period and troops were often stationed in the town barracks. Features from this period include Camber castle and the Gun Garden to the south of the study area. The majority of the built heritage within the town dates from the post-medieval period and within the study area there are numerous buildings of this period (Sites 6-24).

The development site and much of the study area remained part of St Mary's Marsh in the early part of the post-medieval period. The dissolution of the abbeys led to the acquisition of much of the land by the local gentry who were interested in reclamation and turning the land to more profitable uses. In 1554 the Shepherd family built a curving reclamation wall at the west end of the marsh which reached from Leasam in the north to the quay at the strand. This wall was designed to protect 15 houses which lay in St Mary's Marsh (Draper, 2009, 183) and which may have included the Crown Inn on Ferry Road, just outside of the town wall (Martin and Martin, 2009). By the late 16<sup>th</sup> century much of the area was solid land although



there were many channels through it and the Jeake map of 1667 depicts the area as part of St Mary's Marsh with the Wishe located in the area of modern day Cyprus Place.

Through the 17<sup>th</sup> century attempts were made to halt the silting up of Rye creek and the consequent loss of trade and shipping. One of the schemes involved diverting the River Rother through the marshland to the Tillingham River and hoping that opening it with a sluice would scour the river. This was very expensive and unsuccessful therefore compounding the problems of a declining economy. The marsh appears to have been fully walled in 1720 when two very large tides washed away the wall which protected it. The marsh therefore whilst being reclaimed and used for grazing during the post-medieval period appears to have been subject to flooding until the 18<sup>th</sup> century and hence the development site is likely to have been periodically flooded.

The arrival of the railway in 1851 (Sites 26 and 31) between Ashford and Hastings helped with a revival of the town's fortunes. Compensation granted for the railway was used to improve the port and the shipbuilding industry flourished again although it declined with the First World War before further investment in the Second World War. In keeping with the majority of urban areas Rye grew in the later 19<sup>th</sup> and 20<sup>th</sup> centuries although most new residential development is located outside of the main town due to the physical constraints (Harris, 2009).

The majority of the shipbuilding during the medieval and early post-medieval period had been located around the south of the town and the Strand to the west of the town (Collard, 1998). This pattern was repeated in the 19<sup>th</sup> century and the Piggotts Sussex directory in 1839 indicates that the ship builders are located on the Strand, Hastings Road or Rock Channel. The associated industries such as chandlers and ships merchants are also located here. The development site is anticipated to have lain sufficiently distant from the water by the 19<sup>th</sup> century that it would not be used for ship building or breaking.

A number of sites are located in the vicinity of the development site from this period. A mill is depicted to the west of the development site on the tithe map (Site 30). This mill may be the same mill, or be in the same location as a mill built in the late 16<sup>th</sup> century on one of the reclamation walls of the marsh, a mill shown on late 16<sup>th</sup> century mapping and a mill shown on Jeake's map of 1667. The mill had been demolished by the time of the first edition mapping (1872) but the land plot was preserved. Gibbet Mill (Site 25) to the south of the development site is a 1930s replica of a mill built in 1842.

Bellevue pottery (Site 28) was established on Ferry Road in 1869 following expansion of the pottery at Cadborough Farm to the west of Rye. The pottery produced Sussex Rustic Ware which was noted for its



patterns of hops. The pottery continued working throughout the 19<sup>th</sup> and early 20<sup>th</sup> century, but closed in 1939 as it contravened blackout regulations in World War Two. The pottery reopened after the war under the name of Rye Pottery and continued in production on the same site until the 1990s (Sharp, n.d.).

A primary school was constructed on the development site in the 1930s but was not opened until after the war. The primary school was merged in the 1960s and moved to another site and Thomas Peacocke College took over the site (Harris, 2009). The school was closed in 1998 and demolished before 2005. The other buildings in the development site are a terrace of four houses and the Queen Adelaide public house (Site 33) both dating to the 19<sup>th</sup> century. Further details of the school layout and the other built environment within the site is discussed below.

There is considered to be a low potential to discover previously unrecorded archaeological remains of the early post-medieval period. During the later post-medieval period the area is covered by historic mapping that indicates there was no development on the site.

## 6.0 Historic Mapping

Published historic maps, Ordnance Survey maps and maps held by East Sussex Archives were examined for this assessment. Extracts of selected historic maps can be seen in Appendix F. Early county level maps are not discussed as they generally did not show the development site in any detail and therefore former land uses can not be identified. The maps did however demonstrate the extent to which the rivers formerly surrounded the town.

The Prowez map of 1572 covered Rye and part of the surrounding coast. The map depicted shipping coming up the river on the west of the town past the Strand and the Quay. The Wishe was depicted outside of the town wall and the reclamation wall curving around to the north. St Mary's Marsh was an open expanse of ground at this time.

Jeake's map of 1667 (copied 1738) depicted the town and the area to the north of the town. The Wishe was depicted and the line of the modern day Cyprus place was established. The area of the development site was depicted as St Mary's Marsh, a large expanse of green. The different shades indicate that the marsh was sub-divided by drains. The line of Ferry Road was also established and a windmill was depicted to the west of the development site location with a bank to the north which is anticipated to relate to the reclamation of the marsh.



A map of 1771 published in a number of sources showed the development of the town. The town walls and gates can be seen clearly and some key landmarks within the town were also depicted. There were several houses located outside of the town walls to the north west of the town and these are anticipated to have been part of the Wishe. The development site is not clearly discernible as the detail and scale decreases outside of the town walls but there were two windmills depicted and a meander of the River Tillingham.

A plan of 1810 did not depict any development along Ferry Road but depicted the town with key buildings named. A plan from 1835 from Lewis' Topographical Dictionary depicted Ferry Road and the windmills, but the terrace and Queen Adelaide pub were not shown. The next map examined was the tithe map of 1840. The development site was shown to be open ground at this time. There were three buildings identified along Ferry Road to the east of the windmill. It is unclear if these buildings represent the Queen Adelaide public house or other buildings as they are schematic. The field numbers for the development site indicate that the site was part of Rainbow Marsh (213) and part of Pond Marsh (212). The map is discussed in further detail in the built heritage section.

The first edition Ordnance Survey map (1872) showed the greatest number of changes. In the intervening 30 years the railway had been built and residential development was beginning to extend along Ferry Road. The Queen Adelaide pub had also been built. The remainder of the development site was undeveloped with the exception of a sluice in the south-east corner and a signal box adjacent to the railway. Although the windmill was no longer present the outline of the land plot was still visible and the embankment running north.

There were no alterations to the development site on the second edition mapping (1898). There had been more residential development along Ferry Road and Tillingham Avenue had been built removing the windmill land plot. There were again few alterations on the third edition map (1909). The fourth edition map (1929) showed the development site was now in use as allotments and adjacent to the railway line a number of tanks and a crane were shown although it is not clear what industry or business these related to.

By 1940 the school had been built and this remained on the site until the 21<sup>st</sup> century. The school's primary building was T-shaped and there were three additional small buildings on the northern boundary. The school also had a swimming pool, although this had been removed by the 1980s. This period is also when the vegetation belt adjacent to the railway was established.



## 7.0 Site Walkover Survey

A site walkover survey was undertaken on 17<sup>th</sup> December 2010. The weather was overcast and dry. Photographs of the site can be seen in Appendix C. The site is largely comprised of a plot of vacant land. The plot is predominantly covered in tarmac hard standing. There are several small changes in the height of ground level within the site, generally less than 0.3m. The hard standing has been comprised in numerous areas by vegetation which has penetrated into the tarmac. The eastern boundary of the development site is a corridor of dense vegetation adjoining the railway. This area was not accessed, however the extensive root system is considered highly likely to have significantly disturbed any archaeological remains in this area. The built heritage within the development site boundary is discussed in Section 8. No further features of archaeological or heritage interest were identified during the walkover survey.

## 8.0 Built Heritage Survey

### 8.1 25-31 Ferry Road

#### 8.1.1 Exterior Assessment

The 25 Ferry Road will be demolished to provide access for the scheme, however the terrace of four houses is considered to place the end house in context. The terrace is built of brick in stretcher bond. The three western houses in the terrace have a tile gabled roof with plain close verge at the gable and ridge tiles. No. 25 is the exception and has a hipped roof with ridge tiles. Nos 27-31 have ridge chimney stacks with tapered tile chimney pots of differing size and colour. The terraces are each single bay and two storey. The two central houses have boarded windows and doors. The remaining two houses in occupation do not have original, or matching doors and windows. The ground floor windows and doors have soldier arches of brick on end. The terraces each have a small garden to the front bounded by fences and walls and a small yard to the rear bounded by a brick wall. The terrace is angled north-west to south-east away from the road.

#### 8.1.2 Historical Research and Context

A plan from 1835 from Lewis' Topographical Dictionary depicted Ferry Road and the windmills, but the terrace and Queen Adelaide pub are not shown. The houses along Ferry Road are also not clearly shown on the tithe map (1840), however three buildings are shown to the east of the windmill fronting Ferry Road. The buildings are not accurately surveyed and may be indicative rather than representative. These buildings



are located where the terrace to be retained, the terrace to be demolished and the Queen Adelaide pub are located. It is probable therefore that there were buildings along this road by this period.

A plan of the town dated 1859 shows buildings, plots and parcel numbers. Four plots of land are indicated in the location of the terrace, however the mapping shows that these are not a row of terrace houses, but rather individual houses. The schedule accompanying the plan describes each plot as "House and Land" owned by Fisher Clark and occupied by William Balchellor, Bevey Sampton, John Rummens and Thomas Jordan.

The first edition Ordnance Survey map (1872) is indistinct, however it appears that the terrace has been constructed by this date and is clearly visible on the second edition mapping.

### **8.1.3 Significance**

The terrace is considered to be of low architectural value and heritage significance as the terrace is of a form extensively built in the mid 19<sup>th</sup> century. The terrace is of low aesthetic value as the individual properties have been painted in different shades of cream and white, have lost original features such as windows and doors and guttering, furthermore modern additions such as a door hood, satellite dishes and aerials are currently attached.

## **8.2 Queen Adelaide Public House**

### **8.2.1 Exterior Assessment**

The Queen Adelaide public house comprises a two bay, two storey building with a two bay, single storey wing or extension to the west. The lower storey and extension is pebbledash, painted white, on a sandstone plinth, painted black. The upper storey is clad in plain tile with a single tile overlap. The tile cladding and pebbledash prevent the original construction material or form being identified, however the use of tile cladding was a common finish for lightweight timber framing techniques which were developed in south-east England in the early 19<sup>th</sup> century (Brunskill, 1987). Both parts of the building have tiled gable roofs with a chimney stack in the gable wall and rising to the ridge line. The gables are finished in plain close verge.

The two windows in the single storey section face Ferry Road are modern double glazing, with a central transom. The three modern double glazed windows facing Ferry Road in the main building are all of different sizes and styles. One is vertical and has a central transom, one is vertical and has a central mullion



and the other is square not sub-divided. A change in the colour of the paint under the central window indicates that this may once have been a larger opening such as a doorway. The side and rear windows of the building are also of modern double glazing. The second storey windows are vertical and of the same size and style. Both are double glazed with glazing bars. The second storey windows to the rear of the public house are two vertical plain, double glazed and a single small square window which is considered likely to be a bathroom window. The roof space has two windows in the east and west elevations of the building indicating that the roof space has been converted for regular use.

### **8.2.2 Interior Assessment**

The public areas of the ground floor were assessed during an assessment of the interior areas open to the public. The interior of the public house retains few features of potential historical interest. The public bar is accessed from the east elevation of the house and is located slightly above the surrounding ground level accessed by several steps. The bar is of modern construction and located within the centre of the building. The kitchen area and stairs to the upper floor are located behind the bar. A modern gas fire is located in the original fireplace which is surrounded by black painted blocks. Modern spot lights have been inserted into the ceiling. The décor, fittings and furnishings do not retain any pre-20<sup>th</sup> century aspects.

The single storey extension to the west of the house has been converted to a games room and is located on ground level accessed down several steps. It also has black painted blocks around the former fireplace. A small extension located in the rear yard of the public house is accessed through the games room.

### **8.2.3 Historical Research and Context**

The Queen Adelaide public house is not shown on the early maps of the town of Rye. A plan from 1835 from Lewis' Topographical Dictionary depicted Ferry Road and the windmills, but the terrace and Queen Adelaide pub are not shown. Piggot's Sussex Directory (1839) records the Queen Adelaide pub on Ferry Road, occupied by James Philips and therefore it is anticipated to have been built in these four years.

The public house is not clearly shown on the tithe map (1840), however three buildings are shown to the east of the windmill fronting Ferry Road. The buildings are not accurately surveyed and may be indicative rather than representative. These buildings are located where the terrace to be retained, the terrace to be demolished and the Queen Adelaide pub are located. It is therefore unclear whether these buildings these relate to and could include the public house as indicated by the trade directory.





A plan of the town dated 1859 shows buildings, plots and parcel numbers. The Queen Adelaide pub is depicted and appears to have a smaller extension to the west on this plan. Comparison of the map with the schedule produced to accompanying it confirms that the plot was the Queen Adelaide public house, comprising an inn and yard. It was owned by Godden & Co. and occupied by William Roof.

The Ordnance Survey maps show almost no alteration to the building during the intervening years until the fourth edition (1940). East Sussex Record Office holds a plan of 1937 which shows proposed alterations to the Queen Adelaide, Rye on behalf of the Phoenix Brewery. The plan relates to the two storey portion of the building. The single storey section is shown but is not inter-connected to the property internally. The plans show the existing and proposed layout and these are discussed by floor.

The ground floor originally comprised a public bar fronting Ferry Road to the east of the building and a private bar on the same side at the rear of the building and a shared servery between the two rooms. The west side of the building was denoted as a games room and was accessed internally. A corridor divided the two sides of the building with the internal staircase. The public bar was accessed from the east of the building (in the location of the current entrance) and the front of the building (in the location of a current window). A further door into the corridor area provided access from the front of the building (in the location of the current central window). Four fireplaces are shown on the east and west walls of the building.

The proposed ground floor plan showed the stairs to have been moved from the centre of the building to the rear wall, being replaced with a new servery with counters to all three rooms. The public bar would have been increased in size due to the removal of the existing servery and a new access to the rear private bar would have been created. The two entrance doors into the public bar were due to be removed and replaced by windows with the main access being from Ferry Road to the centre of the building. The fireplaces were to be retained.

It is unclear to what extent these proposals were implemented. The access from the east of the building into the public bar remains present in the existing building, however the front public bar entrance has been replaced by a window as proposed. The stairs are also no longer in their original position and have been moved to the rear of the building as proposed. Whether the remaining alterations to the internal layout were made is uncertain and subsequent alterations in the second half of the 20<sup>th</sup> century have removed the majority of the internal partitions.

The layout of the first floor was also proposed to be altered due to the insertion of a new internal staircase. It was proposed to change the layout from three bedrooms and a sitting room, to two bedrooms, sitting



room and an internal bathroom. The staircase to the two attic rooms was proposed to be replaced with one at a shallower angle.

The 1901 census information indicates that the publican was John Tamkin (72) and Matilda Herbert, a widow of 53 was his housekeeper ([www.rootschat.com](http://www.rootschat.com)) and there is a documentary record that in the early 20<sup>th</sup> century the landlord of the Queen Adelaide applied to the Town Clerk of Rye for permission to "erect my Bijou Hippodrome on ground at the side of the hotel" (Kirkham, 2000). The pub had closed by 2007 and was boarded up at this time ([www.geograph.org.uk/photo/522690](http://www.geograph.org.uk/photo/522690)).

#### **8.2.4 Significance**

The Queen Adelaide public house is considered to be of low architectural value as the building has been substantially altered in the early and later 20<sup>th</sup> centuries. It is anticipated to have been of a common form of construction in the mid 19<sup>th</sup> century. The public house is considered to have a low aesthetic value due to the modern alterations that have been made. The public house has some historical interest as it has continued in use from the 19<sup>th</sup> century and there are some documentary records of the public house from this period. The historical significance will not be affected by the development.

## **9.0 Heritage Potential and Impact Assessment**

There are no recorded archaeological heritage assets within the development site that will be directly affected by development. Any buried remains of the school are not considered to be of heritage value.

There is considered to be a low potential to discover previously unrecorded archaeological remains within the development site. There is a potential that during parts of the prehistoric or Roman periods the site may have been suitable for grazing or gathering reeds, however there is no firm evidence of prehistoric occupation in this area with recorded remains being limited to occasional flint artefacts. Evidence from the sedimentary sequence indicates that this would lie under at least approximately two metres of silts, if any remains had not been scoured away by the historic flooding (Tooley, 1995). The site has been marshland or subject to inundation from approximately 700AD therefore it is only likely to have been used for seasonal grazing until it was fully drained in the post-medieval period when it may have been used more consistently. There is a potential that the area of the development site may have been used for breaking ships and boats in the later medieval or early post-medieval period, however it is considered more likely that this activity was focussed to the south closer to the waterline. The remains of probable medieval or



early post-medieval vessels found at Cyprus Place to the south of the development site would have lain closer to the waterline.

The development of the school is also anticipated to have truncated any potential archaeological remains. The site had a swimming pool and typically developments of this type and modern date have disturbed, and/or made ground, to a depth of 1-2m. The nature of foundations to be used during the construction of the supermarket are unknown and will be part of the detailed design at the post-consent stage. Should a raft foundation or shallow strip foundations be used this is likely to only disturb the made ground and previously disturbed layers. Should deeper foundations be used (e.g. piled foundations, deep excavations to facilitate piles or deeper foundations) this may extend into previously undisturbed ground and archaeological layers. The service yard will sit 1m below the surrounding ground level. This will require some excavation to create this lower level, however this is anticipated to largely be within the made ground and would result in a limited impact or truncation of any archaeological remains. The full extent of impact at this time is unknown until the design progresses further.

The character area of the Wishe in the Rye Character Assessment (Harris, 2009) is considered to have limited archaeological potential. The area has been assigned a historic environment value of 2 (where 1 is low and 5 is high) and is considered to have a low vulnerability to change. A watching brief to the north of the development site at the primary school (Site 39) identified limited evidence for late post-medieval and modern uses of the area. The watching brief confirmed the assumption that the area had remained marshland for much of antiquity (ASE, 2008).

The value and magnitude of impact on any previously unrecorded remains can not be known at this stage but they would be likely to be of medium or low value and the impact could be up to substantial negative. The unmitigated significance of effect could therefore be intermediate-minor adverse for remains of low value and intermediate adverse for remains of medium value. Impacts are only anticipated in the northern part of the site as the southern part will be utilised for car parking which is anticipated to require limited groundworks. The form of foundation design for the development has not been confirmed therefore the depth of excavation is unknown. It may be possible that archaeological remains would be preserved in situ or there would be a very limited impact.

25 Ferry Road will be demolished to provide new access to the development site. The house is considered to be of limited heritage value due to its common form and modern alterations. The heritage value of the house is therefore considered to be negligible. The demolition will fully remove this part of the terrace and



therefore this will result in a moderate negative magnitude of impact. The significance of this effect will therefore be minor adverse-neutral and is considered to be non-significant.

The Queen Adelaide public house (Site 33) will be demolished to provide new access to the development site. The public house is considered to be of local heritage interest and therefore of low heritage value, however this value is primarily due to the historical interest in the asset rather than architectural interest. The demolition will full remove the structure and therefore this will result in a major negative magnitude of impact. The significance of this effect will therefore be intermediate-minor adverse and is considered to be non-significant.

The setting and significance of the Conservation Area or Listed Buildings will not be affected by the proposed development. The development site is largely screened from view from the Conservation Area by mature trees. A comprehensive landscape strategy will be implemented which will reinforce the screening along the eastern boundary. Where aspects of the site may be visible from the Conservation Area it is not considered that this is a significant view and the development site does not form part of the setting. The intervening area is partially occupied by the Budgens supermarket car park, railway, road and associated signage. The roof the supermarket would be visible above the trees but this is not anticipated to affect the significance, appreciation, key characteristics of, or views from the Conservation Area.

## 10.0 Evaluation and Mitigation Measures

Until the nature of the foundation design is known the evaluation and mitigation measures for the site can not be identified. Should a foundation design be adopted which requires limited groundworks, or would only disturb the existing modern made ground, archaeological evaluation and mitigation is not considered to be necessary as no archaeological remains would be impacted and the archaeological remains would remain in situ. Should a deeper foundation design be required the requirement for evaluation or mitigation should be evaluated in relation to the likely impacts and extent of excavation. It is anticipated that the excavation for the service yard would be largely within the modern made ground, however it may extend into the upper layers of the medieval and post-medieval marsh. If geotechnical site investigations are undertaken within the site, an archaeological watching brief may be adopted to enable the geoarchaeological conditions of the site to be assessed and inform the development of an appropriate and proportionate mitigation strategy.

25 Ferry Road and the Queen Adelaide public house will be demolished. A preliminary survey of the buildings has identified that there is limited heritage significance to the buildings. It is recommended that prior to the demolition a photographic and written survey of the Queen Adelaide public house is made. This



survey would be the equivalent of an English Heritage Level 2 survey (Understanding Historic Buildings), however it is not considered necessary for elevations and sections to be drawn unless significant architectural or historic details are identified. The demolition of the public house should be monitored if practical to identify and briefly record any hidden structural features of the building as it is demolished.

These mitigation measures are anticipated to reduce the magnitude of impacts to slight negative and therefore the residual significance of effect to minor adverse- neutral and minor adverse for remains of low and medium value respectively. The residual impacts are therefore non-significant. It is proposed that further works are undertaken as a condition of the planning consent for the development. All further archaeological works should be undertaken in accordance with Institute for Archaeologists standards and guidance, English Heritage guidance Understanding Historic Buildings and a Written Scheme of Investigation agreed in advance with the Archaeologist at East Sussex County Council.

## 11.0 Conclusions

There are no recorded heritage assets within the development site that will be affected by the development. The potential to discover previously unrecorded archaeological remains is considered to be low. Until the foundation design is undertaken as part of the detailed design, the magnitude of impact on previously unrecorded remains can not be quantified. Appropriate evaluation and mitigation measures will be identified following the detailed design stage if necessary. The demolition of 25 Ferry Road and Queen Adelaide public house is required to provide access. A photographic survey and watching brief during demolition of the Queen Adelaide public house are recommended to supplement this assessment. The setting of the designated assets within the surrounding study area will not be affected by the development. The residual impacts on heritage assets are all considered to be non-significant.



## 12.0 References

- Archaeology South-East (2008) An Archaeological Watching Brief at Rye Primary School. Report 3157
- Brunskill RW (1987) Illustrated Handbook of Vernacular Architecture London: Faber and Faber
- Collard J (1998) Ship Building in Rye [www.ryemusuem.co.uk](http://www.ryemusuem.co.uk)
- DCLG (2010) Planning Policy Statement 5: Planning for the Historic Environment
- Draper G (2009) Rye. A History of a Sussex Cinque Port to 1660. Chichester: Philimore
- English Heritage (2010) PPS5: Planning for the Historic Environment: Historic Environment Planning Practice Guide
- Harris, R (2009) Rye Historic Character Assessment Report. Sussex Extensive Urban Survey
- HMSO (1979) Ancient Monuments and Archaeological Areas Act.
- HMSO (1990) Planning (Listed Buildings and Conservation Areas) Act.
- Institute for Archaeologists (1994 rev 2009) Standards and Guidance for Archaeological Desk-Based Assessments
- Kirkham J (2000) Ryennium. Rye: Rye Town Council
- Kirkham J (2010) Invasion Coast Articles [www.ryemuseum.co.uk](http://www.ryemuseum.co.uk)
- Lovegrove, H (1964) Remains Of Two Old Vessels Found at Rye, Sussex in Mariners Mirror, Vol 50, No. 2, p.115-122
- Martin D and Martin B (2009) Rye Rebuilt. Regeneration and Decline in A Sussex Cinque Port Town 1350-1660 London: Philimore
- Mills A.D. (2003) Oxford Dictionary of British Place Names. Oxford: Oxford University Press
- Ordnance Survey (1994) Roman Britain
- Piggot & Co (1839) Piggot's Trade Directory of Sussex
- Rother District Council (2006) Rother District Local Plan
- Rother District Council (2009) Conservation Area Appraisal, Rye.
- Sharpe D (n.d.) Potteries in Rye [www.ryemuseum.co.uk](http://www.ryemuseum.co.uk)



Tooley M (1995) The Debatable Ground p. 1-7 in Eddison J (ed) (1995) Romney Marsh: the Debateable Ground. OUCA Monograph 41.

### **Historic Mapping and Archives**

Plan of the decayed harbour of Rye, Symonsen, 1594 RYE 132/05

Plot of Romney Marsh, 1599 RYE132/07

Plan of 1667 by Samuel Jeake, copied 1738 RYE 132-15

Photographic copy of a map of Rye, 1771 Ref:AMS4667/1

Plan of the town of Rye with Principal Places, 1810 RYE 132-29

Rye tithe map and award, 1840 Ref:TD/E 1

Plan of Rye town, 1859 Ref:DR/B/28/1

Ordnance Survey mapping 25" to 1mile/1:2500 1872, 1898, 1909, 1929, 1961,1989

Ordnance Survey mapping 6" to 1 mile/1:10,560 1878, 1899, 1910, 1938, 1971

Ordnance Survey mapping 1:10,000 , 1976, 1981, 2010

Plans of alterations to licenced premises, Queen Adelaide pub, 1937 Ref:SBS/2/10/4

### **Websites**

<http://freepages.genealogy.rootsweb.ancestry.com/~genmaps/index.html> Accessed November 2010.

<http://www.geograph.org.uk/photo/522690> Accessed December 2010.

Multi Agency Geographical Information for the Countryside ([www.magic.gov.uk](http://www.magic.gov.uk)). Accessed November 2010.

<http://www.rootschat.com/forum/index.php/topic,461124.0.html> Accessed January 2011.

<http://www.ryemusuem.co.uk> Accessed November 2010.

Ferry Road, Rye



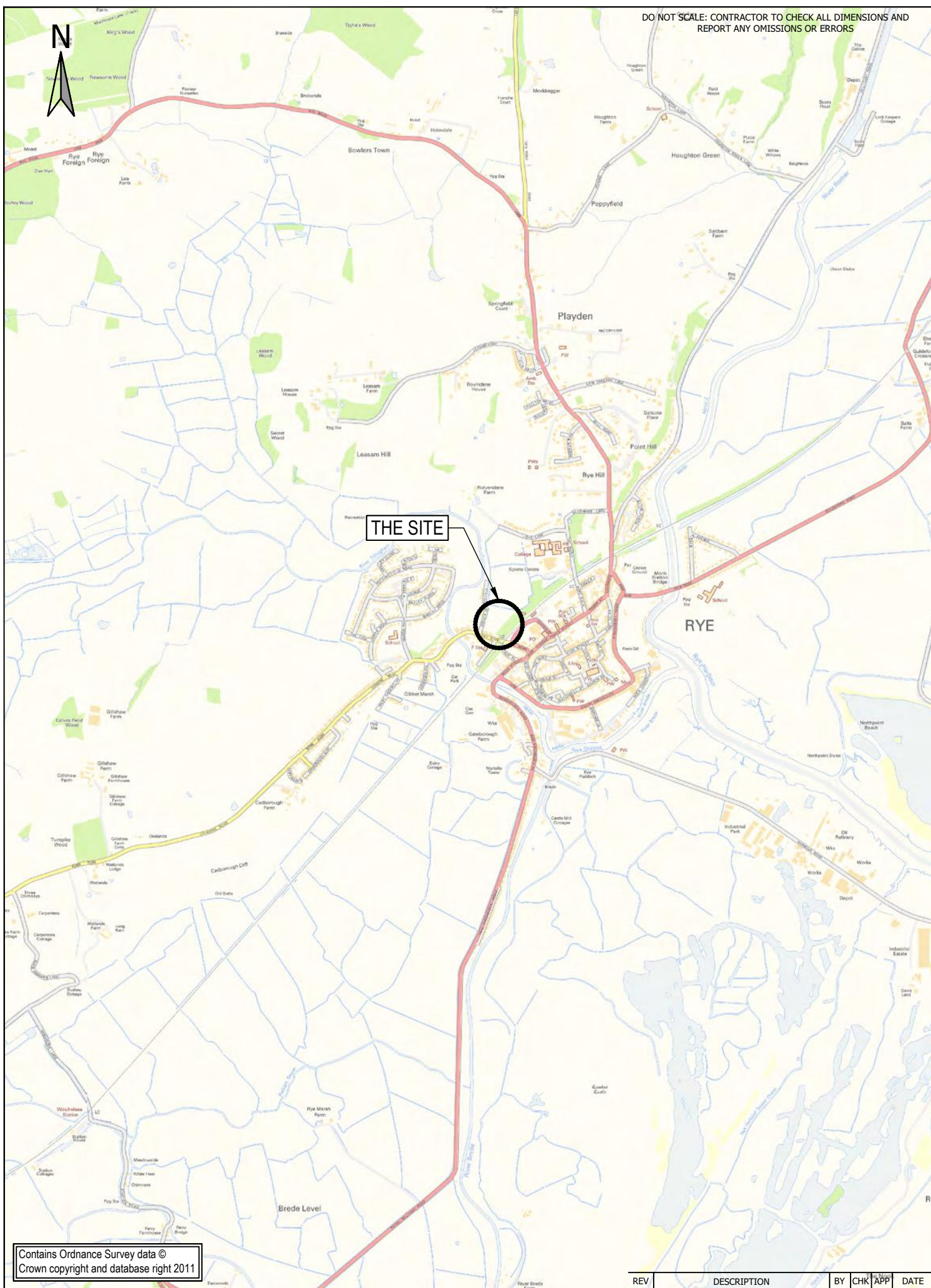
## Appendices





## **Appendix A – Site Location Plan & Proposed Development Plan**

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS



THE SITE

RYE

Contains Ordnance Survey data ©  
Crown copyright and database right 2011

ARNDALE COURT  
HEADINGLEY  
LEEDS  
LS6 2UJ  
  
TEL: +44 (0)113 278 7111  
FAX: +44 (0)113 275 0623  
e-mail: enviro@wyg.com



Client:  
**SAINSBURY'S SUPERMARKETS LTD**

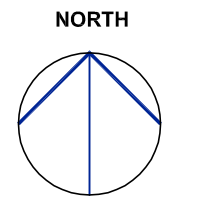
Project: A054917  
**FERRY ROAD  
RYE  
ARCHAEOLOGY & HERITAGE  
ASSESSMENT**

Drawing Title:  
**SITE LOCATION PLAN**

REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

Scale @ A4 1:20,000	Drawn CM	Date 20.12.10	Checked KRH	Date 21.01.11	Approved KRH	Date 21.01.11
Project No. <b>A054917</b>	Office <b>41</b>	Type <b>54</b>	Drawing No. <b>Fig. 1</b>			





PLANNING

+3.03m Existing Level  
+3.25m Proposed Level

REV	DATE	BY
CLIENT		

Sainsbury's

PROJECT

Ferry Road  
Rye  
East Sussex

DRAWING

Proposed Site Levels

CHQ

PARTNERSHIP

Architects • Building Surveyors

CHQ Partnership Ltd.

Tannery House, 23 High Street

Baldock, Hertfordshire SG7 6BE

Telephone: (01462) 895110

Facsimile: (01462) 895099

Email: design@chq-architects.co.uk

www.chq-architects.co.uk

DATE	March 2011	DRAWN	SW
SCALE	1 : 500 @ A1	CHECKED	

CHQ.09.8938 - PL05



Ferry Road, Rye



## **Appendix B - Assessment Methodology**



## Cultural Heritage Impact Assessment Methodology

No standard method of evaluation and assessment is provided for the assessment of significance of effects upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, Annex 1), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgement is used in conjunction with these criteria to undertake the impact assessment.

### Value

The table below provides guidance on the assessment of cultural heritage value on all archaeological sites and monuments, historic buildings, historic landscapes and other types of historical site such as battlefields, parks and gardens, not just those that are statutorily designated.

Value	Examples
Very High	World Heritage Sites, Scheduled Monuments of exceptional quality, or assets of acknowledged international importance or can contribute to international research objectives Grade I Listed Buildings and built heritage of exceptional quality Grade I Registered Parks and Gardens and historic landscapes and townscapes of international sensitivity, or extremely well preserved historic landscapes and townscapes with exceptional coherence, integrity, time-depth, or other critical factor(s)
High	Scheduled Monuments, or assets of national quality and importance or than can contribute to national research objectives Grade II* and Grade II Listed Buildings, Conservation Areas with very strong character and integrity, other built heritage that can be shown to have exceptional qualities in their fabric or historical association. Grade II* and II Registered Parks and Gardens, Registered Battlefields and historic landscapes and townscapes of outstanding interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s)
Medium	Designated or undesignated assets of regional quality and importance that contribute to regional research objectives Locally Listed Buildings, other Conservation Areas, historic buildings that can be shown to have good qualities in their fabric or historical association Designated or undesignated special historic landscapes and townscapes with reasonable coherence, integrity, time-depth or other critical factor(s)



Value	Examples
	Assets that form an important resource within the community, for educational or recreational purposes.
Low	<p>Undesignated assets of local importance</p> <p>Assets compromised by poor preservation and/or poor survival of contextual associations but with potential to contribute to local research objectives.</p> <p>Historic (unlisted) buildings of modest quality in their fabric or historical association</p> <p>Historic landscapes and townscapes with limited sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations.</p> <p>Assets that form a resource within the community with occasional utilisation for educational or recreational purposes.</p>
Negligible	<p>Assets with very little or no surviving cultural heritage interest.</p> <p>Buildings of no architectural or historical note.</p> <p>Landscapes and townscapes that are badly fragmented and the contextual associations are severely compromised or have little or no historical interest.</p>

## Magnitude

The magnitude of the potential impact is assessed for each site or feature independently of its archaeological or historical value. Magnitude is determined by considering the predicted deviation from baseline conditions. The magnitude of impact categories are adapted from the Transport Assessment Guidance (TAG Unit 3.3.9) and Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07.

Magnitude of Impact	Typical Criteria Descriptors
Substantial	<p>Impacts will damage or destroy cultural heritage assets; result in the loss of the asset and/or quality and integrity; cause severe damage to key characteristic features or elements; almost complete loss of setting and/or context of the asset. The assets integrity or setting is almost wholly destroyed or is severely compromised, such that the resource can no longer be appreciated or understood. (Negative)</p> <p>The proposals would remove or successfully mitigate existing damaging and discordant impacts on assets; allow for the restoration or enhancement of characteristic features; allow the substantial re-establishment of the integrity, understanding and setting for an area or group of features; halt rapid degradation and/or erosion of the heritage resource, safeguarding substantial elements of the</p>



Magnitude of Impact	Typical Criteria Descriptors
	heritage resource. (Positive)
Moderate	<p>Substantial impact on the asset, but only partially affecting the integrity; partial loss of, or damage to, key characteristics, features or elements; substantially intrusive into the setting and/or would adversely impact upon the context of the asset; loss of the asset for community appreciation. The assets integrity or setting is damaged but not destroyed so understanding and appreciation is compromised. (Negative)</p> <p>Benefit to, or restoration of, key characteristics, features or elements; improvement of asset quality; degradation of the asset would be halted; the setting and/or context of the asset would be enhanced and understanding and appreciation is substantially improved; the asset would be bought into community use. (Positive)</p>
Slight	<p>Some measurable change in assets quality or vulnerability; minor loss of or alteration to, one (or maybe more) key characteristics, features or elements; change to the setting would not be overly intrusive or overly diminish the context; community use or understanding would be reduced. The assets integrity or setting is damaged but understanding and appreciation would only be diminished not compromised. (Negative)</p> <p>Minor benefit to, or partial restoration of, one (maybe more) key characteristics, features or elements; some beneficial impact on asset or a stabilisation of negative impacts; slight improvements to the context or setting of the site; community use or understanding and appreciation would be enhanced. (Positive)</p>
Negligible / No Change	<p>Very minor loss or detrimental alteration to one or more characteristics, features or elements. Minor changes to the setting or context of the site. No discernible change in baseline conditions (Negative).</p> <p>Very minor benefit to or positive addition of one or more characteristics, features or elements. Minor changes to the setting or context of the site No discernible change in baseline conditions. (Positive).</p>

Magnitude (scale of change) is determined by considering the predicted deviation from baseline conditions. Quantifiable assessment of magnitude has been undertaken where possible. In cases where only qualitative assessment is possible, magnitude has been defined as fully as possible.

During the assessment any embedded mitigation has been considered in the impact assessment and this is clearly described in this section (cross referring the development description). Therefore, the magnitude of the impacts described herein will be stated before and after additional mitigation has been taken into consideration.



Impacts may be of the following nature and will be identified as such where relevant:

- Negative or Positive.
- Direct or indirect.
- Temporary or permanent.
- Short, medium or long term.
- Reversible or irreversible.
- Cumulative.

### Significance

By combining the value of the cultural heritage resource with the predicted magnitude of impact, the significance of the effect can be determined. This is undertaken following the table below. The significance of effects can be beneficial or adverse.

Significance of Effects	Magnitude of Impact			
Cultural Heritage Value	Substantial	Moderate	Slight	Negligible / no Change
Very High	Major	Major – Intermediate	Intermediate	Minor
High	Major – Intermediate	Intermediate	Intermediate – Minor	Neutral
Medium	Intermediate	Intermediate – Minor	Minor	Neutral
Low	Intermediate – Minor	Minor	Minor – Neutral	Neutral
Negligible	Minor-Neutral	Minor-Neutral	Neutral	Neutral

Significance should always be qualified as in certain cases an effect of minor significance could be considered to be of great importance by local residents and deserves further consideration. The significance of effect is considered both before and after additional mitigation measures proposed have been taken into account.

Effects of intermediate significance or greater are considered to be significant effects within the context of planning policy and Environmental Impact Assessment.



Ferry Road, Rye



## **Appendix C – Site Photographs**



**Photograph 1: Looking north across the eastern part of the development site with the tarmac hard standing in the foreground.**



**Photograph 2: Looking south across the eastern part of the development site with the tarmac hard standing in the foreground.**



**Photograph 3: Looking south across the western part of the development site with the tarmac hard standing in the foreground.**



**Photograph 4: Looking north across the western part of the development site with the tarmac hard standing in the foreground.**





**Photograph 5: Frontages of Nos 25-31 Ferry Road**



**Photograph 6: Frontage of Nos 29-31 Ferry Road and western elevation of Queen Adelaide public house.**



**Photograph 7: Southern elevation of Queen Adelaide public house.**



**Photograph 8: Eastern elevation and entrance of Queen Adelaide public house.**



**Photograph 9: Southern elevation and rear of Queen Adelaide public house.**



## **Appendix D – Recorded Cultural Heritage Sites**




**Recorded Cultural Heritage (National Monuments Record and Historic Environment Record)**

Site No	Identifier	Grid Reference	Period	Description
1	DES2680	TQ 91960 20417	Medieval	Portions of the town wall forming rear walls of properties on Cinque Ports Street, and adjacent to Wish Ward. The wall dates to the 14th century. <b>Grade II Listed Building and Scheduled Monument.</b>
2	MES2297	TQ 918 203	Medieval	45-46 The Mint, The Old House. 15th century timber-framed town house. Further range was added in the 17th century. <b>Grade II Listed Building.</b>
3	DES3735	TQ 91910 20369	Medieval	Needles Passage a passageway between streets. The central portion is largely brick and the outer areas cobbles and flags. <b>Grade II Listed Building.</b>
4	MES2204	TQ 919 203	Medieval	The Mermaid Hotel. Late 15th century with 13th century cellar. <b>Grade II* Listed Building</b>
5	DES3671	TQ 91906 20366	Medieval	The Standard Inn. 16th century timber-framed building with a plastered front and painted brick to the ground floor. <b>Grade II Listed Building.</b>
6	MES2244	TQ 91946 20354	Medieval	73-74 High Street. Early 16th century house. <b>Grade II Listed Building</b>
7	MES2243	TQ 91900 20350	Medieval / Post-Medieval	41-43 High Street. Late 15th century house with late 16th and 17th century alterations. <b>Grade II Listed Building.</b>
8	DES3736	TQ 91913 20380	Medieval / Post-Medieval	Needles Cottage. 16th century timber-framed house. Built against town wall which forms part of the northern wall. <b>Grade II Listed Building.</b>
9	DES3669	TQ 91934 20370	Medieval / Post-Medieval	36 The Mint, High Street. Has an early 19th century façade. Interior contains 15th/16th century ceiling beams. <b>Grade II Listed Building</b>
10	MES2242	TQ 91920 21356	Post-Medieval	39-40 High Street. Mid-16th century house. <b>Grade II Listed Building.</b>
11	DES3670	TQ 91925 20370	Post-Medieval	38 The Mint, High Street. Has a late 18th/early 19th century façade with parapet. Included as part of a group. <b>Grade II Listed Building.</b>
12	DES3882	TQ 91930 20372	Post-Medieval	37 the Mint, High Street. Has a 19th century façade of painted brick. <b>Grade II Listed Building.</b>
13	DES3663	TQ 91943 20370	Post-Medieval	The Mint, High Street. Has an 18th century façade. Interior contains a 16th century moulded ceiling beam. <b>Grade II Listed Building.</b>
14	MES2217	TQ 91946 20370	Post-Medieval	35 High Street, The Mint. Early to mid-18th century house. <b>Grade II Listed Building.</b>





Site No	Identifier	Grid Reference	Period	Description
15	DES3881	TQ 91961 20377	Post-Medieval	Mint Court. Late 18th/early 18th century cottage. Bottom storey rendered white and upper storey tile hung. <b>Grade II Listed Building</b>
16	DES3782	TQ 91938 20408	Medieval / Post-Medieval	The Old Dairy Market. Dairy building dates to mid/late 18th century. 14th century town wall forms rear of building. Modern alterations detract from the building. <b>Grade II Listed Building.</b>
17	DES3783	TQ 91831 20429	Post-Medieval	9 and 11 Ferry Road. Carpenter's workshop and cottage, c.1840s. Appears on map of 1850. Primarily weather boarded and forms part of a group at this entrance to Rye. <b>Grade II Listed Building.</b>
18	DES3889	TQ 91863 20368	Post-Medieval	2, 4, 6 Ferry Road. 18th century terrace of three cottages. 2 storey, lower storey brick with the upper storey hung with tiles. Forms part of a group at this entrance to Rye. <b>Grade II Listed Building</b>
19	DES3644	TQ 91863 20377	Post-Medieval	8-10 Ferry Road. Has a 19th century front, probably originally one house. Modern shop fronts on the ground floor. Forms part of a group at this entrance to Rye. <b>Grade II Listed Building.</b>
20	DES3890	TQ 91861 20388	Medieval? / Post-Medieval	12-14 Ferry Road. 19th century front to an earlier building. Earlier hipped roof and gable end visible above the parapet. Now converted to shops. <b>Grade II Listed Building.</b>
21	MES2281; DES3645	TQ 91879 20396	Post-Medieval	The Crown Inn. Built in the first half of the 19th century. Upper storey painted tile hanging and lower storey painted brick. Carriage entrance to the rear. Grade II Listed Building.
22	DES2681	TQ 91886 20397	Post-Medieval	2-4 Cinque Ports Street. 18th century house, now one shop. Forms a group at the entrance to Rye. <b>Grade II Listed Building.</b>
23	DES3638	TQ 91896 20401	Post-Medieval	6 Cinque Ports Street. 18th century house of painted brick. <b>Grade II Listed Building.</b>
24	DES3685	TQ 91906 20366	Medieval? / Post-Medieval	Easter Cottage. Early 19th century façade to an earlier building. The back part of the building is now a separate cottage. <b>Grade II Listed Building.</b>
25	MES2293; MES2224	TQ 9164 2032	Post-Medieval	Gibbet Mill. Replica smock mill built to replace original windmill built in 1824, which burned down in the 1930s. <b>Grade II Listed Building.</b>

# Ferry Road, Rye

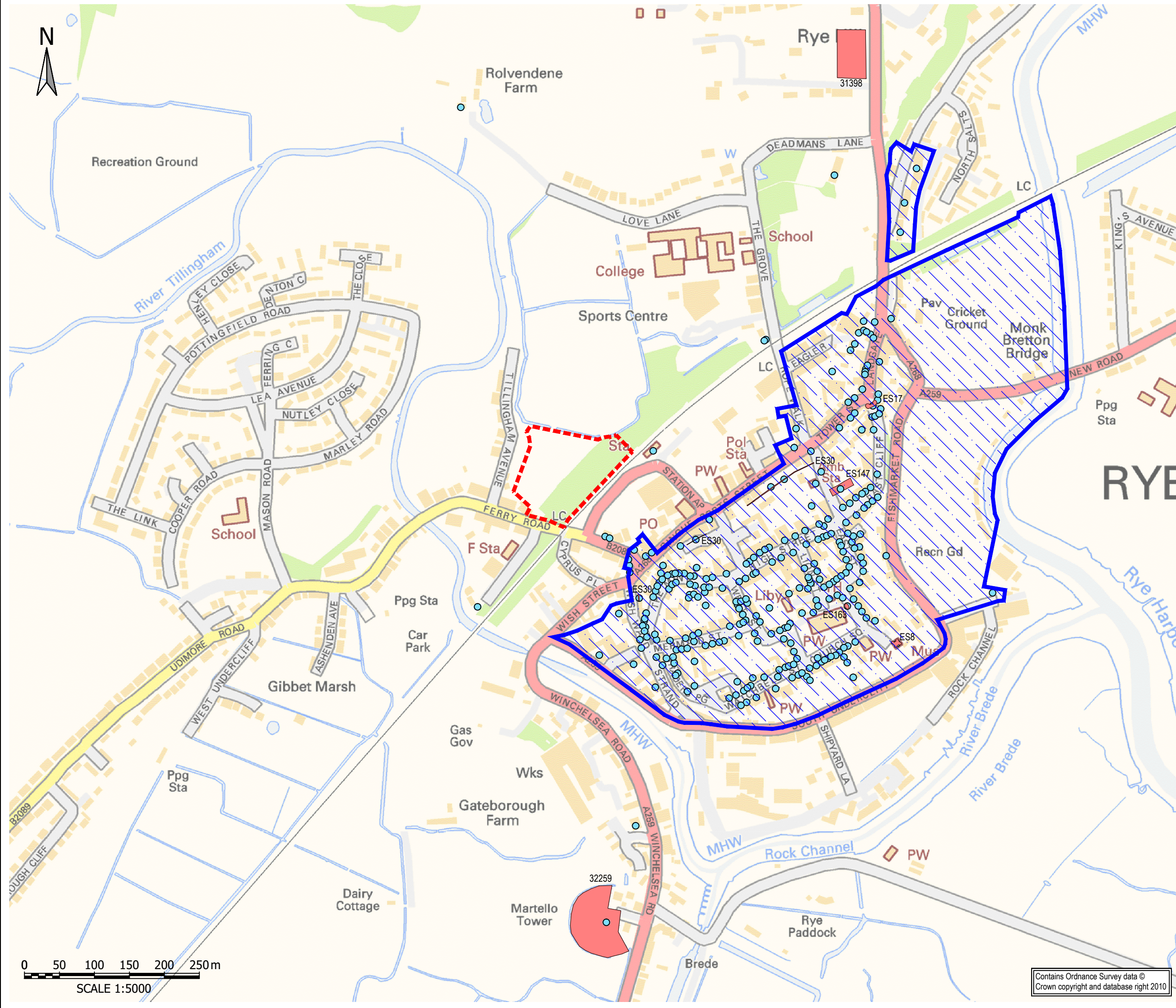


Site No	Identifier	Grid Reference	Period	Description
26	MES2191; MES2226; DES3778	TQ 91899 20544	Post-Medieval	Rye railway station. Built 1851 and in an Italianate style with a recessed entrance under three arches. <b>Grade II Listed Building.</b>
27	MES8139	TQ 91820 20340	Modern	6 Wish Street. WWII surface air raid shelter
28	MES8454	TQ 91570 20460	Post-Medieval	Former pottery works
29	MES16724	TQ 9167 2072	Post-Medieval	Tillingham Level. Flood defence earthwork
30	MES16723	TQ 9168 2048	Post-Medieval	Windmill recorded on Tithe Award (c.1840). Windmill not recorded on first edition OS map, but associated buildings remain. Drainage channels suggest that it may have been water powered.
31	1357556	TQ 79 09	Post-Medieval	Ashford and Hastings railway. Opened in 1851
32	536934	TQ 91 20	Post-Medieval	Cadborough Cottages. House built between 1760-1850. Now multiple dwellings
33	Walkover survey	TQ 97172 2045	Post-Medieval	Queen Adelaide public house, Ferry Road. 19th century public house.
34	EES14288	TQ 91963 20414	Medieval / Post-Medieval	Watching brief - Old Market Dairy site. North face of the medieval town wall was recorded. 18th century deposits were recorded infilling the ditch and overlaying the bank.
35	EES14136	TQ 9205 2048	Prehistoric / Medieval / Post-Medieval	Evaluations carried on the site in advance of development identified Medieval and Post-Medieval features and the town wall. Prehistoric flints were sealed beneath hillwash cut by medieval features.
36	EES14718	TQ 9191 2030	Roman / Medieval / Post-Medieval / Modern	Watching brief - The Mint House. Evidence of structural features from 16th century onwards. There was a single piece of Roman tile recovered which is probably residual. There is possible evidence of burning from a French raid in 1377 and a smithy from the 1500s.



Site No	Identifier	Grid Reference	Period	Description
37	EES14200	TQ 91970 20410	Medieval / Post-Medieval / Modern	Evaluation excavation - truncated remains of medieval pits and post-medieval path were recorded. Intensive WWII activity had disturbed earlier deposits, however remains of the town wall were relatively well preserved.
38	EES13967	TQ 9175 2033	Post-Medieval	Evaluation excavation - Blackman's Yard, Wish Street. Wall footing was identified and correlated with the Tithe map (1859). Historic map evidence suggests site lay within margins of the river until 11th century. A thick layer of hardcore overlay a garden soil.
39	EES14637	TQ 9188 2080	Post-Medieval / Modern	Watching brief - Rye Primary School, Love Lane. Deposits associated with former use as allotments were recorded including 19th and 20th century artefacts. One sherd of medieval pottery was recorded. A deposit of grey clay appears to align with a drainage ditch on historic mapping.
40	EES14074	TQ 9196 2040	Medieval	Evaluation excavation - Medieval town wall surviving at 7.325m OD discovered in test pits at Cinque Port Street.
41	EES14484	TQ 9194 2039	Prehistoric	Evaluation at the former Winter's Dairy site, Cinque Ports Street. Eight flints of possible prehistoric date were recorded.
42	EES9628	TQ 9200 2050	Medieval	Evaluation of Central Garage, Cinque Ports Street. The town wall was recorded on its projected line.
43	EES14740	TQ 9201 2054	Medieval onwards	Extensive urban survey carried out by English Heritage. The results are summarised in the baseline.
44	EES9506	TQ 9208 2042	Unknown	Evaluation of land adjacent to Market Road, no further details given.
45	Lovegrove, 1964	TQ 9176 2039	?Medieval	Remains of two wooden vessels found during drainage system works in 1963. At 3.6-4.2m and 5.5m below ground level. The remains indicated they were being broken up.





DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

KEY

- SITE BOUNDARY
- CONSERVATION AREA
- SCHEDULED MONUMENT
- LISTED BUILDING

REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

Client:  
SAINSBURY'S SUPERMARKETS LTD

ARNDAL COURT  
HEADINGLEY  
LEEDS  
LS6 2UJ

TEL: +44 (0)113 278 7111  
FAX: +44 (0)113 275 0623  
e-mail: enviro@wyg.com

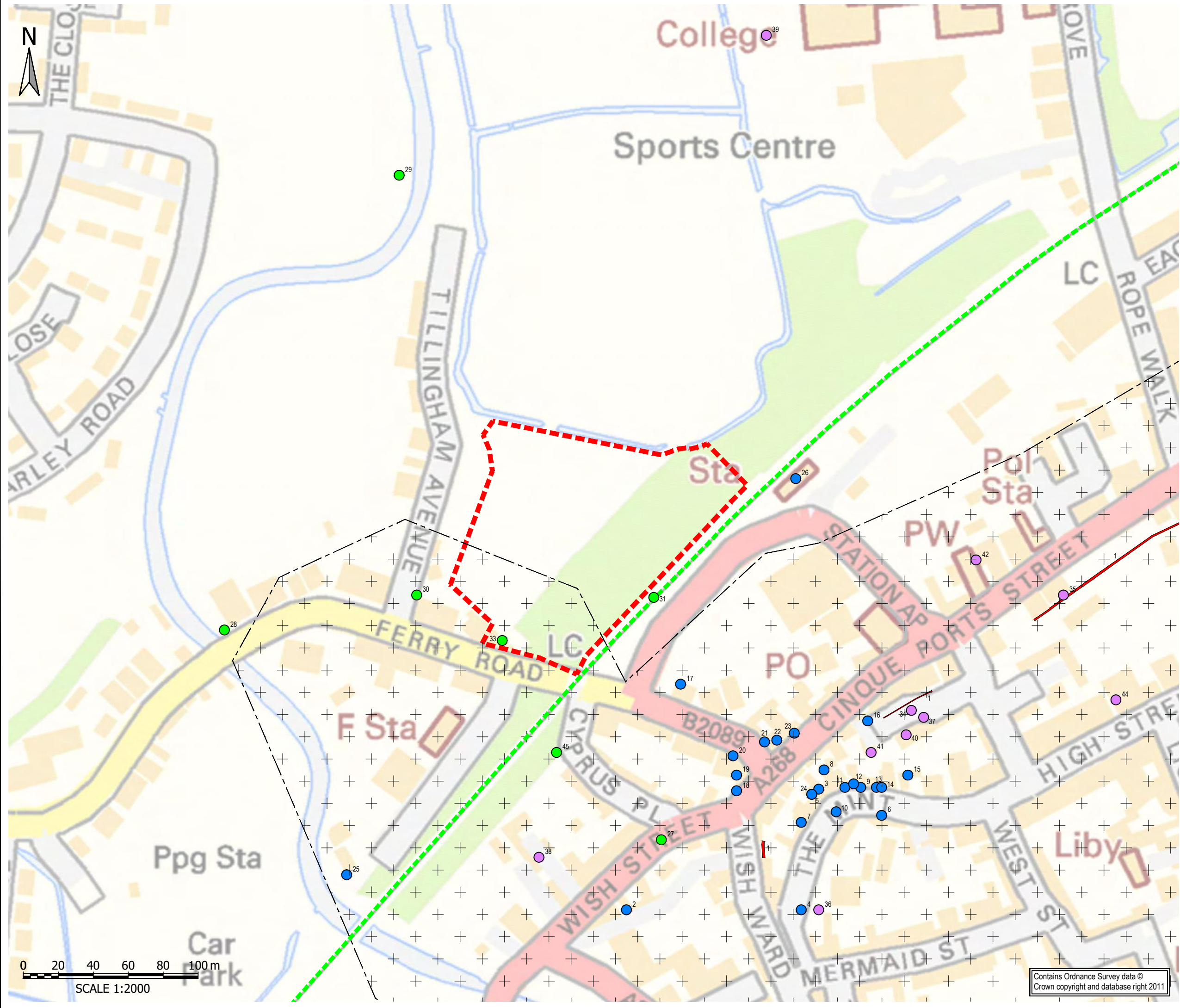
Project: A054917  
FERRY ROAD, RYE  
ARCHAEOLOGY & HERITAGE ASSESSMENT

Drawing Title:  
DESIGNATED HERITAGE SITES

Scale @ 1:5,000	## CM	Drawn 18.01.11	Date KRH	Checked 18.01.11	Date KRH	Approved 18.01.11	Date KRH
Project No. A054917	Office 41	Type 54	Drawing No. Fig.2	Revision			

Contains Ordnance Survey data ©  
Crown copyright and database right 2010





DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

- KEY**
- SITE BOUNDARY
  - + + + ARCHAEOLOGICAL NOTIFICATION AREA
  - SCHEDULED MONUMENT
  - LISTED BUILDING
  - } RECORDED HERITAGE SITE
  - ARCHAEOLOGICAL INTERVENTION

REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

Client:  
SAINSBURY'S SUPERMARKETS LTD

ARNDAL COURT  
HEADINGLEY  
LEEDS  
LS6 2UJ

TEL: +44 (0)113 278 7111  
FAX: +44 (0)113 275 0623  
e-mail: enviro@wyg.com



Project: A054917  
FERRY ROAD, RYE  
ARCHAEOLOGY & HERITAGE ASSESSMENT

Drawing Title:  
RECORDED CULTURAL HERITAGE

Scale @ A3 1:2,000	Drawn CM	Date 18.01.11	Checked KRH	Date 21.01.11	Approved KRH	Date 21.01.11
Project No. A054917	Office 41	Type 54	Drawing No. Fig.3	Revision		

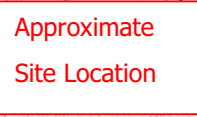
Contains Ordnance Survey data ©  
Crown copyright and database right 2011

Ferry Road, Rye



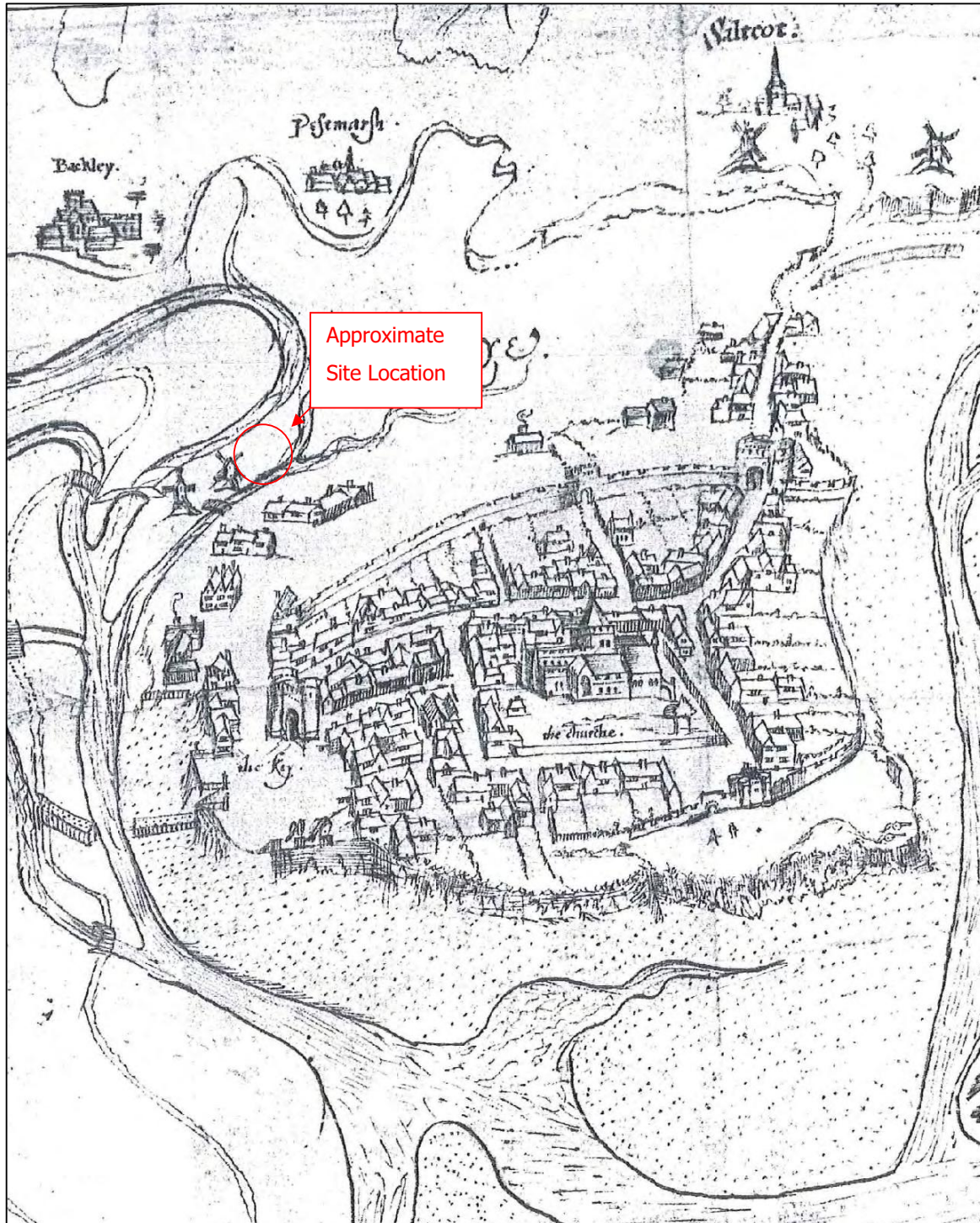
## Appendix E – Historic Mapping





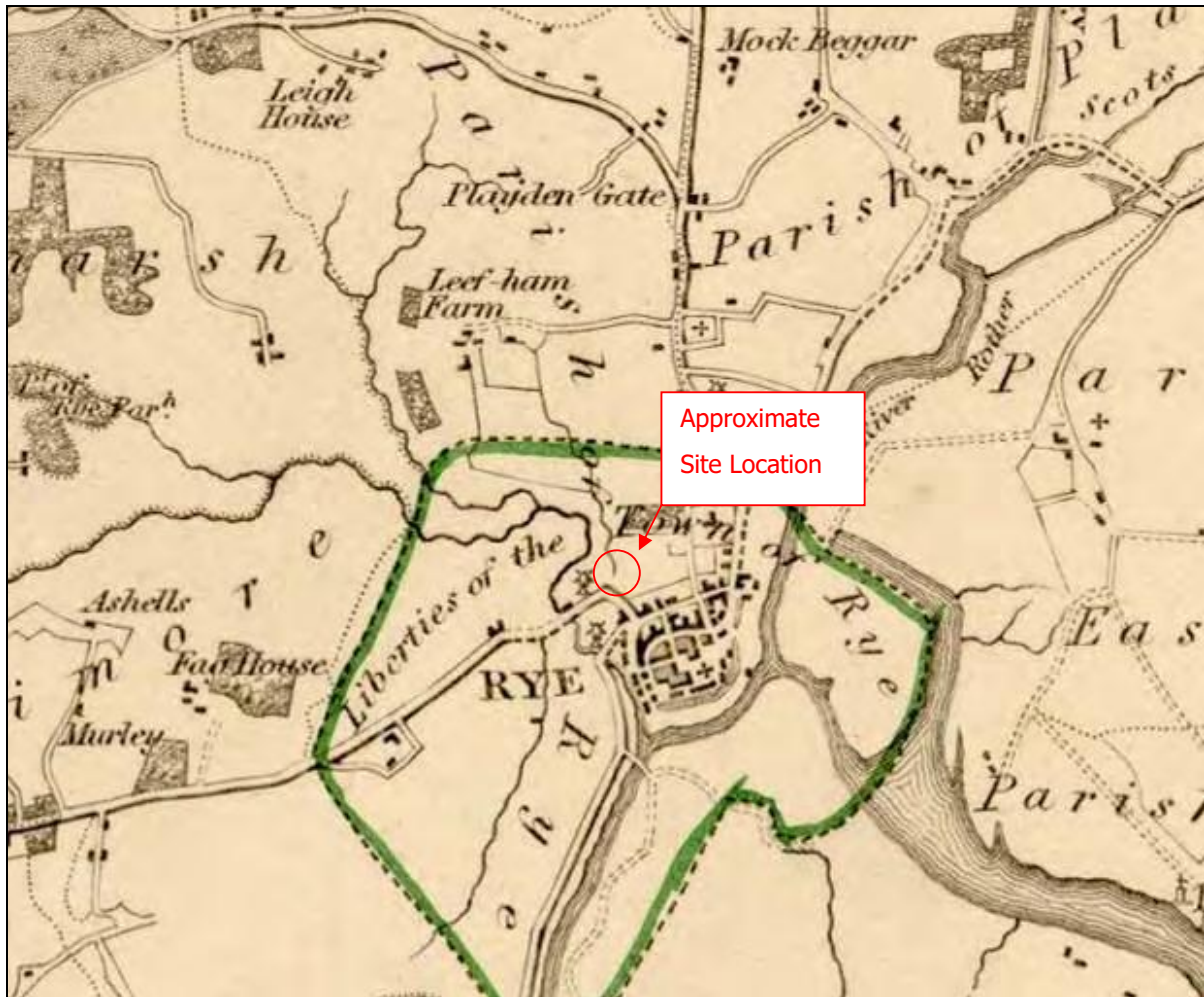
### Prowez map of 1572



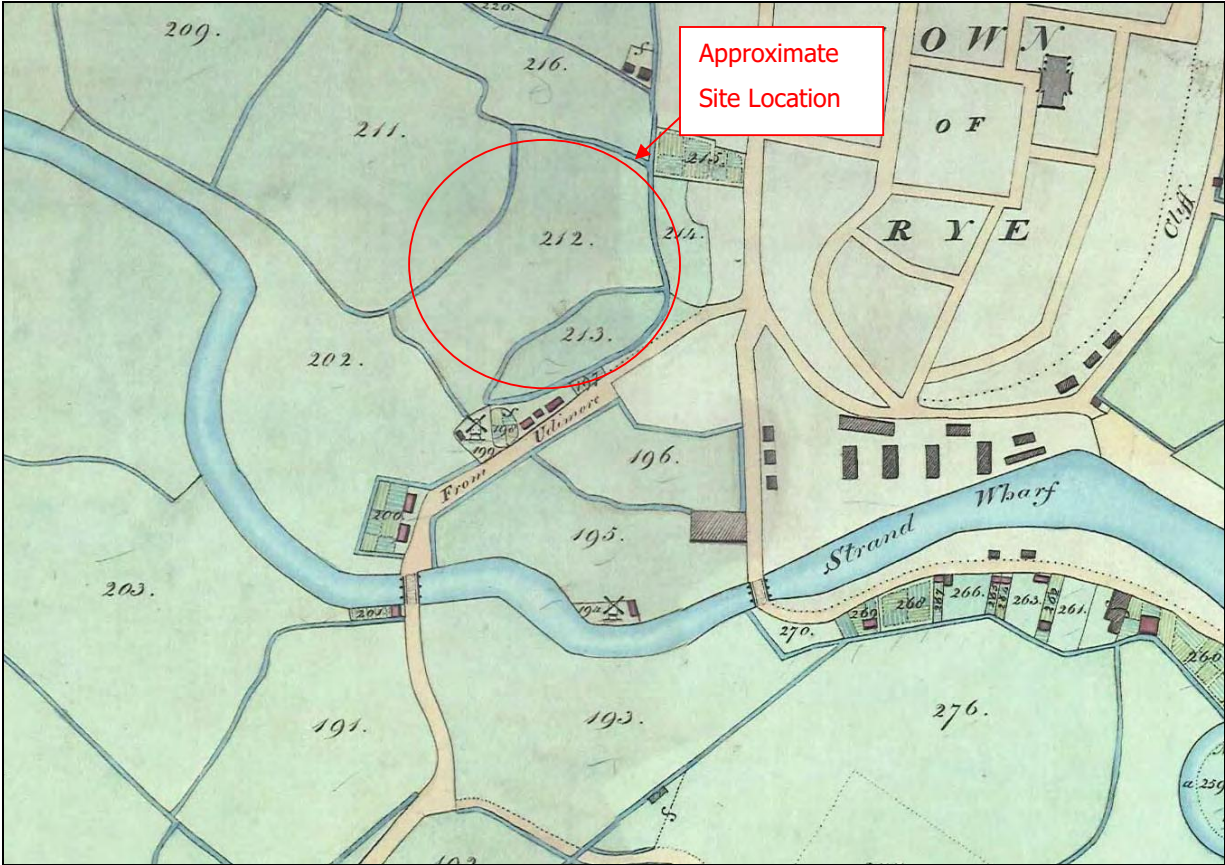


**Symonsen Map of 1594**





Plan of 1810 from Lewis' Topographical Dictionary

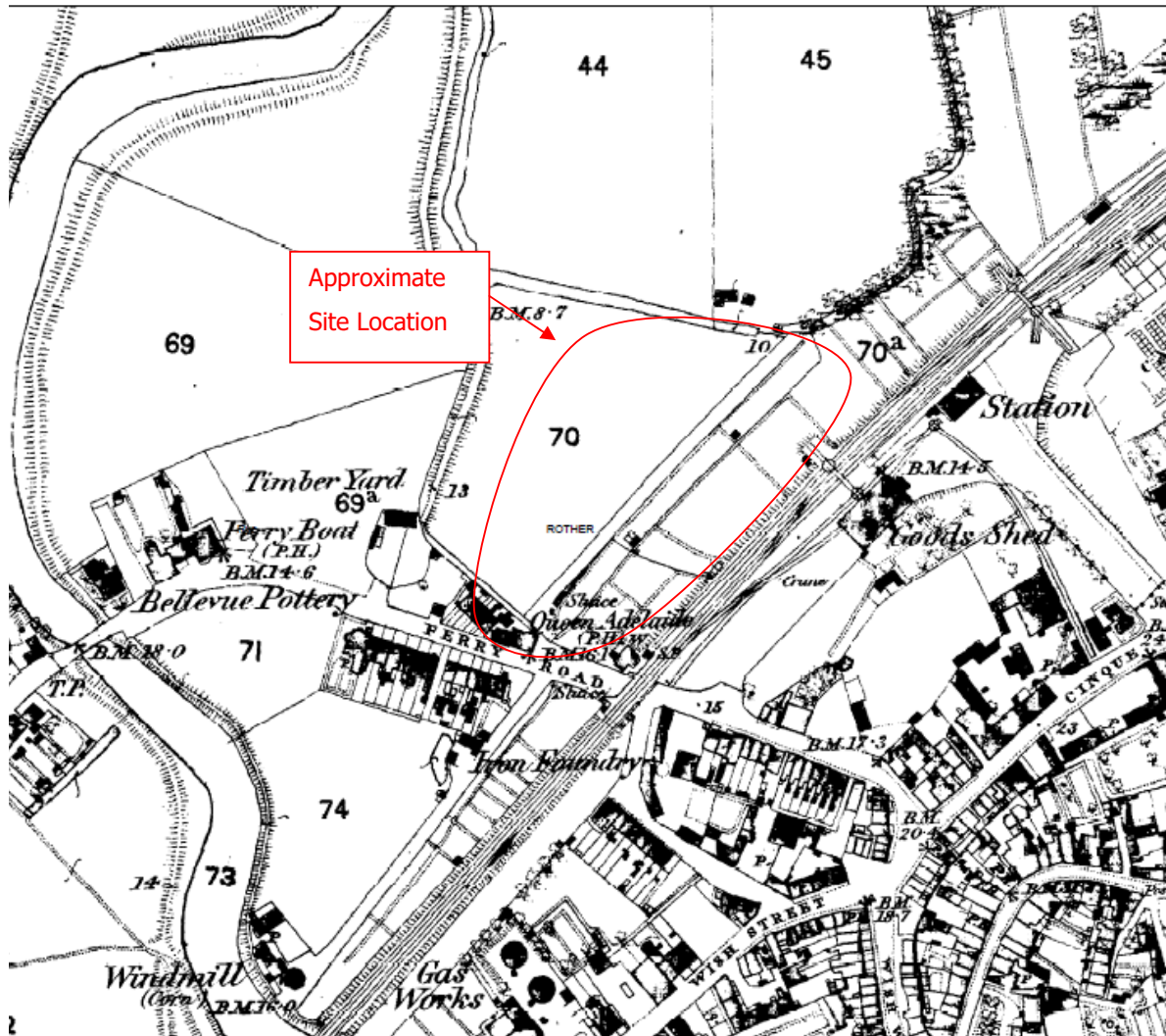


Tithe map of Rye, 1840



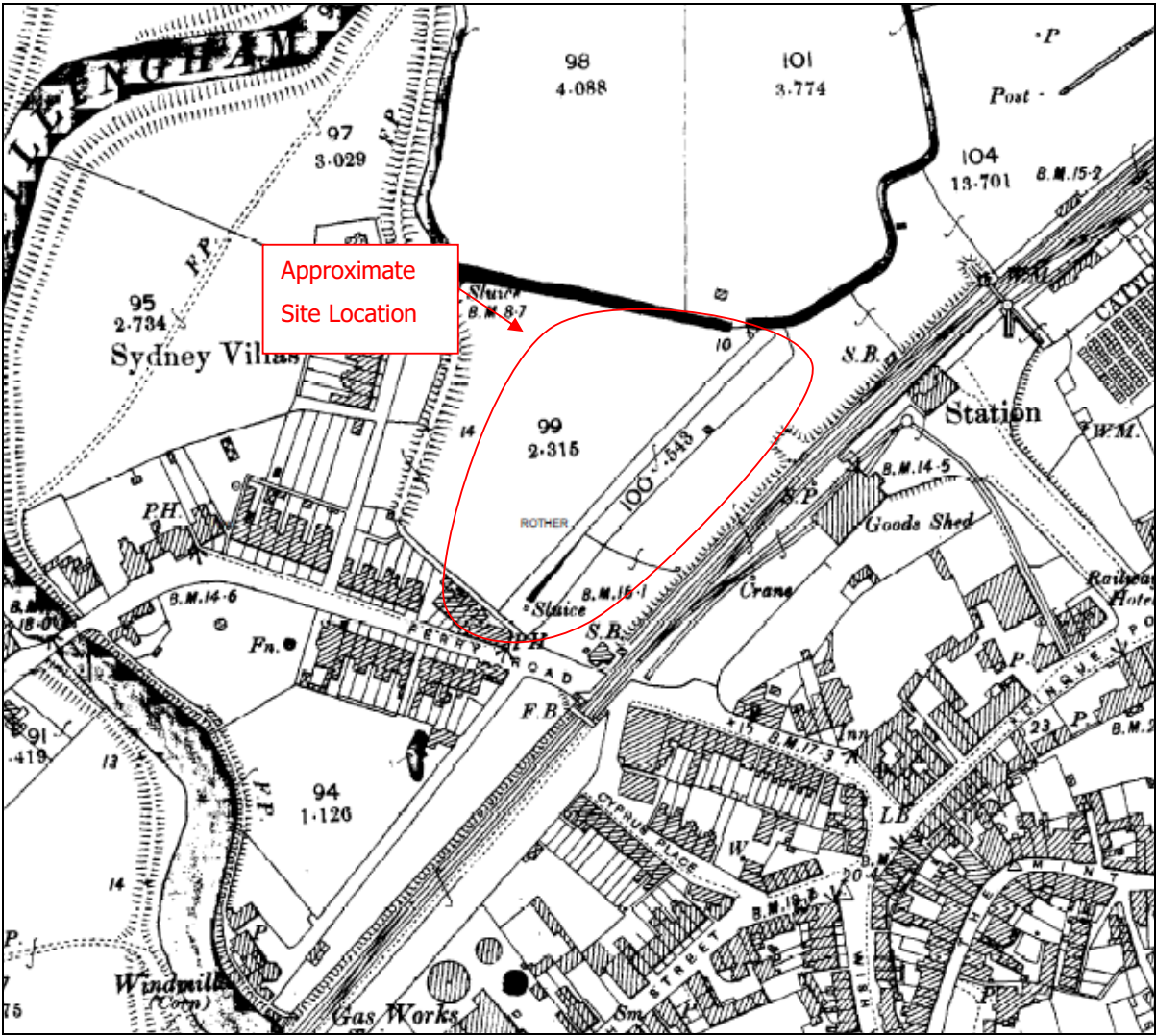


**Plan of the Town of Rye, 1851**

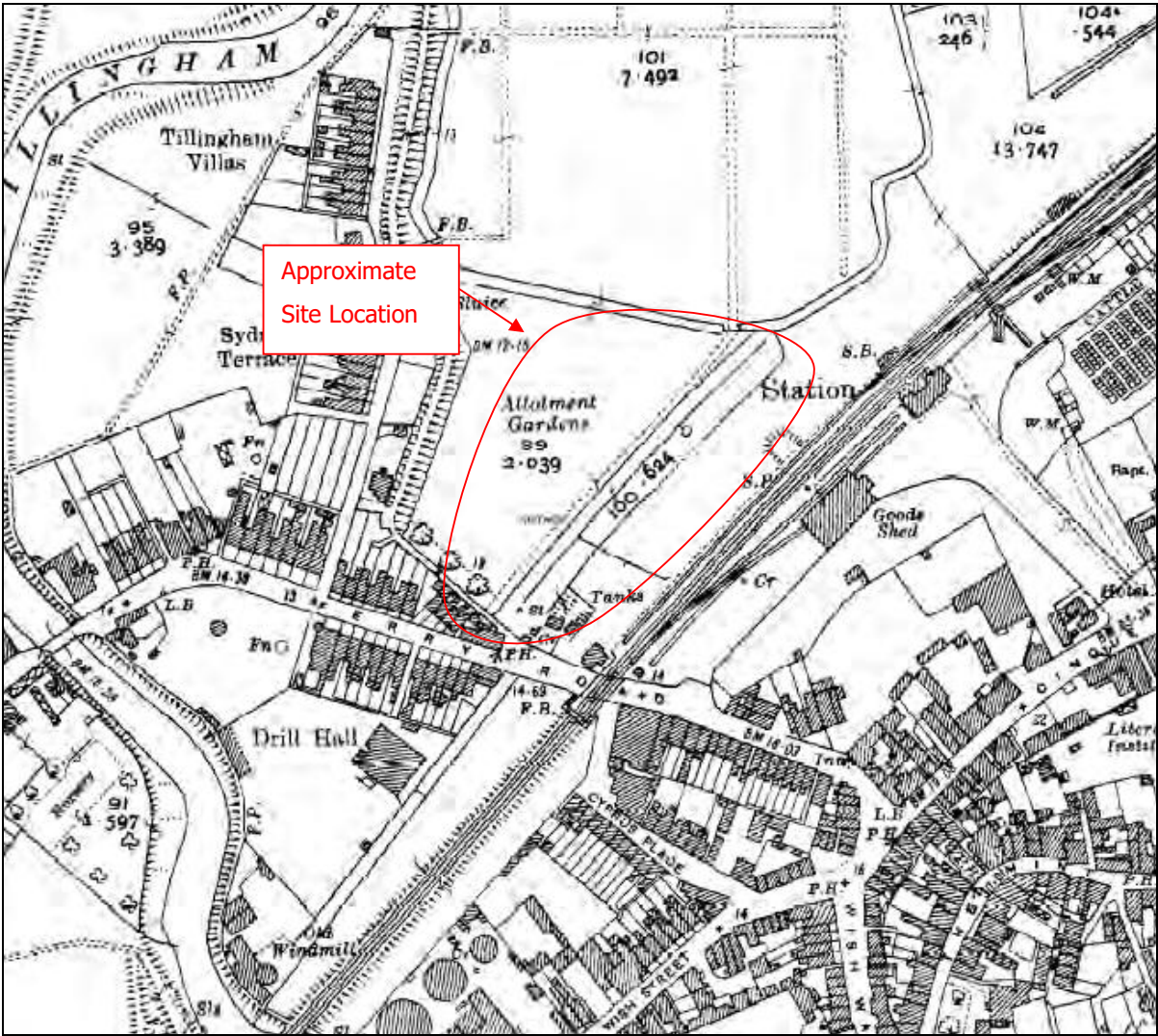


Ordnance Survey First Edition, 1872





Ordnance Survey Second Edition, 1898



Ordnance Survey Fourth Edition, 1929

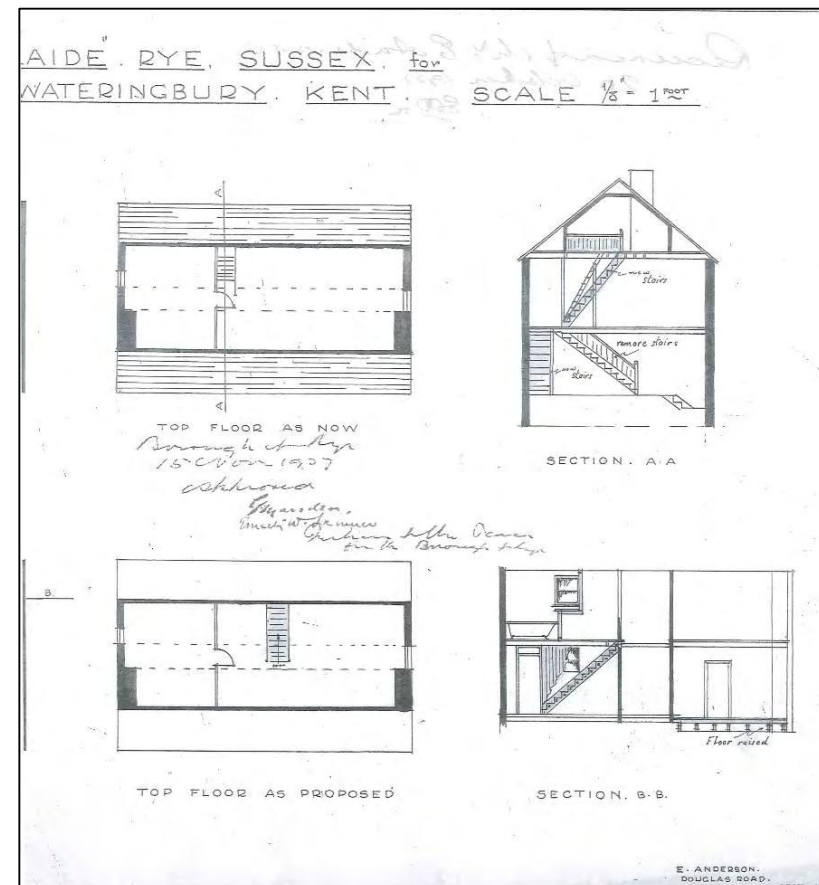
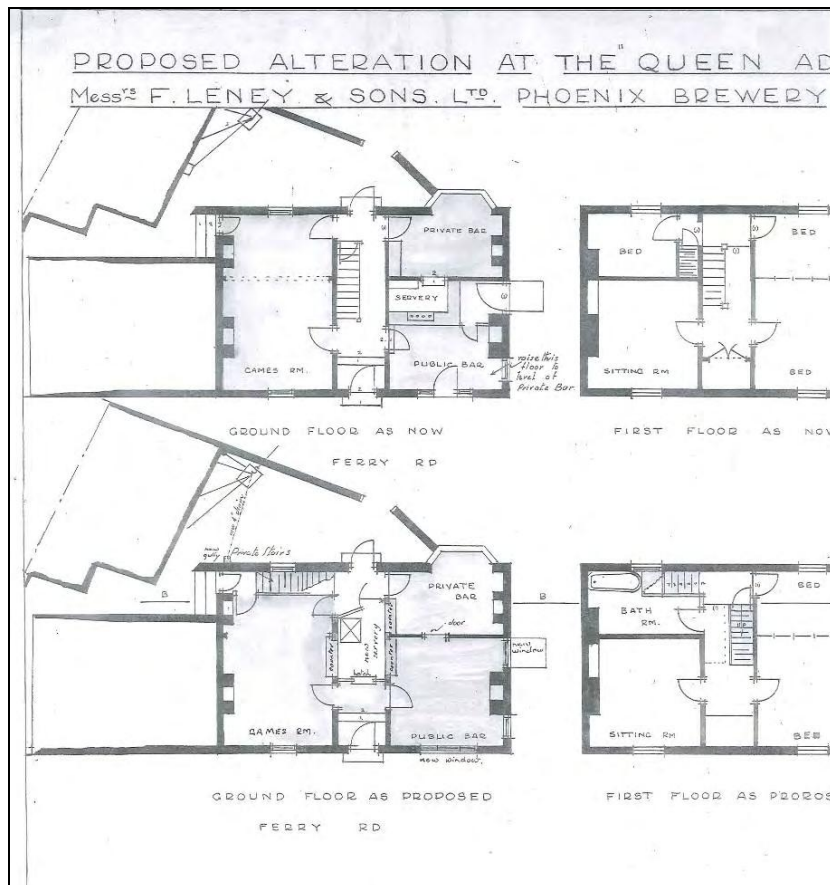
Ferry Road, Rye



## **Appendix F – Queen Adelaide Public House Records 1937**



Ferry Road, Rye



Copy of Plans of Alterations to the Queen Adelaide Public House, 1937 Ref: SBS/2/10/4.



Ferry Road, Rye



## **Appendix G – Report Conditions**



### **Cultural Heritage Assessment, Ferry Road, Rye, East Sussex**

This report is produced solely for the benefit of **Sainsbury's Ltd** and no liability is accepted for any reliance placed on it by any other party unless specifically agreed in writing otherwise.

This report is prepared for the proposed uses stated in the report and should not be used in a different context without reference to WYG. In time improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYG using due skill and care in the preparation of the report.

This report refers, within the limitations stated, to the environment of the site in the context of the surrounding area at the time of the inspections. Environmental conditions can vary and no warranty is given as to the possibility of changes in the environment of the site and surrounding area at differing times.

This report is limited to those aspects reported on, within the scope and limits agreed with the client under our appointment. It is necessarily restricted and no liability is accepted for any other aspect. It is based on the information sources indicated in the report. Some of the opinions are based on unconfirmed data and information and are presented as the best obtained within the scope for this report.

Reliance has been placed on the documents and information supplied to WYG by others but no independent verification of these has been made and no warranty is given on them. No liability is accepted or warranty given in relation to the performance, reliability, standing etc of any products, services, organisations or companies referred to in this report.

Whilst skill and care have been used, no investigative method can eliminate the possibility of obtaining partially imprecise, incomplete or not fully representative information. Any monitoring or survey work undertaken as part of the commission will have been subject to limitations, including for example timescale, seasonal and weather related conditions.

Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.

The potential influence of our assessment and report on other aspects of any development or future planning requires evaluation by other involved parties.

The performance of environmental protection measures and of buildings and other structures in relation to acoustics, vibration, noise mitigation and other environmental issues is influenced to a large extent by the degree to which the relevant environmental considerations are incorporated into the final design and specifications and the quality of workmanship and compliance with the specifications on site during construction. WYG accept no liability for issues with performance arising from such factors

November 2008

WYG Environment Planning Transport Ltd