

Urban Waterfronts in southeast Wales: Phase 1

Desk-based assessment

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A report for Cadw
by J Kate Howell BSc AIFA and
Rob Dunning BSc

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The Glamorgan-Gwent Archaeological Trust Ltd
Heathfield House Heathfield Swansea SA1 6EL

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Summary

The historic ports and harbours of south Wales have played an important role in the history of the region; however their exact nature and extent are not well understood. There is a significant potential for the survival of archaeological remains at these sites, which are increasingly under threat from waterfront developments. A detailed assessment of these ports and harbours is therefore being funded by Cadw, so that our understanding of the potential of the maritime archaeological remains is enhanced and informed decisions regarding the future conservation of this resource can be made. Phase 1 (Year 1) of this project has studied the historic ports of Chepstow, Newport, Cardiff and Swansea, and is the subject of this report. Phase 2 (Year 2) will consider all other small harbours and ports along the coastal fringe and estuaries.

The regional Sites and Monuments Record and National Monuments Record have been assessed, along with documentary and cartographic evidence and other published sources, and a project database compiled. This has been linked to Ordnance Survey data using MapInfo Geographical Information System. Historic maps were geocoded and overlaid with Ordnance Survey data, allowing a map regression exercise to be undertaken. The course of the rivers and position of waterfront features were then plotted. An assessment of the potential for the survival of maritime archaeological remains was made and zoned maps produced. This information will be available digitally in the project archive, and is summarised in this report.

This exercise concluded that substantial areas in these four historic ports have a high potential for the survival of unexpected archaeological remains. These areas include the west bank of the River Wye within the historic town in Chepstow, the west bank of the River Usk around Town Pill in Newport, the east bank of the River Taff adjacent to the historic core of Cardiff and the west bank of the River Tawe along the line of the Strand in Swansea. In addition, areas around known pills have been classed as high potential as they would have provided safe havens from the prehistoric period onwards. Most of the remaining areas are considered to have a medium potential, except where the archaeological resource is well understood (classified as known or established potential) or modern developments will have removed any surviving archaeological deposits, and these areas are described as low potential.

Acknowledgements

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1. Introduction

1.1 Project background

The historic ports and harbours of south-east Wales have been fundamental in the development of the region, playing a crucial role in its history. They have catered to both travel and trade, via rivers and sea since the prehistoric period. Evidence for early river or estuarine travel can be seen in the Bronze Age boat discovered near Caldicot (04782g) and Barland's Farm Romano-Celtic boat (04703g). Indeed, water-borne transport was the quickest method of long-distance movement of goods until the coming of the railways in the 19th century (Davidson 2002, 1). The well-documented maritime trade in the region during the medieval, early post-medieval and industrial periods has done much to shape the nature of modern patterns of settlement and industry. Despite this, their exact nature and extent are not well known; although substantial historical information has been gathered by individuals, there has been little detailed study of the potential surviving archaeological resource. Furthermore, the historic waterfronts are increasingly under pressure from developments, as can be seen by the recent discovery of a medieval ship and associated features at Moderator Wharf, Newport. There is a significant potential for the survival of such archaeological remains at these sites, in addition to quayside features, associated buildings, industrial features and communication links. A systematic and detailed assessment of these ports and harbours would enhance our understanding of the potential of the maritime archaeological remains and inform the future conservation of this fragile resource.

1.2 Scope

The known ports and harbours can be considered as two separate categories:

- Category 1: medieval and early post-medieval ports which have subsequently developed modern docks
- Category 2: other historic ports and harbours (pre-1850), as defined by Lewis in the Welsh Port Books (1927, 319-320)

The first category comprises Chepstow, Newport, Cardiff and Swansea and is the subject of this Phase 1 (Year 1) report. All four are documented medieval ports and continued to be major centres of trade during the post-medieval period. Cardiff was one of the two Head or Legal Ports in Wales (Milford being the other, with north Wales ports included in the Head Port of Chester) and Custom Houses were present at Cardiff, Chepstow and Swansea by 1573 (Lewis 1927, ix; 232). All four sites also have subsequent modern quays, docks or shipbuilding areas and are currently undergoing considerable redevelopment. The assumed medieval riverfronts of Chepstow and Newport are located within archaeologically sensitive areas (ASAs) designated by the local planning authorities, and those of Cardiff and Swansea are currently proposed ASAs. The archaeological importance of these historic waterfronts has therefore already been established. The size of the study areas varied widely between the four locations, depending on both the extent of the modern and medieval harbours.

Phase 2 (Year 2) of the project will examine all other known small harbours and ports along the coastal fringe and estuaries. The Welsh Port Books lists seventeen 'portes and creekes' in Glamorgan (including Cardiff and Swansea) and nineteen in Monmouth (including Newport and Chepstow) (Lewis 1927, 319-320). This gives a total of 32 sites (excluding the Year 1 ports) to be examined in Year 2, although it is possible that other sites may also require consideration. It is likely that the majority of these sites will have been initially assessed during the coastal survey (Locock 1996a, 1996b, 1997, 1998). These small harbours and ports were crucial to the trade, travel and industry (such as fishing, salt-making) of south-east Wales

into the 19th century. A cut-off date of c.1850 would be implemented, in order to exclude the large-scale dock developments of the industrial period.

1.3 Methodology

The project comprises a review of existing information about the archaeological resource within the four study areas, centred on the historic towns of Chepstow, Newport, Cardiff and Swansea, although the historic map coverage extended beyond the historic urban areas. Information recorded on the regional Sites and Monuments Record (SMR) and National Monuments Record (NMR) was assessed and combined into a single project database with enhanced descriptions. The database was then filtered, with any sites that were modern or considered to have no relevance to the waterfront removed. This database was then linked to the 1:50,000 and landline Ordnance Survey (OS) map bases in MapInfo Professional 5.5 Geographical Information System (GIS).

Documentary sources were reviewed, along with relevant published information, in particular the Tudor Welsh Port Books (Lewis 1927). Pictographic evidence, such as postcards, oil paintings, prints and newspaper photographs were also studied. Furthermore, tithe maps, 1st edition and 2nd edition OS, estate maps and other appropriate materials were considered. The relevant cartographic sources were broken down into A4 sections before being scanned using an A4 flatbed digital scanner. The resultant images were then 'stitched together' using Adobe Photoshop 4.0.1 LE, so that the entirety of the resource was in digital form.

The full images were then imported into MapInfo workspaces as a series of bitmap files. They were then overlaid with modern OS landline data, before being geocoded using a minimum of five reference points. This allowed a map regression exercise to be undertaken within the GIS system, and the course of the rivers and position of waterfront features (e.g. old dry docks, slipways and quays) to be plotted with some degree of accuracy. However, the degree of accuracy varied widely, and some maps became so skewed after geocoding that they were unusable (for example Dawsons Map of Newport of 1832). Such skewing was especially apparent in estate maps. However, through this process the archaic waterways and associated features were approximated.

Following the assessment of this information, the waterfronts were zoned into areas of high, medium and low potential. An additional category of 'known or established potential' was applied to areas such as the medieval castles of the towns. These zones do not relate to the general archaeological potential of the areas, but specifically to the potential for the discovery of unexpected archaeological remains of maritime nature.

1.4 Presentation of results

1.4.1 Report

This report provides details of the Phase 1 (Year 1) work. The results are described by area east to west (Chepstow, Newport, Cardiff and Swansea) and include appendices containing printouts of the databases and maps of archaeological interests. A similar report will be produced for the Phase 2 (Year 2) work.

1.4.2 Archive

A digital archive of the results of the Phase 1 (Year 1) has been compiled. The Phase 2 (Year 2) results will also be added to this to form a complete project archive. This will include the completed database linked to a series of digital maps, and it will be possible to interrogate this fully through MapInfo, which will be available on CD format.

2. Chepstow

2.1 Location and topography

Chepstow is located within a meander on the west bank of the River Wye (see Figure 2.1 below), which flows roughly from north to south and forms the boundary between Wales and England at this point. The meander forms a semi-circle around the town, which is completed by the medieval Port Wall (01186g/302128/MM002), enclosing an area of 53 hectares. Two gates provide entrances into the town; the Town Gate (02728g/MM002) which is intact at the south end of High Street, and the Bridge Gate, the purpose of which was to control traffic over the Wye from England (Shoesmith 1991, 3). Chepstow's geographical location, combined with the large tidal range and depth of the River Wye, has led to its being an important port since the medieval period.

The study area for Chepstow is centred on NGR ST 53624 93805, and is the smallest of the four study areas covering an area of 66.82ha. The historic map coverage includes a larger area of 112.9ha (see Figure 2.2 below).

2.2 Geology

The underlying geology of the area is Carboniferous limestone overlain by soils of the Crwbin series and alluvium associated with the River Wye (SSEW 1983). This limestone has been used as a construction material in the local area and is still quarried today, for example at Hardwick dolomite quarries. The nearby iron and coalfields (along with timber from the Forest of Dean) are a major factor in the development of Chepstow as a flourishing port, as this material has been recovered and transported since the Roman period (Shoesmith 1991, 3).

2.3 Historic background

2.3.1 Prehistoric and Roman

Although there is little direct evidence for prehistoric activity within the study area, the region around Chepstow was certainly well populated during the Iron Age, as can be seen by the existence of prominent hill forts at Piecefield, Lancut and the Bulwarks. All three hill forts are adjacent to the River Wye, and are within 3km of Chepstow itself (Shoesmith 1991, 3).

Whilst Roman activity in the area was focussed on Caerwent (*Venta Silurum*) there is some evidence for a Roman presence in Chepstow. A number of finds have been discovered, predominantly coins, such as a Vespasian denarius (NMGW Record No. 50927) and a gold stater (01177g), but also including other items, such as a copper alloy brooch (NMGW Record No. 14726) (Williams 1994, 6). Further evidence was discovered during an excavation south of St. Mary's Church and Priory (01184g) in 1973-74, when three 1st-century AD cremations were unearthed. A probable Roman bridge is also present 0.7km north of the castle, known as Striguil Bridge (01160g) and the remains of a probable Roman road have been identified leading east from the bridge. Surviving wooden posts of the bridge have been recorded and recent excavation work for a television programme took dendrochronology and radiocarbon samples from these posts (it has been reported that these samples returned a radiocarbon date of 1st century AD, but no published information is yet available).

At the end of the Roman period, the River Wye effectively became the boundary between the Silurians to the west and the populations to the east that were more influenced by the Saxons. It has been claimed that Chepstow was founded around the



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Figure 2.2: Chepstow study area (green) and area of historic map coverage (blue)

7th century, after the decline of Caerwent, but did not develop into a fully fledged port until after 1066 (Green *in litt.*). Originally, Chepstow town and indeed Chepstow Castle (01173g/95237/MM003) were known as Striguil, from the Welsh 'ystrai-gyl', or 'the bend'. It was not until at least the 14th century that the name 'Chepstow' came into use (chepe meaning 'market', and stow meaning 'place') (Shoosmith 1991,7).

2.3.2 Medieval

Whatever the pre-Norman origins of Chepstow, the construction of Chepstow Castle in the second half of the 11th century was to have a major impact on the development of the town. Three main stages of construction can be seen at Chepstow Castle, although many minor alterations occurred over its six centuries of use. The Domesday Book states that it was founded by William Fitz-Osbern, on land granted to him by William the Conqueror. Fitz-Osbern was also gifted the earldom of Hereford and other extensive estates after the battle of Hastings, and this rise culminated with his appointment as one of the vice-regents of England in 1067. He was killed in the battle of Cassel in Flanders in 1071 and was succeeded by his son, Roger de Breteuil. However, Rogers' loyalty to the king was not as strong as his fathers and he plotted to overthrow the Conqueror with Ralph, earl of Norfolk and Suffolk. Roger was caught, imprisoned and the Fitz-Osbern estates were forfeited to the Crown (Turner 2002, 5).

Construction of the castle began between 1067-71 and was designed to take advantage of the natural defences of the area, being built at the highest point of the cliff, between two rock-cut ditches, one is still visible as the ditch of the upper bailey. The first structures to be built were the upper and middle bailey. Generally, this is thought to include the Great Tower, a hall keep, rectangular in shape (36m by 14m) and forming the highest point of the castle.

Chepstow was granted to the de Clare family by Henry I, in around 1115. The castle was first held by Walter fitz Richard of Clare, until 1138, before passing to Gilbert de Clare, Earl of Pembroke. In 1148 it was controlled by Richard de Clare. On his death in 1176, Isabella de Clare assumed control until she married William Marshall. William had a reputation for castle building and recent dendrochronological dating suggests that work began with the lower bailey in the 1190s. Two revolutionary round towers were also built to form the gatehouse (Turner 2002, 10). It was during this phase that stone imported from Bristol, a yellow limestone was introduced to the castle, as it was much easier to dress than the local white limestone (Williams 1994, 6).

Further strengthening of the defences was achieved by the placing of two towers, the first to the south of the lower bailey wall, while the second was located adjacent to an arches gateway, close to the riverside cliff. These round towers were linked by a curtain wall with deep embrasures and arrowloops. The southern curtain wall was also extended to the west, to join with the great tower. The wall also featured an additional d-shaped tower (Turner 2002, 12).

When the last Marshall died in 1245, their holdings were split amongst their sisters, with Maud inheriting Chepstow. On her death, Roger Bigod II, Earl of Norfolk, gained control, as did his nephew Roger Bigod III in 1270 when he died. His first concern was a new accommodation, with rooms being built on the cliff side of the lower bailey by the master mason, Ralph Gogan of London (Turner 2002, 16). Roger then went on to commission further construction work, strengthening the barbican, for example, as well as the construction of the town wall (01186g/302128/MM002),

which was 1.2km in length. There was then a pause in the construction works, due to the Welsh rebellions, until a new hall was built in the Lower Bailey, as well as Marten's Tower which was finished in 1293. Work then began on the great tower (1293-1300), he extended the upper storey, added corner towers on the eastern end, built an adjacent gallery and roofed the entire structure in lead.

On the death of Roger Bigod III, Chepstow passed to Edward I, who in turn granted the land to his half-brother Thomas de Brotherton, who began a series of expensive repairs. After a period of constablenesship, the castle was granted to Hugh Despenser the younger in 1324. Indeed, he and Edward II provisioned the castle for a long siege by the king's estranged wife and Roger Mortimer in 1326 (Turner 2002, 18).

Towards the end of the fourteenth century, control of the castle was assumed by Thomas Mowbray, earl of Norfolk, and de Brotherton's descendant. Following the Wars of the Roses (1455-85), the castle fell into the hands of the Herbert family and in the 16th-century passed to their descendants the earls of Worcester, whose principal residence was at nearby Raglan (Turner 2002, 18-19).

Documentary evidence gives an insight into the importance of shipping in medieval Chepstow. Following a king's mandate in 1311 for a ship, supplied with men, armour and victuals, for seven weeks for the war against Scotland, the men of Chepstow beg to be excused. They claim that, for the previous seven years, they have had only four ships, three of which were lost with all hands and goods off Tenby, and the fourth had not returned. Further, the death of Roger Bigod had left them in poverty (Goronwy Edwards 1935, 72). Whilst the veracity of the numbers of ships cannot necessarily be assumed, this document indicates that the revenue that shipping brought to the town was considered important to the overall wealth of Chepstow.

During the 14th and 15th centuries, two of the primary trading goods that passed through Chepstow were wine and salt. Both were considered to be somewhat of a luxury item, and commanded high prices and so a large profit. Surviving documents reveal details of the wine trade in particular, for example 'in 1534 a payment of 22d. was made for "for the carriage of 22 casks of wine from Le Bake to Chepstow Castle"' (Simon A, 1921 quoted in Waters 1977, 14) and 'in 1550, a Thomas Pope loaded 90 tons of white wine in a Portuguese vessel which arrived in Chepstow where the wine was re-exported in smaller containers' (Waters 1977, 14).

2.3.3 *Post-medieval*

Chepstow finally gained a town charter in 1524, giving the town a steward and two bailiffs, whereas previously the town was run by the governor of the castle. With regard to shipping, Chepstow came under the Legal Port of Cardiff, which extended from Chepstow up to Wormshead. However, Chepstow had its own Customs House by at least 1573 (along with Swansea) (Lewis 1927, 323), indicating it was one of the most important ports along this stretch of the Welsh coast. A Customs House is shown near 'The Backs' on Millerds map of 1686, near to a probable slipway, but whether this had always been the location of the Customs House is not known.

The Civil War was a period of great turmoil in Chepstow, reflecting the flux in the rest of the country. In 1643 General William Waller advanced into Monmouthshire, but could not take Chepstow Castle; however intense pressure from heavy artillery forced the royalists to surrender two years later. In 1648, during the second phase of the Civil War, royalists, led by Sir Nicholas Kemeys, were again forced to surrender after a siege by Colonel Ewer and his heavy cannon. When the Civil War ended,

Chepstow castle was granted to Cromwell, who set about rebuilding and strengthening the defences. Indeed, it remained a military garrison until 1690, with the south and east sides of the castle being adapted to mount cannon to resist artillery fire from across the Dell (Turner 2002, 19-20).

During this period the castle was also used as a prison for Henry Marten, who was one of the 59 people who signed the death warrant of King Charles I. He served twelve years of his life imprisonment in what became known as Marten's Tower. In the eighteenth century, the lower bailey was used for various industrial purposes, including nail manufacture and glass production (Turner 2002, 20).

By the 17th and 18th century at the latest, the focus of the trading activity was located downstream from the castle, around the meander in the River Wye. However, it should be noted that due to the busy nature of the port, the entire riverbank may have been used as a docking area, with smaller vessels being able to navigate underneath Chepstow Bridge and utilise facilities at Guys Wharf. A painting of Chepstow by Thomas Smith of c1680-90 (The Duke and Duchess of Beaufort, Badminton) shows a large sea-faring vessel anchored in the river, whilst smaller vessels are docked immediately downstream of the bridge and at the area in front of the green known as 'The Backs'.

A dry dock (05483g) was opened in 1759 in Silver Pill. By the second quarter of the 19th century, however, it appears to have been in a state of disrepair, partially silted up and filled with refuse. In 1832, the dry dock was the cause of a cholera outbreak, and finally closed in 1850-60.

Chepstow Bridge (01171g/43154) in its present form was constructed in 1816, although there has been a bridge on the site since, it has been suggested, the 11th century. There was certainly a bridge in Chepstow in 1134, as Gilbert de Clare 'was given permission to take 50 oaks from the forest of Dean to repair the bridge' (Bradney 1929, 17). It is possible, however, that this referred to a structure upstream of the castle, where the probable Roman bridge was sited, and that the downstream structure was first built later than this. It is likely that the present bridge was constructed alongside the older bridge, to allow constant use, and so remnants of an older bridge or bridges may survive either immediately upstream or downstream of the current bridge.

An important industry in the town was shipbuilding. In the 18th and 19th centuries it was focused on the Gunstock Wharf, between The Backs and Chepstow Bridge. The trade was dominated by two families of timber merchants, the Chapmans and the Fryers, although towards the end of the 19th century the centre moved towards the railway bridge (03665g), and the E. Finch Company was in control. Finch built fairly large vessels, such as the steamship Rougemont in 1882, which had a gross weight of 1525 tons (Page 1992, 19). Such vessels were launched through the use of a slipway (05477g), which is shown on the Badminton Estate map of 1764 and the Duke of Beauforts map of 1899.

In the last forty years, the river frontage has undergone a radical change from business to residential usage, greatly altering the character of the area. 'The Cornstore' for example, as well as many other business properties, have been redeveloped to provide accommodation. Furthermore, a new road has been built downstream of Chepstow Bridge (43154), in addition to a leisure area and riverside walk being constructed along the same bank.

2.4 The waterfront

It is clear that Chepstow has functioned as an important port since at least the medieval period. A combination of its location on the River Wye, with good links across the Severn Estuary and upriver to other important centres such as Monmouth and Hereford, and the political situation that allowed the Welsh Marcher lords to set their own levels of tax, ensured that Chepstow port flourished during this period. The fact that the town wall is now known as the 'Port Wall' would certainly seem to confirm this assertion.

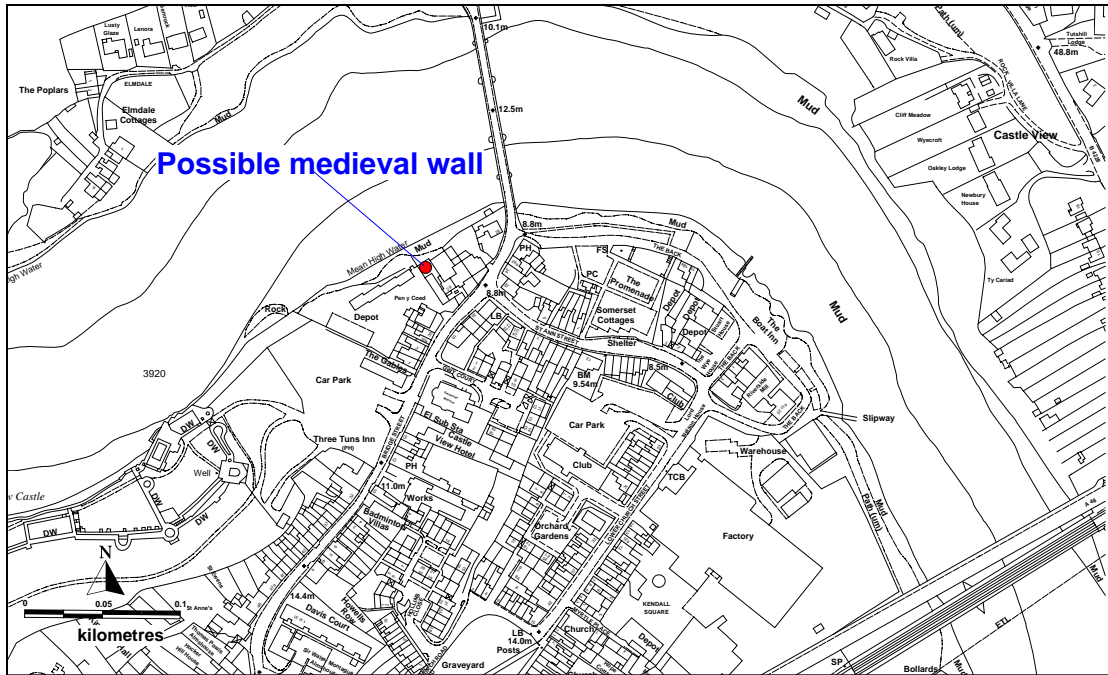
Documentary evidence indicates that the amount of trade into and out of Chepstow far exceeded the requirements of the town itself. Chepstow was being used as an intermediate port for the larger 'ocean-going' vessels to import their cargoes to Britain, thus avoiding the higher 'King's taxes' levied at ports such as Bristol, on the English side of the Severn Estuary. The Welsh Port Books provide evidence for Chepstow's continental trade, with wine from Bordeaux and Spanish iron from St Sebastian (Lewis 1927, 1). Much of this cargo was transhipped onto smaller vessels (referred to as coasters) which would then distribute the goods around the coast of southern Britain and up the River Wye to Monmouth, Hereford and beyond. Whilst only a small proportion of the items shipped into Chepstow directly entered the local economy, the revenues collected from this trade would almost certainly have benefited the town and, in particular, its port.

What is less clear, however, is the nature, extent and location of the riverside structures associated with this medieval transshipping activity. Even if cargoes were loaded directly from ocean-going vessels to coasters, the high tidal range would suggest that the provision of some areas for safe mooring would be required. If the transhipments were not direct from vessel to vessel, there would be a need for a more formal quayside, probably including secure warehouses, for cargoes to be unloaded, stored and reloaded onto coasters.

The location of the main medieval trading wharfage is not clear, although it has been suggested that it was located between the castle and the bridge (Page 1992). A Badminton Estate map of 1764 indicates wharfs in this area and on the 1st edition OS map of 1882 this area is known as Guys Wharf, and is later named Bridge Coal Wharf. This location displayed excellent facilities for fairly large ships in the 19th century; and photographic evidence from 1900 shows a ship called *The Alice* tied up alongside a wooden quay, and it is not unreasonable therefore to assume that the area could have been used in earlier periods.

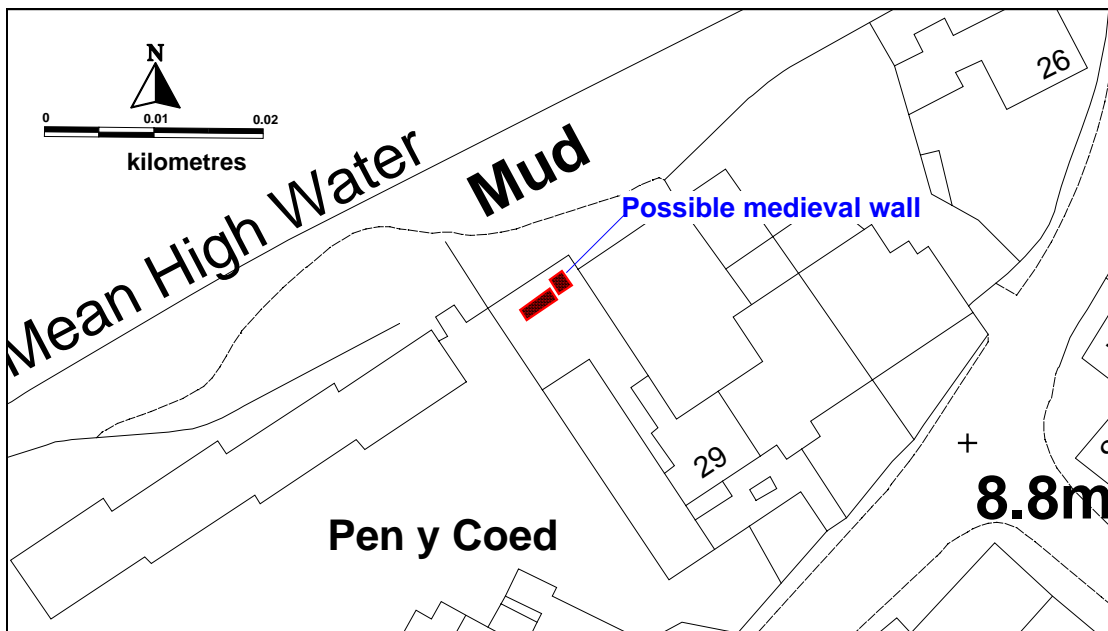
There is some archaeological evidence that may support this theory. During a watching brief during the Chepstow Flood Alleviation Scheme in 2000-2001, the remains of a large stone wall were observed in Reach 3(5) and 3(6)) (see Figure 2.3 and Figure 2.4). Whilst post-excavation analysis of the material is yet to be completed, a provisional assessment of pottery and mortar recovered from the structure suggests that it is of medieval date (Robic and Ponsford 2002; Jean-Yves Robic pers. comm.). It is possible that this represents part of a quayside structure or warehouse, although all interpretations are highly speculative, given the restricted nature of the excavation and lack of post-excavation analysis.

Urban Waterfronts in south-east Wales: Phase 1



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Figure 2.3: General location of possible medieval wall



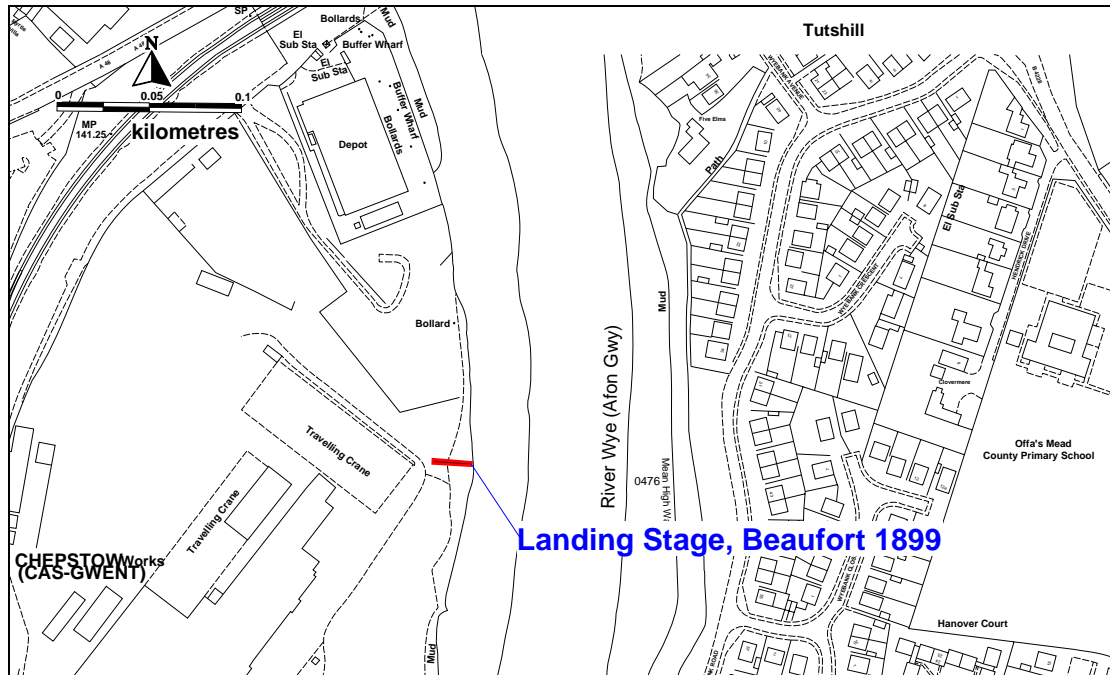
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Figure 2.4: Detailed plan of possible medieval wall

One problem with the theory of Guys Wharf being the location of the main medieval wharf is the presence of Chepstow Bridge (01171g/43154), which is downstream of this area. It is possible that the large ocean-going vessels de-masted to pass under this bridge, and S and N Buck's engraving of 'The north east view of Chepstow Castle in the County of Monmouth' of 1732 certainly illustrates a vessel upstream of the bridge

with its masts lowered. However, it is considered more likely that these large ships would have been unloaded downstream of the bridge, and that shipping activity upstream of the bridge was restricted to the coasters and river boats. The date of construction of the original Chepstow Bridge may therefore have affected the positioning of docks and wharfs along the riverside.

Wherever the location of the main medieval port, it is clear that by the 17th century, the main port area was located downstream of Chepstow Bridge (see Figure 2.5 and Figure 2.6). The map evidence clearly shows a number of slips including the Packet Slip (05480g), which was probably used for the passenger service across the Wye, and the Lower (Town) Slipway (05478g). Other surviving buildings include the Boat Inn (04083g), the Wye House and the Wine Warehouse (02732g). This cartographic evidence has been corroborated by archaeological evidence. Watching briefs undertaken during the South East Coastal Strategy in 1999-2000 and Chepstow Flood Alleviation Scheme recorded the remains of Wharf, slip, dry dock and boat, all provisionally dated to the post-medieval period (Robic and Ponsford 2002; Pre-Construct Archaeology 2003). It is hoped that post-excavation analysis will further elucidate the nature and date of these features.



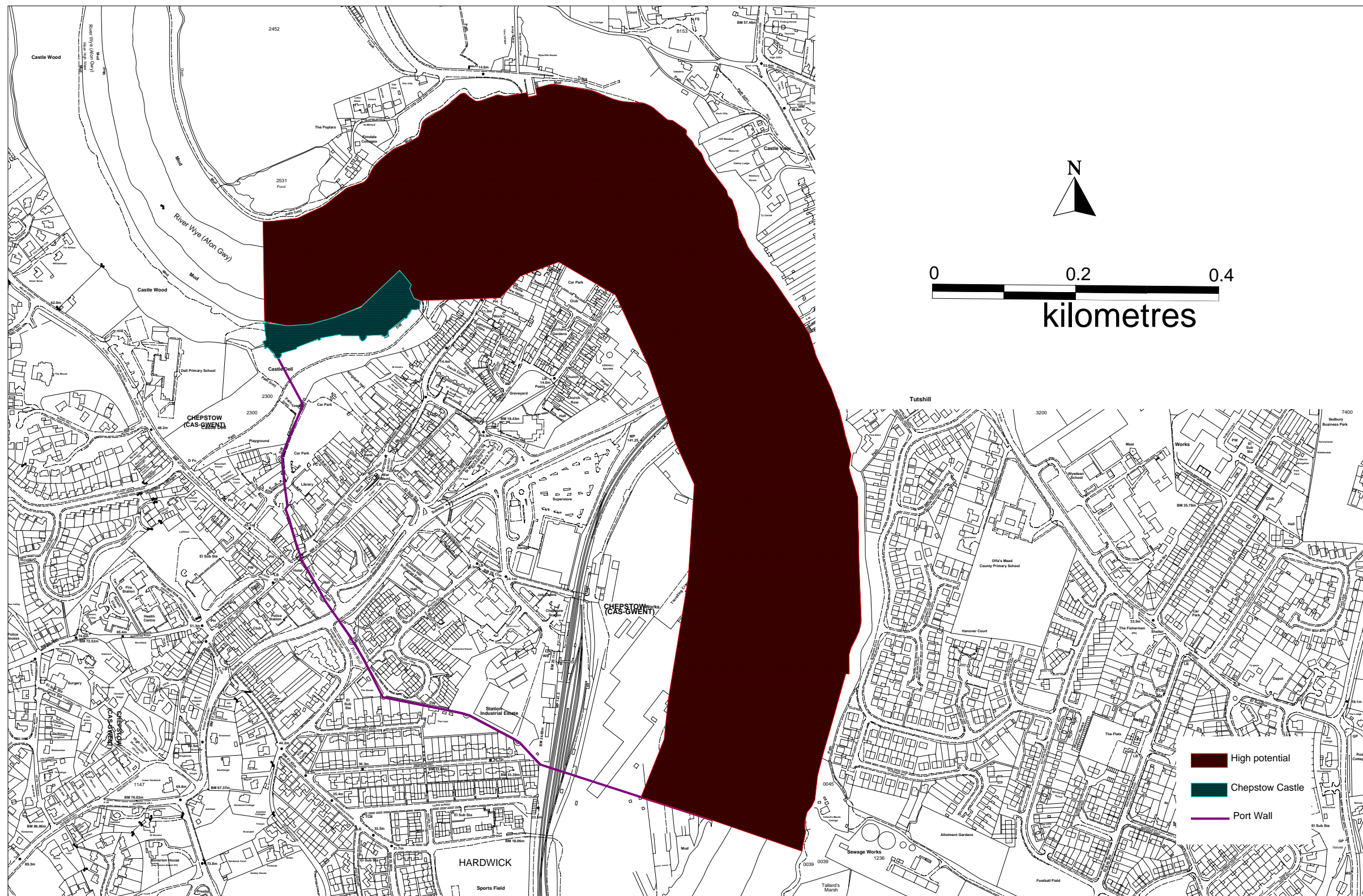
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Figure 2.6: Chepstow waterfront features (south)

2.5 Discussion

The build-up of alluvium on the inner side of the meander of the River Wye at this point has resulted in the waterfront has slowly moving outwards, into the river. This can be seen by the location of the post-medieval, and possible medieval, riverfront features. The watching briefs undertaken for the Chepstow Flood Alleviation Scheme in 2000-2001 (Robic and Ponsford 2002) and South East Coastal Strategy (Pre-Construct Archaeology 2003) clearly illustrated that large amount of material had been dumped on the riverside in the post-medieval period, to stabilise the area and allow the encroachment of structures onto previously unstable alluvium. The survival of earlier post-medieval, medieval and possibly even earlier riverfront structures further inland is therefore a very real possibility.

It is clear that organic and non-organic structures survive well in the alluvial conditions on the west bank of the River Wye, and important palaeoenvironmental information may also survive beneath the modern ground surface. In an assessment of the potential for further undiscovered archaeological deposits, structures and artefacts, the entire area from the castle to southern limit of the study area has been classed as 'high potential' (see Figure 2.7). The area of the castle itself has been classified as 'established potential', in that the archaeological resource of this area is well understood, and the likelihood of unexpected discoveries being made is remote.



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Figure 2.7: Zones of archaeological potential

3. Newport

3.1 Location and topography

Newport is located on the banks of the River Usk, close to the opening of the river into the Severn Estuary (see Figure 3.1). Originally the town was situated on the west bank of the river, but as population pressure increased, the east bank was subsequently settled. The ground rises sharply to the west of the town, in the form of Stow Hill and low-lying hills are also located to the north of the town. The Newport study area is centred at NGR ST 32175 86170, and covers 377.0ha. The historic map coverage includes a larger area of 760.9ha (see Figure 3.2).

3.2 Geology

Newport is built on a mixed solid geology of Old Red Sandstone in the north and Keuper Marl in the south. The soils of the area are as yet unsurveyed (SSEW 1983), but will include alluvial deposits associated with the River Usk.

3.3 Historic background

3.3.1 Prehistoric and Roman

There is a distinct lack of evidence for prehistoric activity in the Newport area. Within the study area, only one example has been uncovered, that of a human cranium with associated animal bones (00263g), dating to the Neolithic period. However, two Neolithic axe heads (00182g) have also been recovered from Queens Hill, around 650m west of Newport Castle. Additionally, it has been suggested that there may have been a prehistoric ford on the site of the present Newport Bridge (00198g) across the River Usk, however, with scant evidence for such a crossing, this is merely supposition.

Roman activity was pronounced in the region, with the major settlement of Caerleon located around 4.8km north of Newport. Within Newport itself, Roman material recovered includes two coins (00163g), cremations (00171g) and an inscribed stone (02836g). Despite this however, no direct structural evidence for Roman occupation in Newport exists.

Tradition states that the first settlement in the area was founded by St. Gwynllwg, who 'was led by a vision in the 6th century to the top of Stow Hill, which dominates the site of the borough of Newport geographically, and there he established his residence and place of prayer and meditation' (Griffiths 1978, 189). This sanctuary eventually developed into the medieval parish church of St. Woolos (00166g); it is also likely that this was the site of an early medieval flourmill (00193g). A possible early medieval timber boat has also been discovered during the construction of the Alexandria Dock. The vessel has been radiocarbon dated to 1000 +/- 80 bp (Hutchinson 1984, 27). Furthermore, 'a documentary source records that English merchants frequently went to the mouth of the River Usk in order to trade' (Rippon 1996, 37). This suggests that there was some sort of trading post present in the 11th century. However, it may have been that boats were simply pulled up onto a convenient riverbank and it does not necessarily mean that there were formal structures constructed on the site.

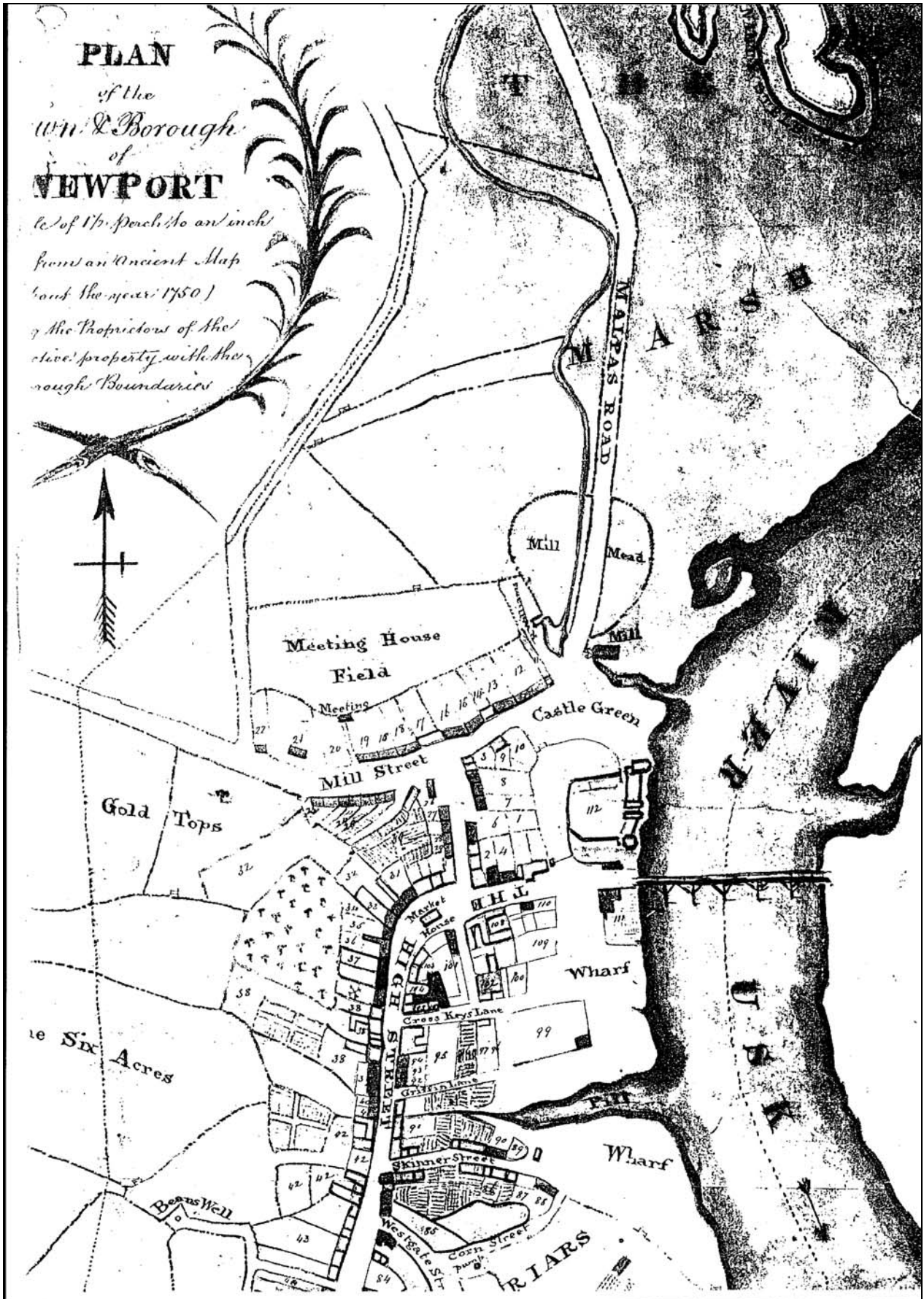
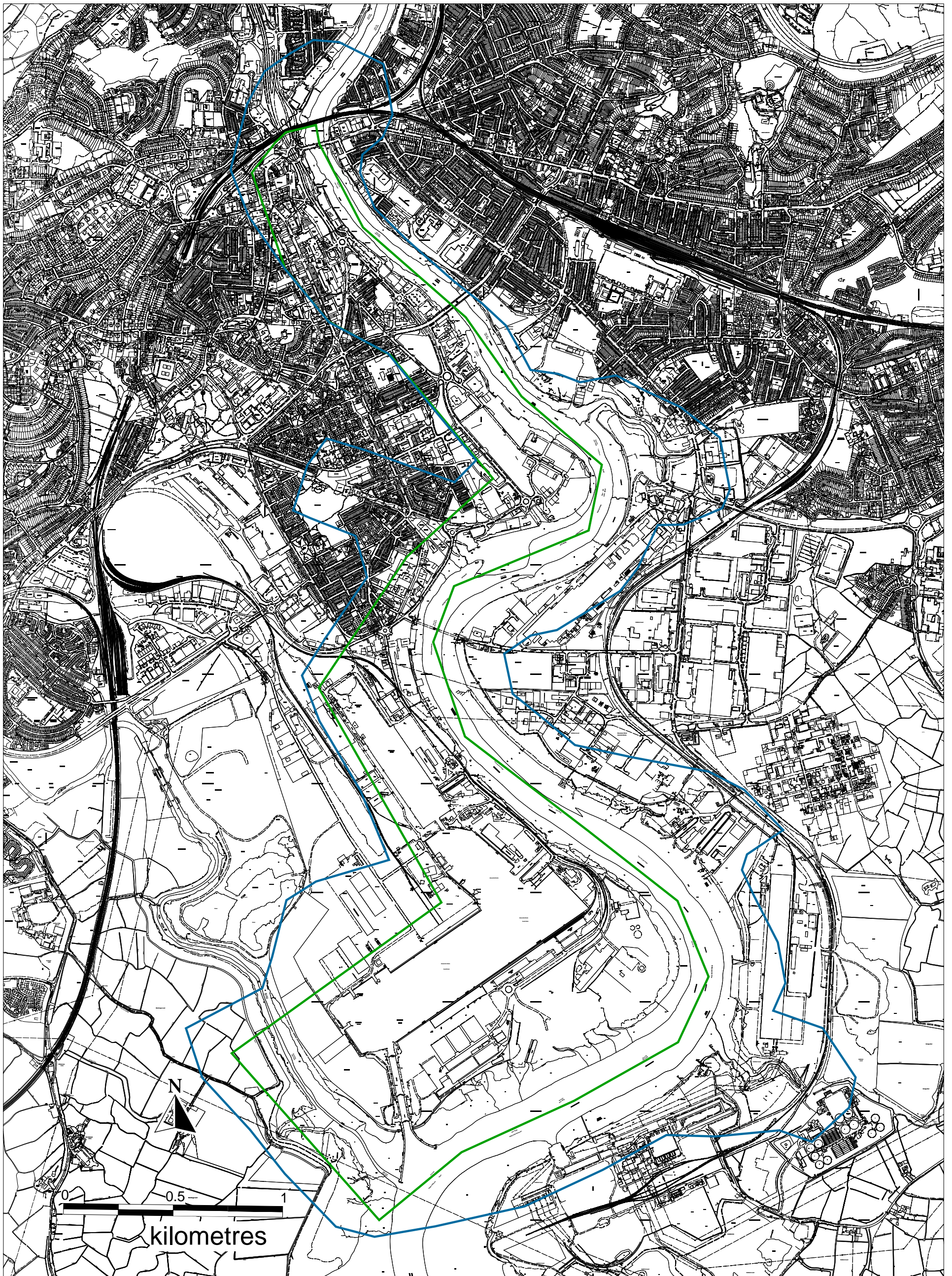


Figure 3.1: Plan of the Borough of Newport (1750)



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Figure 3.2: Newport study area (green) and area of historic map coverage (blue)

3.3.2 *Medieval*

It was around the nucleus of St. Woolos that the conquering Norman lords, led by Robert Fitzhamon, established the manor of Stow (00158g), focussed on the motte (00157g), possibly built on an existing settlement site. Exactly when such a construction occurred is unknown, although the first mention of Newport itself (Novus burgus, or 'new town') is made in a charter dating to 1132, 'confirming a gift of 36s. from the revenues of Newport to Montacute priory' and 'mention is made of the castle at Newport and the earl's officials in the borough' (Griffiths 1978, 189).

It was also during this early part of the 12th century that the motte was abandoned and a new castle built near the riverbank (00192g/93389/MM009). It was constructed of timber and guarded the vital crossing point over the Usk, also giving Newport its Welsh name of Casnewydd-ar-wysg, 'the new castle on the Usk'. At the beginning of the 13th century, the castle was rebuilt in stone, and a moat was dug (which later formed part of the Monmouthshire canal). The moat was formed by the waters of the River Usk, which also provided the power-source for the town tidal mill. The structure was situated to the immediate north of the castle and is mentioned in the town charter of 1385 (Soulsby 1983, 203).

The Central Tower of the castle contains an impressive Watergate, or vaulted dock, which opens directly onto the river and would have allowed access to a sizable vessel. This tower and dock was first built by the Earls of Stafford in the late 14th century, and was remodelled between 1436-47 by Humphrey Stafford, First Duke of Buckingham (Knight 1991, 25; 34-35). This indicates that the River Usk was used as an important transport route for supplying the castle, presumably both for people and goods.

The town also began to develop as a port, with much of the trade centred around a large inlet known as the 'Town Pill'. It provided merchants with an excellent, safe harbour, as well as easy access to the town. Indeed, the medieval economy of Newport appears to have been based around trade, such as the import of coal for iron-working, and the export of fleeces and processed cloth (Griffiths, 1978). Evidence of the use of the Town Pill, can be seen in the discovery of the Newport Ship (02339g/307059), and in the presence of the medieval quay (00197g).

The early layout of Newport is a fine example of a 'planned' settlement, with the burgages dove-tailing with the existing field system of Stow Manor. It is apparent that the growth of the town was steady. A financial report commissioned by Earl Gilbert in 1263 states that Newport 'contained 242 burgages which brought their lord an annual rent of £12.2s.3½d.' whilst a post-mortem inquisition on the death of the earl's son in 1314 describes Newport as 'a market town (*villa mercatoria*) with ... the 275 burgages generating rents of £13. 15s.2d.' (Griffiths 1978, 196-98). Furthermore, confirmation of the status of Newport as a borough came in 1385 by Hugh, Earl of Stafford and confirmed by his successor Humphrey in 1427. Hugh also founded the Austin friary (00196g/307857) in 1377, initially on 31 burgages.

The new borough's expansion soon grew beyond the protective walls and began to form a linear settlement along the road between the castle and Stow Hill. Extra burgage plots were laid out and the town became the single trading community of the lordship. Additionally, licenses were sold to allow strangers to trade in the town as chensors, and an annual fifteen-day fair was created when strangers were allowed to trade freely in the castle bailey. Despite this, the castle remained vital to the settlement as it formed the administrative hub, containing the exchequer and treasury.

However, the economy of the town was said to be devastated by the attack of Owain Glyndwr in 1402. An inquisition post-mortem on the death of Edmund Stafford in the following year 'returned that the borough of Newport, indeed the entire lordship, was worth nothing to its lord'. The effects of the attack were not short-lived, as can be seen by the account of the mayor, William Berne in 1434-5, who lists 'sixty one tenures decayed because of the Glyndwr turbulence' (Griffiths 1978, 204). The accuracy of these reports has been questioned, however (Maylan 1991), and the recent discovery of a large ship of mid 15th-century date to the south of the Town Pill (see 3.4 below) certainly suggests that either the town had experienced somewhat of an economic revival, or that the reports of the town's poverty were somewhat exaggerated.

3.3.3 *Post-medieval*

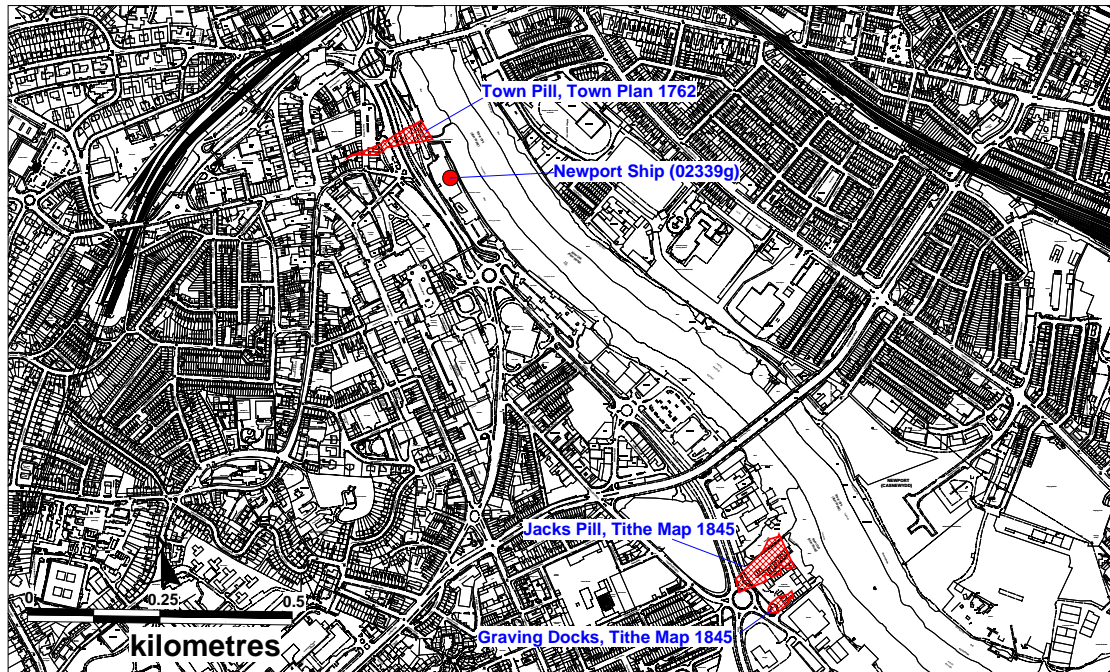
The importance of this maritime trade in Newport continued in the early post-medieval period, and the Welsh Port Books indicate trade from the town with other Welsh ports such as Milford, Tenby and Beaumaris, with Bristol and Bridgewater in south-west England, with Dublin in Ireland and with Bordeaux and Rochelle in France (Lewis 1927). However, unlike Chepstow, Cardiff and Swansea, Newport did not merit its own Customs House in this period, possibly suggesting that it was of lesser importance than these other three ports. King James I established a town council in 1623, but the town continued to suffer due to political turbulence, and Cromwell's attack in 1648 caused significant damage.

During the late 18th century, however, the town's fortunes changed dramatically. As in other towns in south-east Wales, the Industrial Revolution allowed Newport to establish itself as a major trading community. Such a change was facilitated by the construction of the Monmouthshire Canal in 1796 and the railway links, finished in 1850. Coal, iron and timber could then be transported from Newport to any number of other ports, including Bristol. The development of the waterfront continued throughout the 19th century, as can be seen by the expansion of the Monmouthshire Canal to the south of Newport in 1806, also at this time additional wharfage was added along the western bank of the river. Furthermore, in 1842, the first floating dock was constructed, and in 1865 the Alexandria Docks to the south of the town were built. Also, in 1907, the South Dock was opened directly into the Bristol Channel and 'at the time was the largest Sea Lock Entrance in the world' (Knight 1998, 106). Unsurprisingly, the booming economy of Newport went hand in hand with a huge increase in population, for example 'in 1791 there were 750 souls in the borough, and in 1841 there were 13,737 (Griffiths 1978, 217).

3.4 **The Waterfront**

It is clear that the medieval and post-medieval port in Newport was focussed around Town Pill (05087g) (also called Arthur's Pill in the early 18th century). This tidal creek originally extended much further to the west, and 18th-century plans show it extending as far as High Street. This is corroborated by the discovery of fragments of a boat under a building on High Street in 1928 (05088g). Newport Bridge, located between Town Pill and Newport Castle was first built in 1158-1187 and may have acted as a barrier to further travel upriver by the largest of vessels. It is clear that many smaller ships and boats did continue beyond the bridge however, utilising the Castle's impressive Watergate and continuing upstream to Caerleon, which functioned as a port into the 19th century.

It was thought that during the medieval period the Town Wharf (05090g) was situated north of Town Pill and the pill itself was used as a harbour. In 2002, however, the well-preserved remains of a large medieval ship (02339g/307059), provisionally dated by dendrochronology to 1465-1466, were discovered 115m to the south of Town Pill. This suggests that either Town Pill itself was much wider at its mouth in the 15th century than when subsequently depicted, or that the area to the south of the pill was utilised as a ship-building or ship-repair area.



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Figure 3.3: Newport waterfront features

There are clear indications that this was not simply a vessel abandoned on the side of a river or pill, but that this area was deliberately chosen for the landing of the ship. The vessel had been placed upon a series of large oak timbers, which either acted as props or formed a simple cradle-like structure, and deposits of iron slag associated with these timbers may have helped to stabilise the ground surface of the area. This structure was not substantial enough to be considered a primitive 'dry dock', and the large tidal range in the River Usk, such a structure would have required substantial engineering. A considerable amount of work then took place on the ship, and a door-sized hole was cut through the starboard side, presumably to permit easy access. Any attempts to repair the ship were obviously unsuccessful and parts of the vessel were probably salvaged before the site was eventually abandoned.

Other discoveries from the same site confirm that the area was at least occasionally used for the construction or repair of boats and ships. A group of small compass timbers (partially-worked boat timbers) was found to the south of the medieval ship, associated with local green-glazed medieval pottery. The small size of these compass timbers precludes their association with the large ship, and suggest that other vessels were being built or repaired in the vicinity.

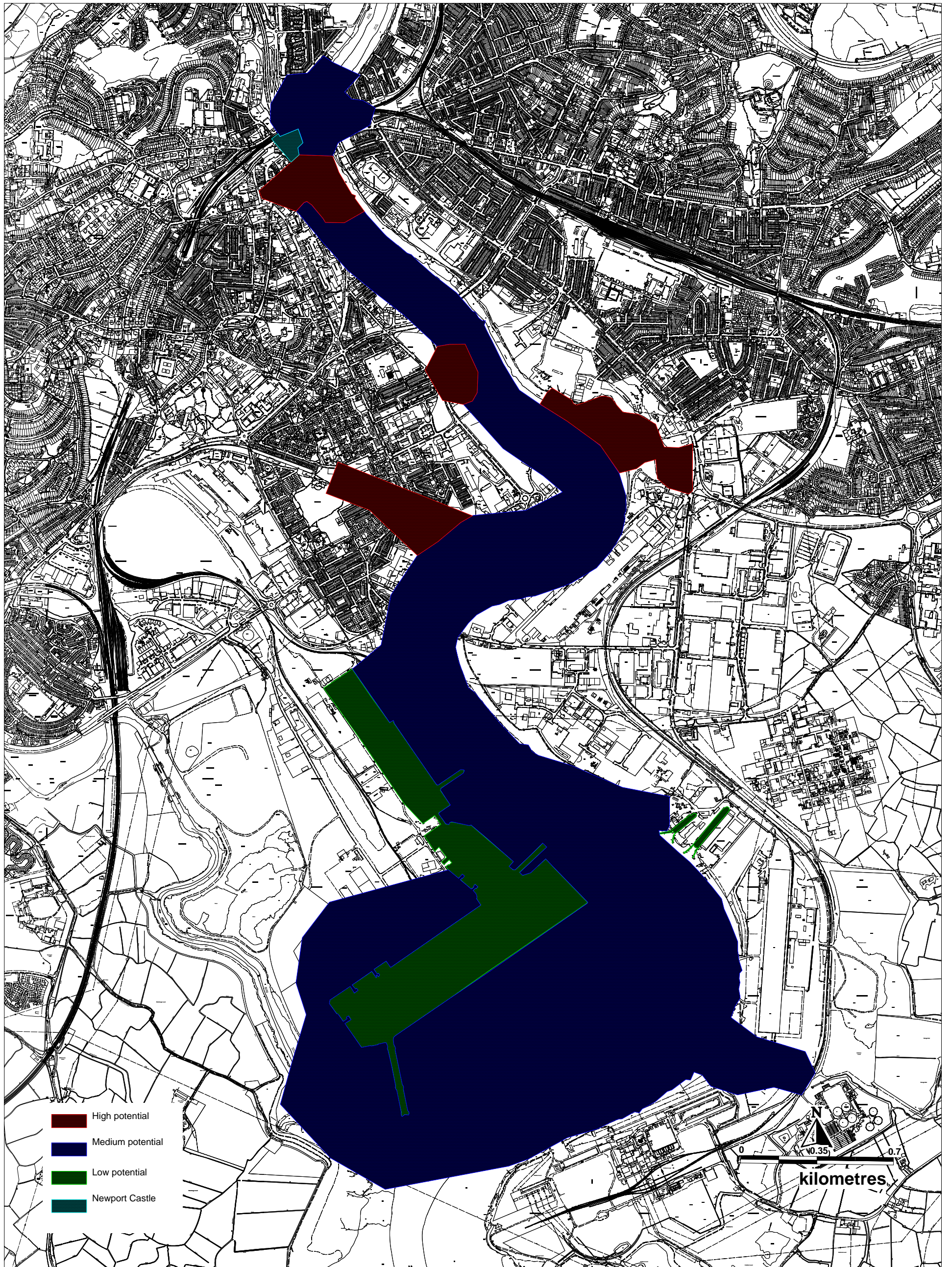
This area on the west bank of the River Usk was also the location of wharfs during the 18th century, when ferries to Bristol departed from Tredegar Wharf (05091g) and Moderator Wharf.

Following the construction of the Monmouthshire Canal in 1796, and its southern extension in 1806, there was a rapid development along the River Usk to the south of Newport town centre. Dry docks were built in 1830, and were extended in 1842 and again in 1888 (05066g). The first floating dock, known as Town Dock, was opened in 1842 (05067g), followed by the Alexandria Docks in 1865 and the South Docks in 1907. Parts of a clinker-built vessel were found during the construction of the Alexandria Docks, and a sample of this wood was returned a radiocarbon date of 1000 +/- 80 bp. By the time the Transporter Bridge was constructed in 1906, the docks of Newport almost were entirely located to the south, near the mouth of the River Ebbw.

3.5 Discussion

The alluvial clays of the River Usk produce an anaerobic environment, with a low salt content, providing excellent conditions for the survival of archaeological material. The high degree of preservation of both organic and inorganic material from the medieval ship excavation illustrates the very high potential for further archaeological deposits and features, including palaeoenvironmental information. Any future deep excavations in the area around the Town Pill, therefore, are considered to have a high potential for disturbing artefacts or features associated with the port and its associated boat-building activities. In an assessment of the potential for further undiscovered archaeological deposits, structures and artefacts, the area around Town Pill has been classed as high potential (see Figure 3.4).

Although it is clear that the major medieval and post-medieval port for the town of Newport was situated around Town Pill, there is evidence that other pills along the length of the River Usk were also utilised. The boat fragment from the Alexandria Dock raises the possibility that other pills along the River Usk were used as havens from the prehistoric period onwards. Whilst the presence of formal quayside features are less likely at these other pills, the chance find of further boats or ships cannot be ruled out. The areas around Jack's Pill, Spytty Pill and Pill Gwenlly are therefore considered to have high potential for further archaeological discoveries. Those areas where previous deep excavations will have removed any potential surviving archaeological deposits, for example the modern docks, have been classified as low potential, whilst areas where the archaeological resource is well understood, such as Newport Castle, are described as 'established potential'. The remaining areas, including the River Usk itself, are described as medium potential (see Figure 3.4).



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Figure 3.4: Newport zones of archaeological potential

4. Cardiff

4.1 Location and topography

The town of Cardiff originated on the east bank of the River Taff, where a medieval castle was built on the site of a Roman fort, although the settlement has subsequently expanded to the west side of the river (see Figure 4.1). The east wall of the town ran along the moat, the course of which was subsequently followed by the Glamorganshire canal. The study area for Cardiff is centred on NGR ST 18199 75409 and covers 125.9ha. The historic map coverage includes a larger area of 385.0ha (see Figure 4.2).

4.2 Geology

The geology of the Cardiff area is mostly composed of post-glacial gravels, sands and clays. River-borne gravels were deposited to form the terrace on which the city now stands. The alluvial terrace of Grangetown and the docks is composed of silts and clays and was laid down during the Holocene. They contain no economically viable minerals and have never been mined. However, due to a rise in sea level they may overlie buried organic material (Mould 2002, 10). The soils of the area are unsurveyed, but will include alluvium associated with the River Taff (SSEW 1983).

4.3 Historic background

4.3.1 Prehistoric and Roman

There is some evidence for prehistoric activity in Cardiff. An early Bronze Age decorated axe head (01723s) was discovered in one of the earth banks of Cardiff Castle, a socketed axe-head (00140s), dating to the middle Bronze Age, was located under St. Mary's Street and a late Bronze Age hoard (01516s) was unearthed at Ninian Park football ground. No Iron Age material has been found in the vicinity, with the nearest activity being at a hill fort in Caerau, Ely.

In contrast, the Roman period saw the construction of a fort on the east side of the Taff, in AD55/60-75. It was formed of earth and timber and covered an area of around 9.6 hectares and controlled the strategic crossing point of the river. It is likely that the structure was a base for legionary auxiliaries, probably numbering around 500, with additional cavalry. A much smaller fortification was subsequently built in AD75-80, and further reduced in scale in early 2nd century. This was replaced by a third fort, displaying an elaborate south gateway. The last of the Roman defences dates to around AD280 and was located slightly to the south, but overlapping the previous structure, finally being abandoned around AD383. Evidence for small scale civilian activity (00107s) is also present in the city, with an excavation on the site of Lloyd's Bank on High Site, revealing evidence of iron working and pottery kilns.

Undoubtedly the most important early medieval site is Llandaff, a monastic site founded in around AD680 and now integrated into the city. There are early Christian churches in the area, although there are significant documentary sources for Glamorgan as a whole, none directly relate to Cardiff. Although there is no archaeological or historical evidence to indicate large scale civilian occupation prior to the 1080s, place-name evidence may suggest there was some settlement activity before this date. The name of Womanby Street is thought to be derived from 'hundemanby', a Viking word meaning 'strangers area'. This suggests that there may have been a trading settlement to the south of the area of the Roman fort during this period, although no archaeological evidence for such a settlement has been found.

Urban Waterfronts in south-east Wales: Phase 1

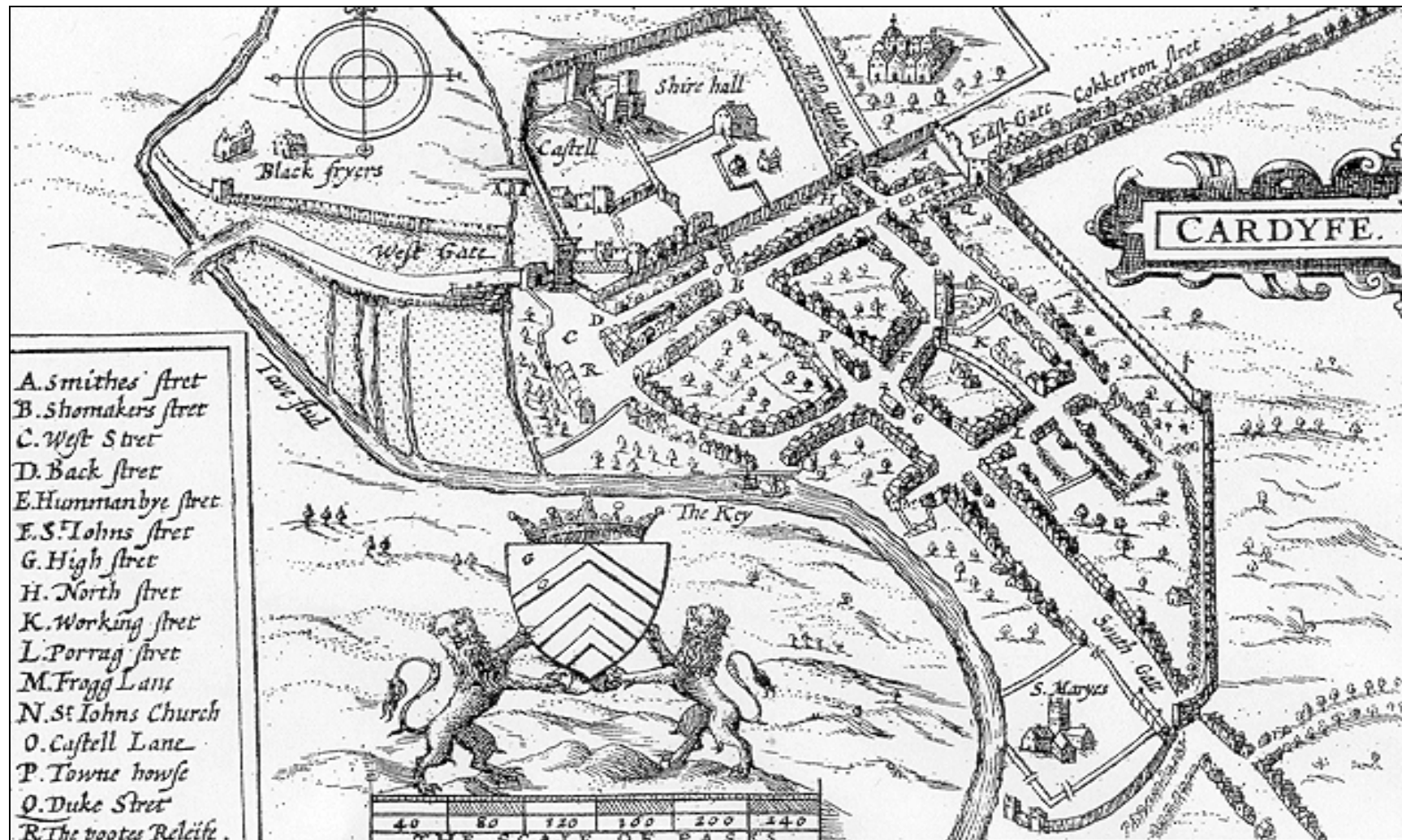
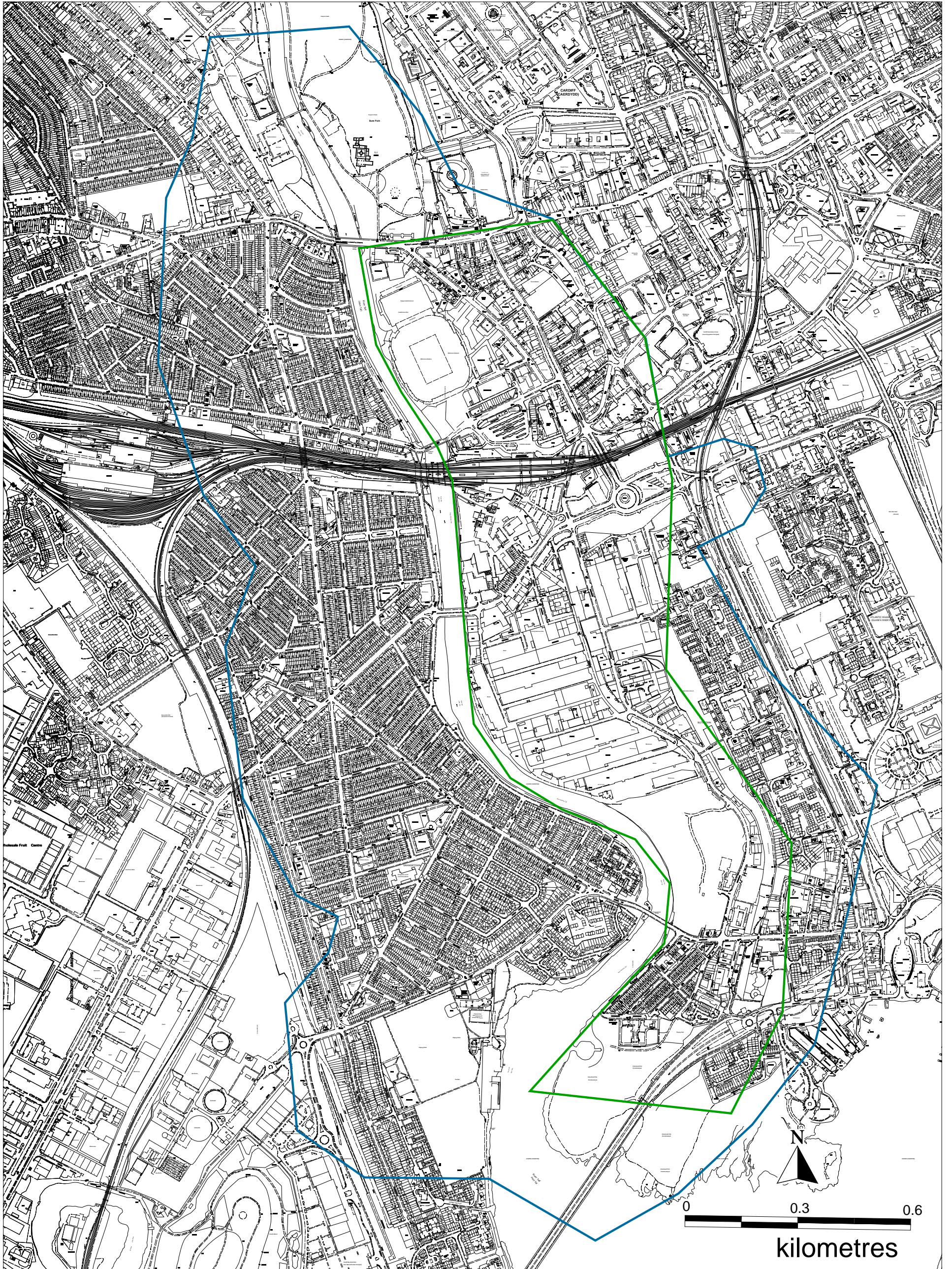


Figure 4.1: Speed's map of Cardiff (1610)



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Figure 4.2: Cardiff study area (green) and area of historic map coverage (blue)

4.3.2 *Medieval*

Cardiff Castle was founded in the late 11th century by Robert Fitzhamon and utilised the Roman fort as a base for construction. The fortifications began by the building of a motte in the north-western corner and an earthen bank formed above the Roman walls. Due to the unstable nature of the region during this period, the town was quickly defended by the construction of a wall. The first was a wooden palisade, built in the 12th century and additional defences were provided by a ditch and embankment. As early as 1171 Cardiff had grown too large to be encompassed by the wall, however, and there was a 'new borough ... outside the town of Kardif' (Rees 1969, 17). Further evidence of expansion can be seen in the fact that by 1262 there were 400 burgages in the town, with a conservative estimate of the population of about 2,000 (Rees 1969, 28).

It was during this period of civic growth that both the Dominicans and Franciscans established friaries in Cardiff. The Dominicans' was founded in 1242 on the west bank of the River Taff, whereas the Franciscans' was built in around 1280 and located beyond the East Gate of the town.

The trading fortunes of Cardiff were closely linked with that of the Lord of Glamorgan, who also held the town and estates of Bristol, and it is therefore likely that a high level of trade existed between the two towns. Cardiff's maritime trade was of growing economic importance in the 13th century; records dated to the late part of the century reveal that imported goods were subject to a fixed tax and prisage of wine was also levied. Furthermore, a document of 1263 indicates that port taxes formed part of the borough revenues. Officials were appointed to collect these revenues and also to ensure safe navigation of the river. With this level of trade, it seems probable that a river quay was already in existence at this time (Chapell 1939, 15).

The successes of the port continued into the 14th century; in 1315 for example, Cardiff is described as a '*villa mercatoria*' or a town of merchants. A sum of 7s. 2d. was collected by the king's custodian in 1316 from the 'tolls of the sea landing-place' and 2s. 5d. was levied as tax on the sale of timber 'in the Port of Kaerdiff' (Chapell 1939, 15). The taxes reserved for the king, i.e. those on wool, woolfells, hides, leather and wine were so important to the Crown that to ensure that their value did not depreciate, trade in such goods was restricted to a limited number of towns; these became known as 'Staple Towns' or 'Staple Ports'. A document dating to 1327 states 'the staple ... shall be held at Shrewsbury, Carmarthen and Cardiff ... and at no other places' (Chapell 1939, 16), clearly showing the importance of Cardiff as a trading centre.

The increases in population were curbed in the 14th century, probably due to the devastating effect of the Black Death. This is reflected in the significant reduction in revenue from tolls, fisheries and mills. However, despite this the town was evidently successful enough to be given a charter in 1340. Such development persisted, even when the entire settlement was sacked by Owain Glyndwr in 1404, except for Crockherbtown. It is stated in the Eulogium Historiarum that the area was spared because of Owain's fondness for the Franciscan order, whose monastery bordered Crockherbtown Lane (Stephenson 1998, 20).

In the 15th century there were further troubles caused by the War of the Roses, and the economy of Cardiff may have suffered. At this time 20 burgages are described as being derelict and 'yielded no rent', although at the same time there was development in the town, 'for houses were being built along the line of the castle ditch' (Griffiths

1978, 118). The lack of port records from the marcher lordships in the 15th century means that the levels of maritime trade during this period are difficult to assess. However, such trade certainly continued, as records from Bristol show that vessels from Cardiff docked and unloaded their cargo, mainly hides, fish, leather and wool, at the quay known as the 'Welsh Back' (Chapell 1939, 17).

4.3.3 *Post-medieval*

By the 16th century, the population of Cardiff had declined to around 1345 and the number of burgages had been reduced to 269, but the importance of Cardiff as a port does not appear to be diminished. The Welsh Port Books illustrate that there was considerable coasting and foreign trade into and out of Cardiff during the 16th century; indeed 'the Merchant Stranger was probably less estranged from Wales than from other parts of the English realm, and less so, too, from the legal port of Cardiff than from the legal port of Milford' (Lewis 1927, xviii). Sometime before 1559, the administration of the Customs Revenue was reorganised and the Welsh coast was divided into three Legal Ports, with Cardiff being the Head or Legal Port for all ports and creeks between Chepstow and Wormshead (Lewis 1927, ix). Cardiff has its own Customs House, (along with Chepstow and Swansea) and in 1573 10s. were paid for the repair of this building (Lewis 1927, 323-24).

The earliest surviving references to a quay in Cardiff also date from the 16th century. A Minister's Account of 1550 shows William Bonar and Morgan Mathew being tenants of burgages 'in le key de Cardiff'. Rice Merrick noted in 1576 'a faire Key, to which both Ships and Botes resort', and in 1596, Rice Lewis describes 'a faire Key and a safe harborowe for Shippinge' (Chapell 1939, 20).

The coming of the Industrial Revolution had a dramatic impact on Cardiff. The huge ironworks in Merthyr Tydfil, for example at Cyfarthfa built in 1770 (Davies 1990, 316), meant that export of iron from south Wales was crucial, and the expansion of this export trade was enabled by the construction of the Glamorganshire Canal. The Canal was built from 1790-1794 and linked the city with the valley settlements. Such export links were further developed with the construction of the Bute West Dock (in the 1830s), and the Taff Vale Railway (opened in 1841).

As a result, the population of Cardiff exploded in the 19th century, 'roughly doubling itself every 20 years from a start of 10,000 in 1841' (Stephenson 1998, 23). In order to accommodate this vast influx of inhabitants a large amount of new housing was constructed in relatively small areas, resulting in the usual 19th century health and social problems (Stephenson 1998, 23).

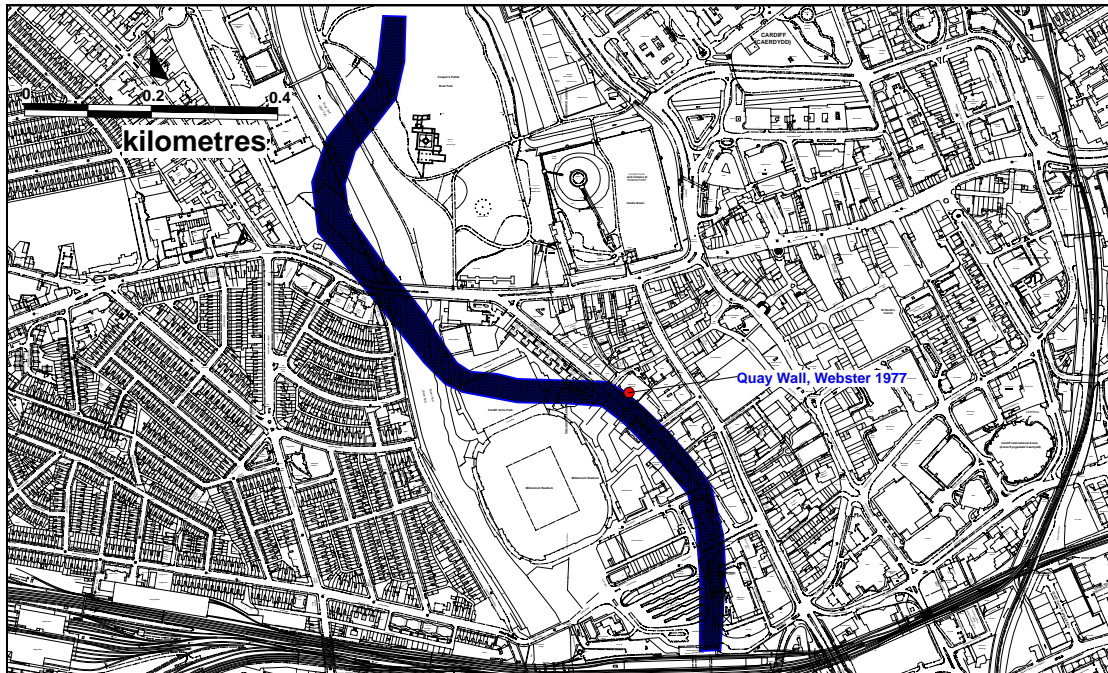
Despite this, Cardiff went on to become the biggest coal export port in the world. In 1913, when the docks were working to their maximum efficiency, thirteen million tons of coal were shipped in that single year. The town continued to develop throughout the century, until it was granted city status by Edward VII in 1905, and went on to become the capital in 1955. The Cardiff Bay barrage was also completed in 1999, as part of the waterfront development scheme.

4.4 **The Waterfront**

The course of the River Taff has altered substantially over time as the main meander has moved south and west due to natural processes of erosion and alluviation. This can be evidenced by cartographic sources and seen today fossilised in the curve of modern Westgate Street. An approximately 600m long section of the River Taff to the west of the town was then canalised in 1849-1853 for the accommodation of the

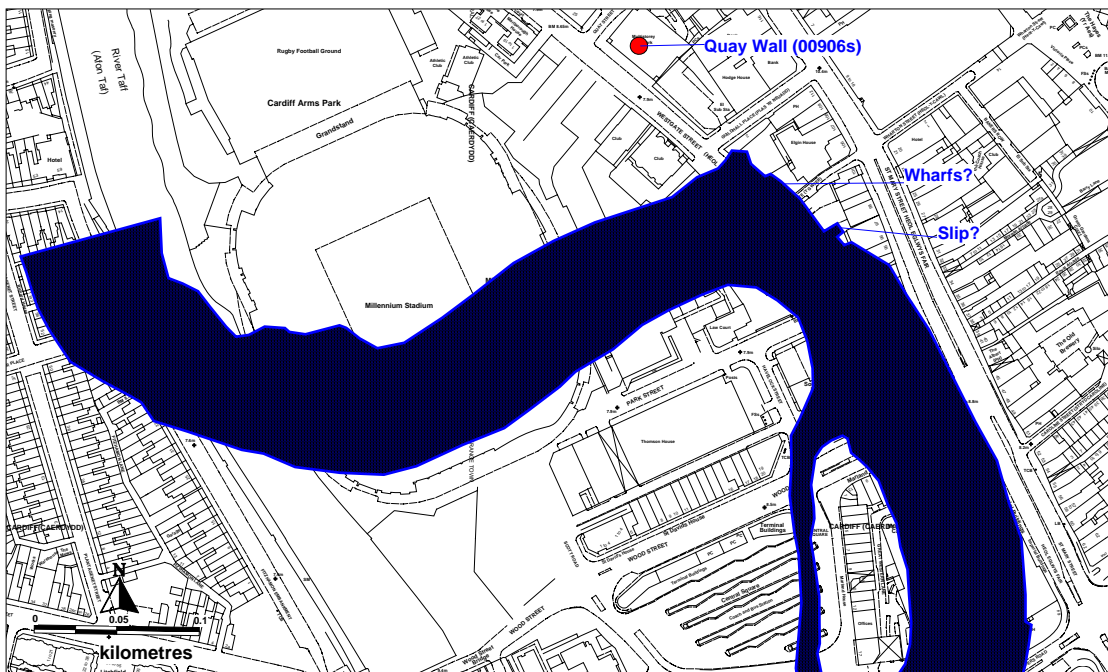
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railway (Sanders 2003). Figure 4.3 to Figure 4.8 show this changing course of the river between 1610 and 1876.



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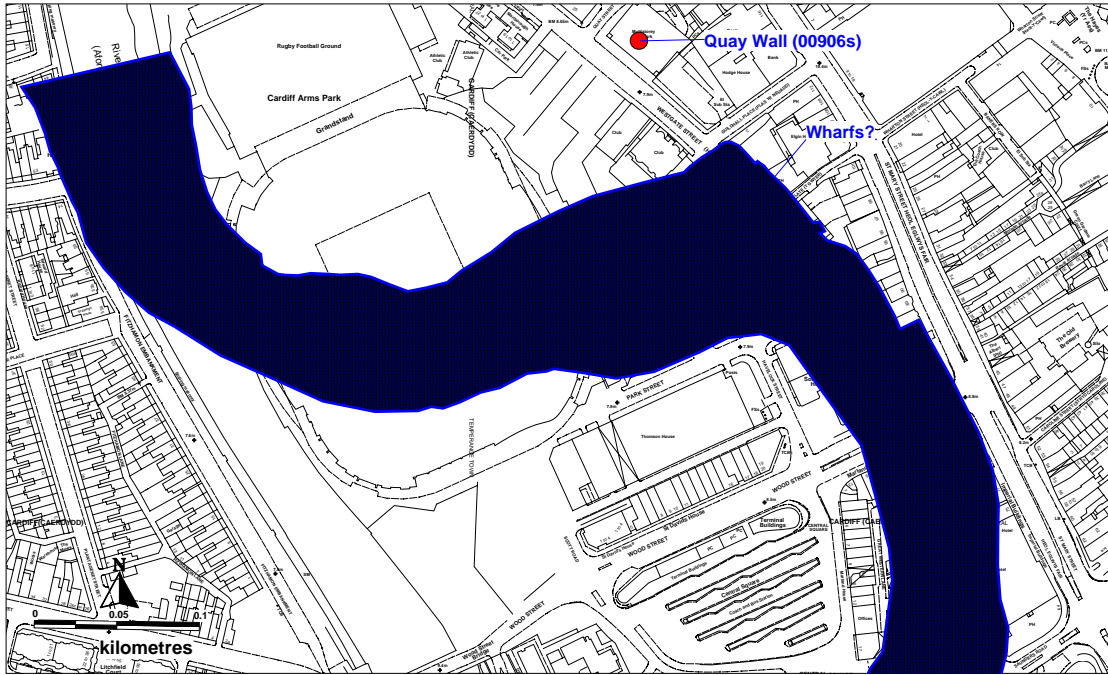
Figure 4.3: River Taff as shown on Speed's map of 1610



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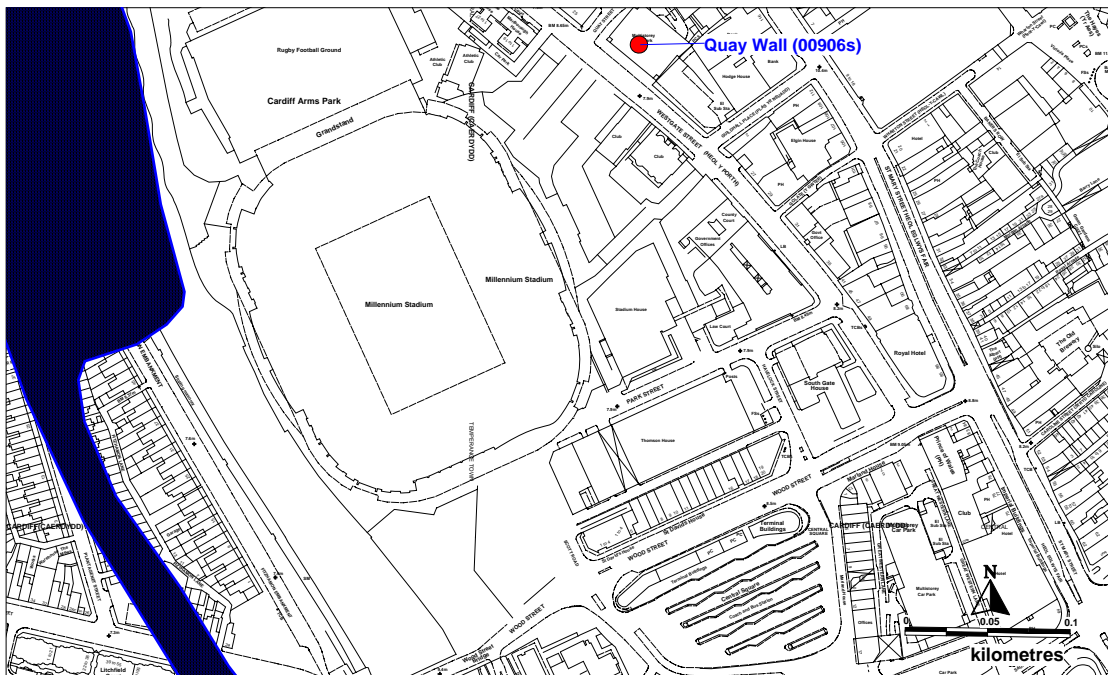
Figure 4.4: River Taff as shown on the Bute Estate map of 1824

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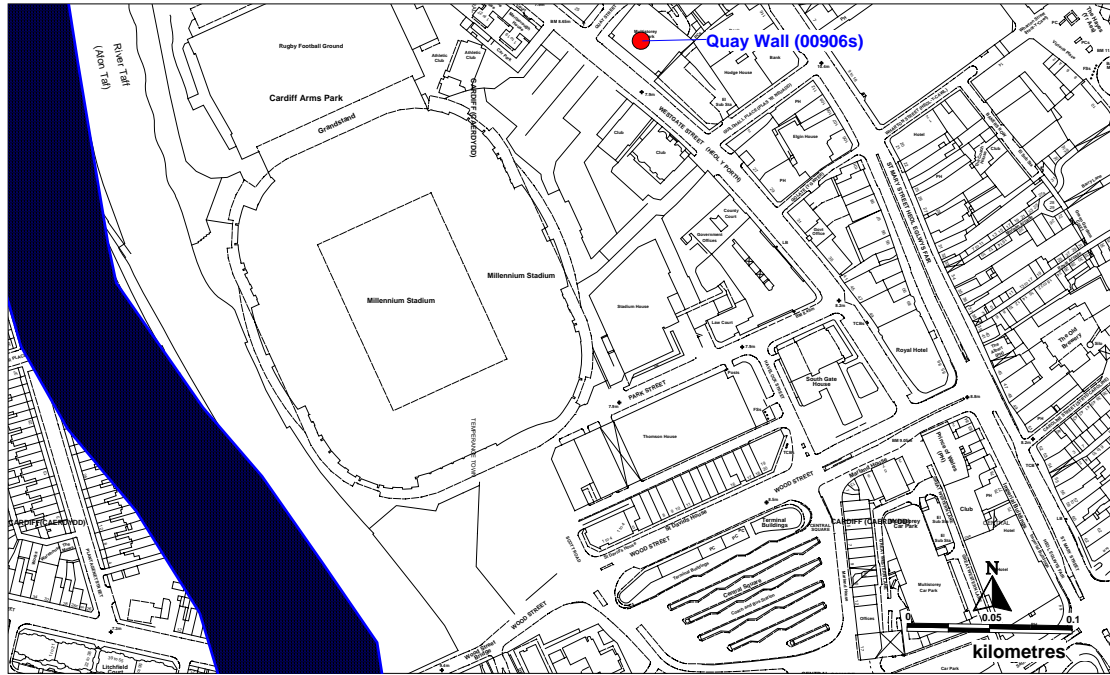
Figure 4.5: River Taff as shown on the Wood's 1830s Plan of Cardiff



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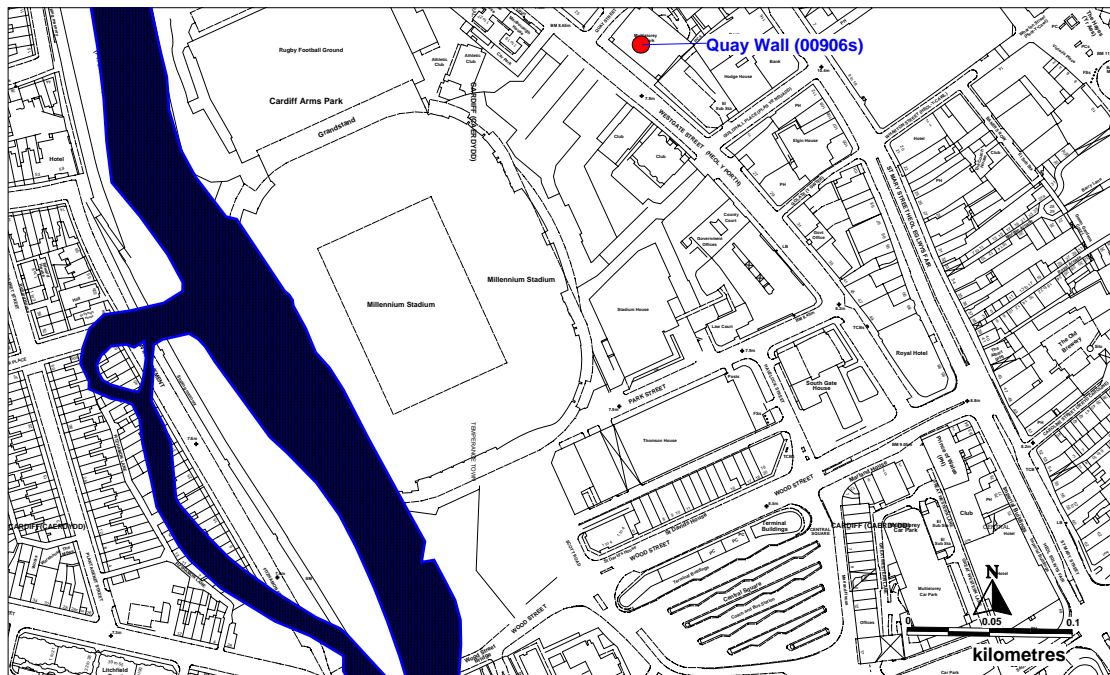
Figure 4.6: River Taff as shown on the map of the Port of Cardiff of 1849

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Figure 4.7: River Taff as shown on the map of the Port of Cardiff of 1855



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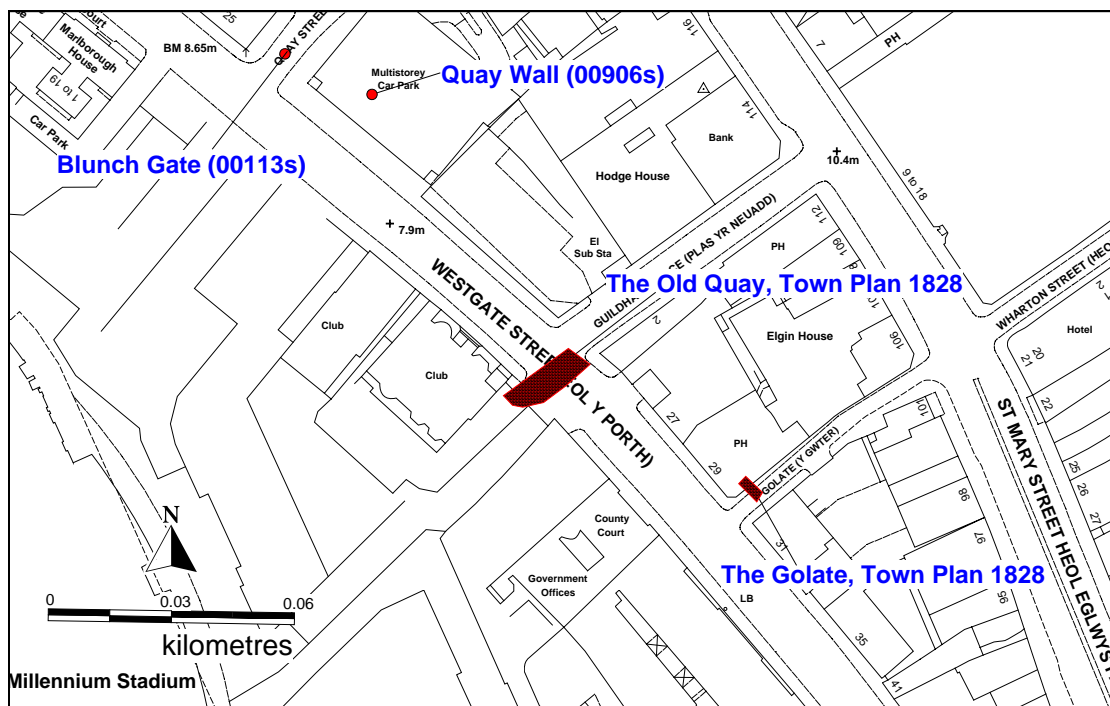
Figure 4.8: River Taff as shown on the OS 1st edition map of 1876

The changing course of the River Taff has to be considered when locating the medieval and post-medieval port in Cardiff. Two sites are known from documentary sources, Blunch Gate (00113s) on the site of modern Quay Street and the Golyate or

Urban Waterfronts in south-east Wales: Phase 1

Lesser quay (00864s). The town plan of 1828 shows a third quay, labelled ‘The Old Quay’ between Blunch Gate and Golyate (see Figure 4.9). The Blunch Gate was a slip or quay mentioned in an account of 1552, which stated that it was a great expense to the town and required constant maintenance, and had been rebuilt three times in the previous twenty years, suggesting it had been there since at least 1532. However, it is almost certain that some sort of quay existed before this period, indeed charges for the maintenance of the ‘key’ had been charged against the Corporation for ‘tyme out of mynde’ (Chapell 1939, 20).

Whilst the quay was the only landing place noted by the 1685 Commission, from 1698 onwards vessels were permitted to berth on the riverbanks. This was due to larger craft being unable to reach the quay during neap tides or if the river flooded (Chapell 1939, 28). The problem was compounded in the 18th century by the quay itself falling into a poor state of repair, and by inadequate dredging (Chapell 1939, 53) and Blunch Gate was ordered to be demolished in 1875.

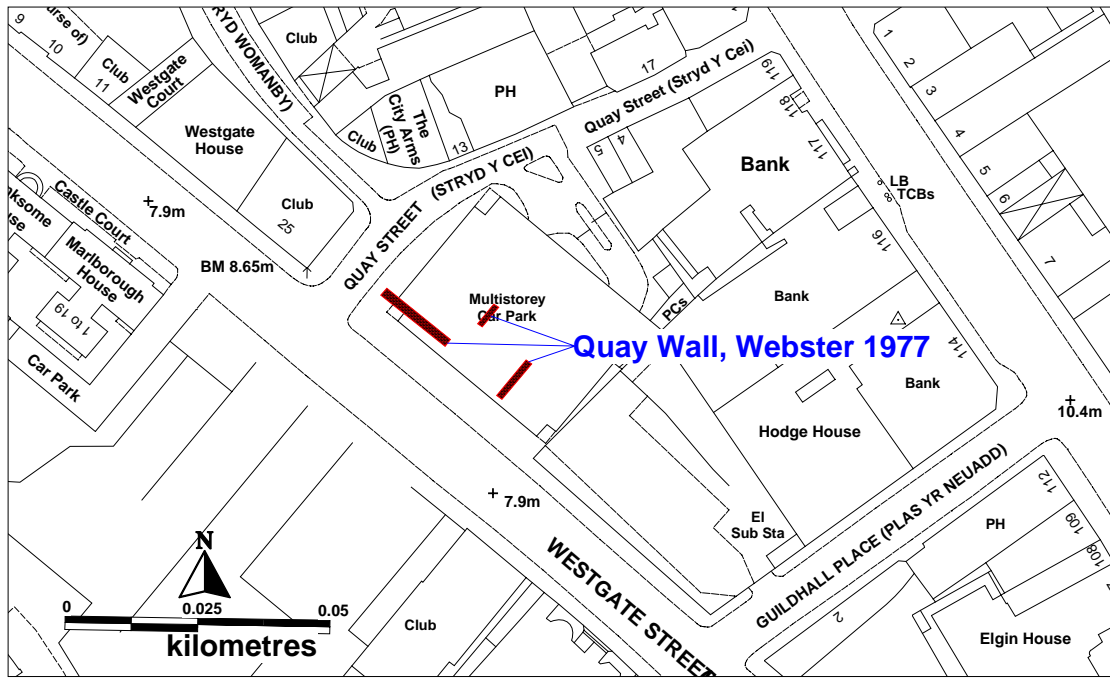


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Figure 4.9: Location of quays along Westgate Street

During deep excavations for a multi-storey car park in 1973-1974 (00906s), three fragments of walling were discovered, one of which was 1.2m wide at the base and survived to a height of 3.57m (Webster 1977, 88-115). These structures are almost certainly associated with the quay at Blunch Gate, and the arrangement may suggest they represent parts of a slipway. The location of these wall fragments has been plotted (Figure 4.10) and correlate well with the quay or ‘Key’ depicted on Speed’s Map of 1610.

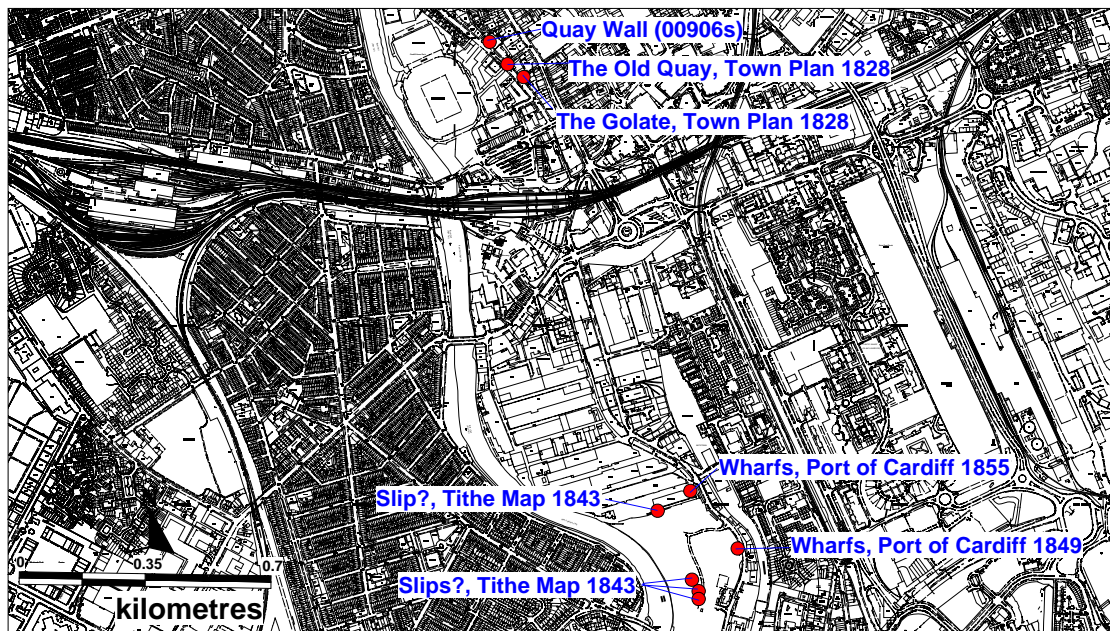
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Figure 4.10: Detail of quay wall excavated by Webster (1977)

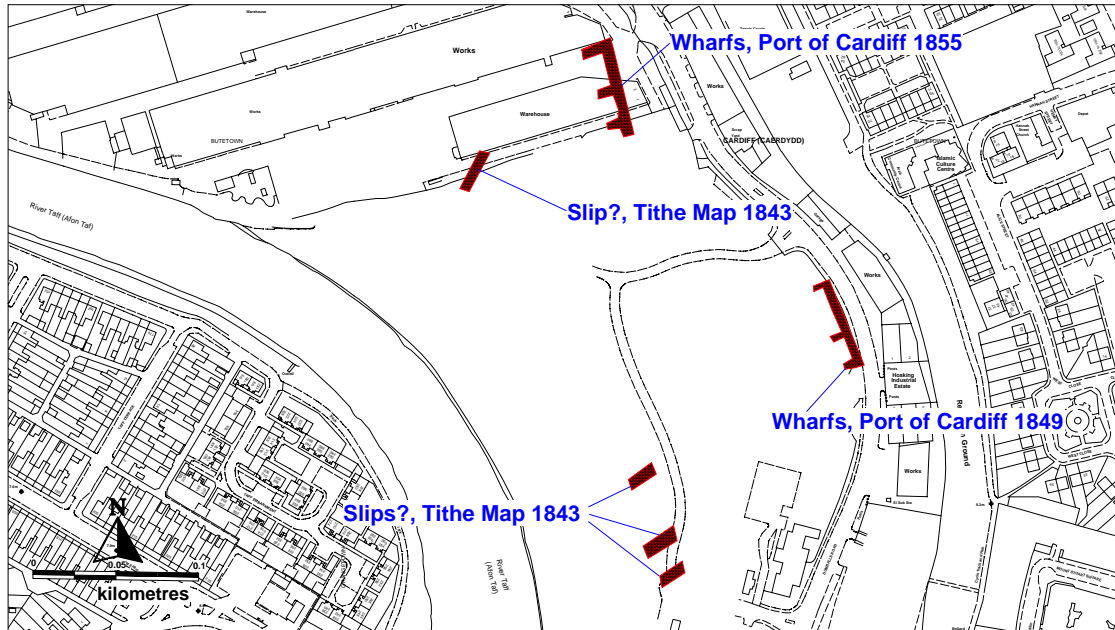
The construction of Glamorganshire Canal in 1790-1794 heralded a major change to the layout of Cardiff, which continued with the construction of the Bute West Dock in the 1830s and the Taff Vale Railway, which opened in 1841. This redevelopment, triggered by the Industrial Revolution, led to the explosion of population and, again like Newport, the complete movement of the modern docks away from the centre of the town and towards the sea.



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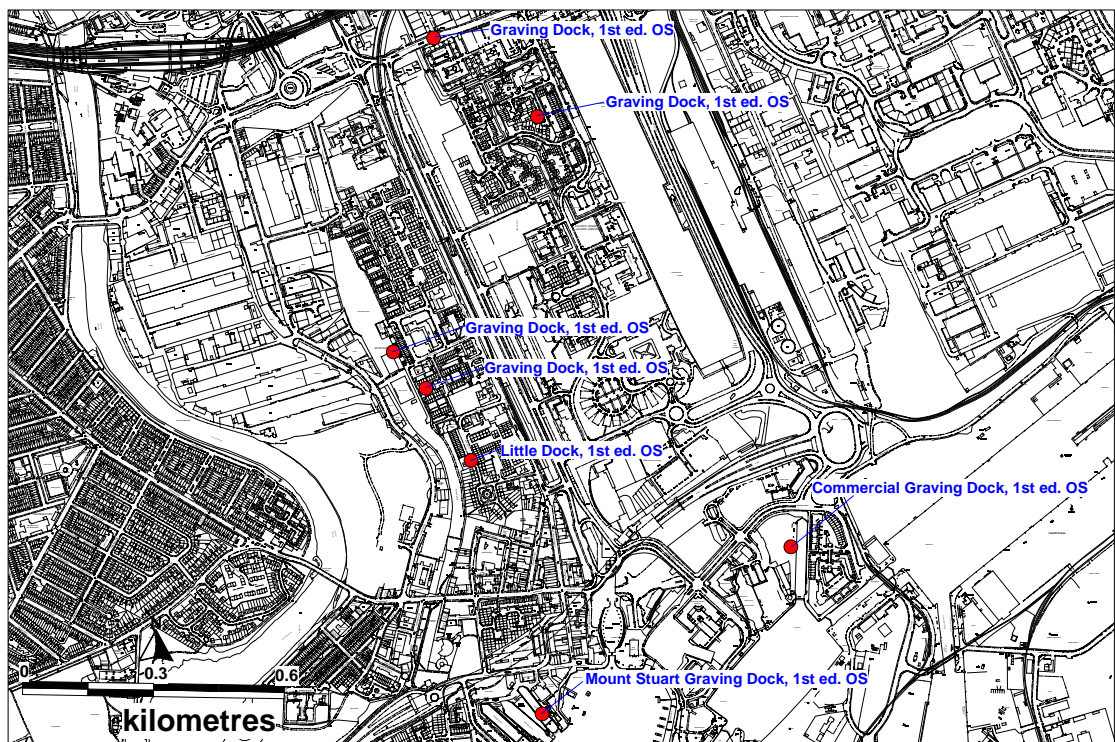
Figure 4.11: Cardiff waterfront features from Tithe and Port maps (overview)

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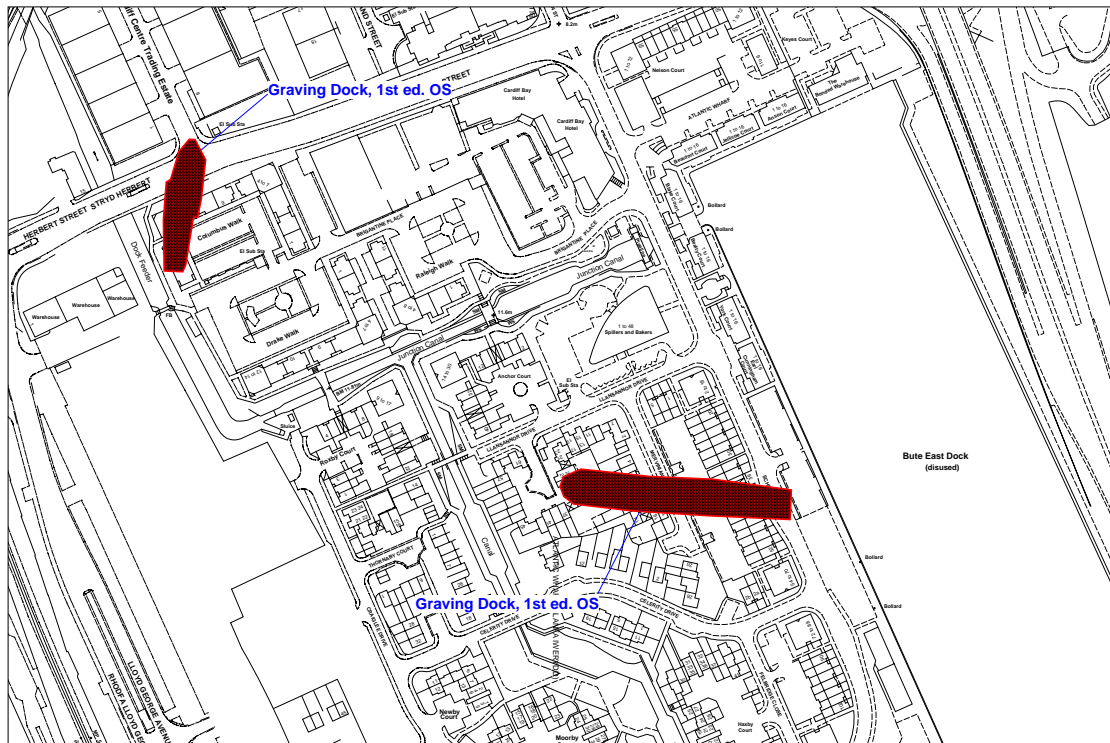
Figure 4.12: Cardiff waterfront features from Tithe and Port maps (detail)



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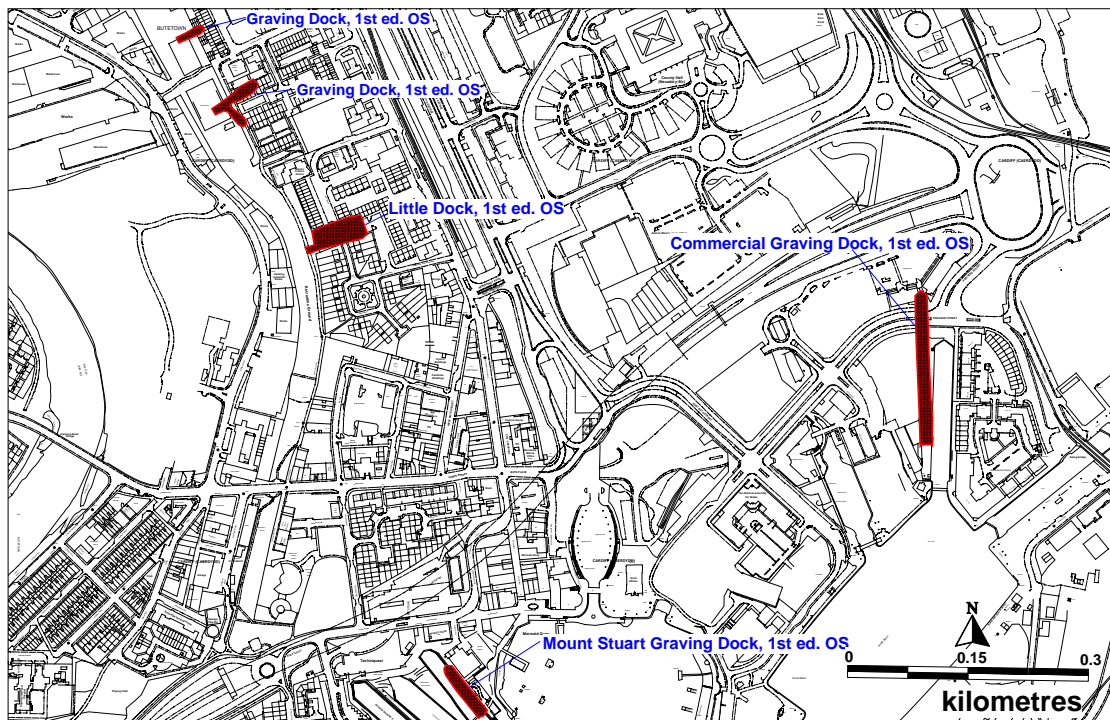
Figure 4.13: Cardiff waterfront features from OS 1st edition map of 1876 (overview)

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Figure 4.14: Cardiff waterfront features from OS 1st edition map of 1876 (north detail)



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Figure 4.15: Cardiff waterfront features from OS 1st edition map of 1876 (south detail)

4.5 Discussion

The Blunch Gate excavation demonstrated that riverside features can survive at substantial depths below the modern ground surface. In addition, two boreholes sunk during the construction of the Millennium Stadium contained wood approximately 4m below modern ground surface. Whilst this wood is not necessarily an indicator of human activity, it clearly demonstrates the potential for organic material, including palaeoenvironmental information, to be preserved in the alluvial clays of the River Taff.

Whilst Blunch Gate and Golyate may have been the two major medieval and post-medieval quays serving Cardiff, it is possible that other, possibly earlier, riverside structures survive. The Roman fort would almost certainly have received supplies by water, and whilst evidence is limited, it is probable that a small settlement existed to the south of the fort from this period onwards. Given the movement of the River Taff, the location for putative earlier riverside structures is difficult to predict; however the area to the west of the castle and medieval town is considered to have a high potential for surviving archaeological remains (see Figure 4.16).

In addition, the smaller pills to the south of the city may have been attractive as temporary havens from the prehistoric period onwards, and like Newport, the possibility of the discovery of boats or ships cannot be ruled out. This area is also therefore considered to have a high potential. Other areas, including the River Taff have been assigned a medium potential, apart from where modern developments will have removed any potential surviving deposits.



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Figure 4.16: Cardiff zones of archaeological potential

5. Swansea

5.1 Location and topography

Swansea is situated at the mouth of the River Tawe, opening into the large Swansea Bay (see Figure 5.1). Whilst the historic core of the town was located on the west bank of the river, more recent expansion has seen it develop onto the east side of the River Tawe. The study area for Swansea is centred at NGR SS 66116 93199, and covers an area of 87.64ha. The historic map coverage includes a larger area of 142.1ha (see Figure 5.2).

5.2 Geology

Swansea is situated on Carboniferous Coal Measures, and the extraction of coal from the area has greatly influenced the history and development of the region. The soils of the area are unsurveyed, but will include alluvium associated with the River Tawe (SSEW 1983).

5.3 Historic background

5.3.1 Prehistoric and Roman

There is a distinct lack of evidence for any prehistoric activity within Swansea. There are isolated finds, such as a Neolithic leaf-shaped arrowhead (00452w), but no settlement evidence has been discovered. There is more evidence to indicate a Roman presence in the area, in the form of coins (00423w) for example, but still the material is scarce.

It has been suggested that Swansea has its origins as a Scandinavian trading post. While the mouth of the River Tawe forms a natural harbour, the argument is based on place-name evidence alone. The modern name of Swansea is composed of two elements: 'Sveinn', an Old Norse proper name, plus 'sae-r, sja-r, sjo-r' meaning 'sea', or, more probably, Old Norse 'ey' meaning 'island' or 'inlet' (Williams 1990, 3). It has been postulated that this refers to Swein Forkbeard, King of Denmark between 986 and 1014, but there is no other evidence to support this theory. The only tangible evidence for a Viking settlement at Swansea is artefactual, with the discovery of a Hiberno-Norse ring pin of 9th century date.

5.3.2 Medieval

The earliest documentary mention of Swansea Castle is in 1116, which was to form the focal point for the administration of Gower. The original structure seems to have been a motte-and-bailey design, although no above ground remains survive. During the 13th century, probably after the razing of the defences in 1217, the castle was partially reconstructed in stone. Forming a structure that was later to be known as the 'Old Castle'. Furthermore, an additional stone building, constructed in the 14th century and known as 'le Newerke' or 'new work' i.e. the 'new castle' (Evans 1983) survives as part of the modern remains. Along with the castle, elements of the Hospital of the Blessed of St. David endure to the present day. The hospital was constructed in 1332 by Henry de Gower, the Bishop of St. Davids. It was located on St. Mary Street, close to the church, and a gabled block of the Cross Keys Inn retains the original medieval hospital windows.

Urban waterfronts in southeast Wales: Phase 1

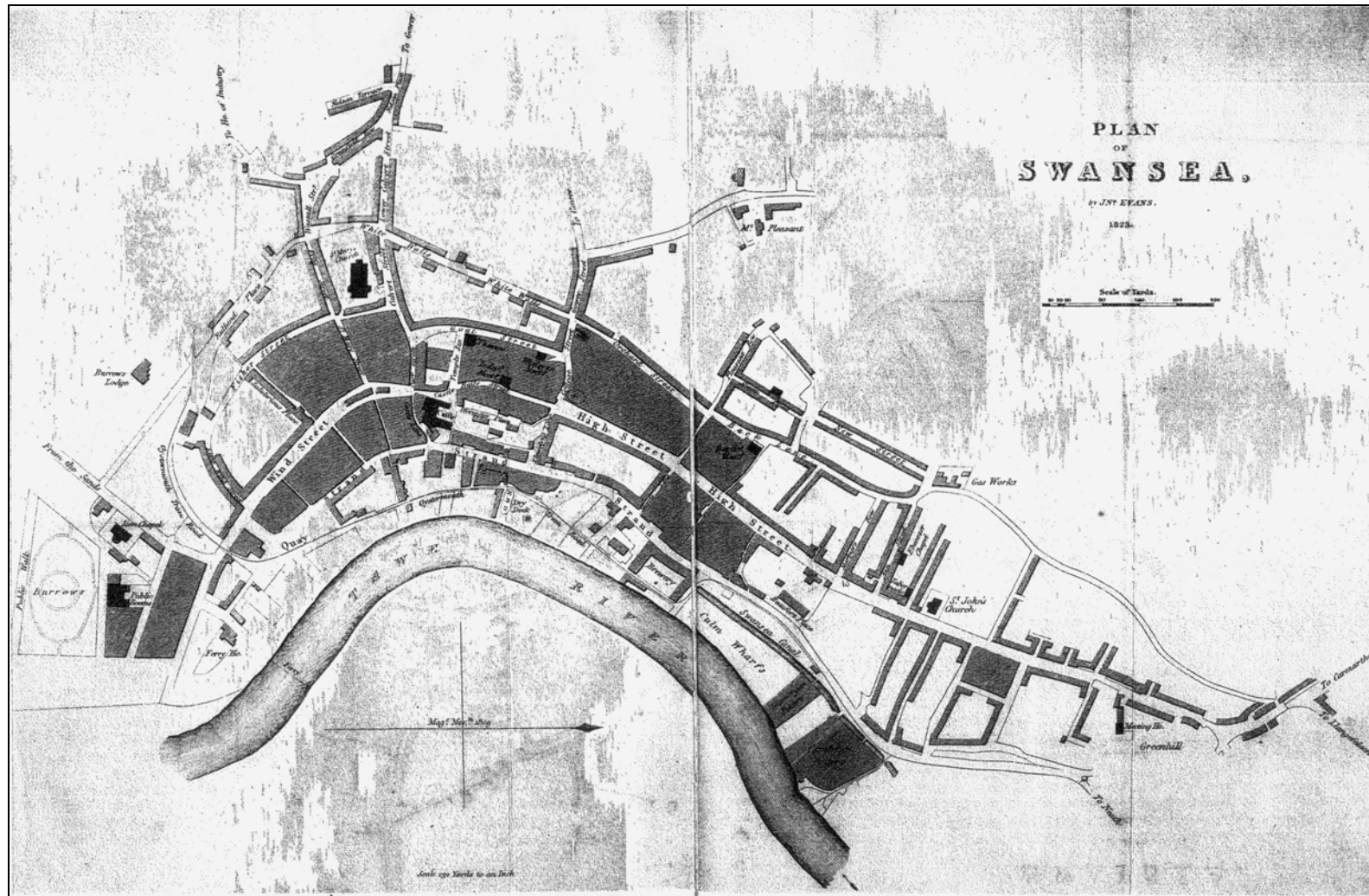
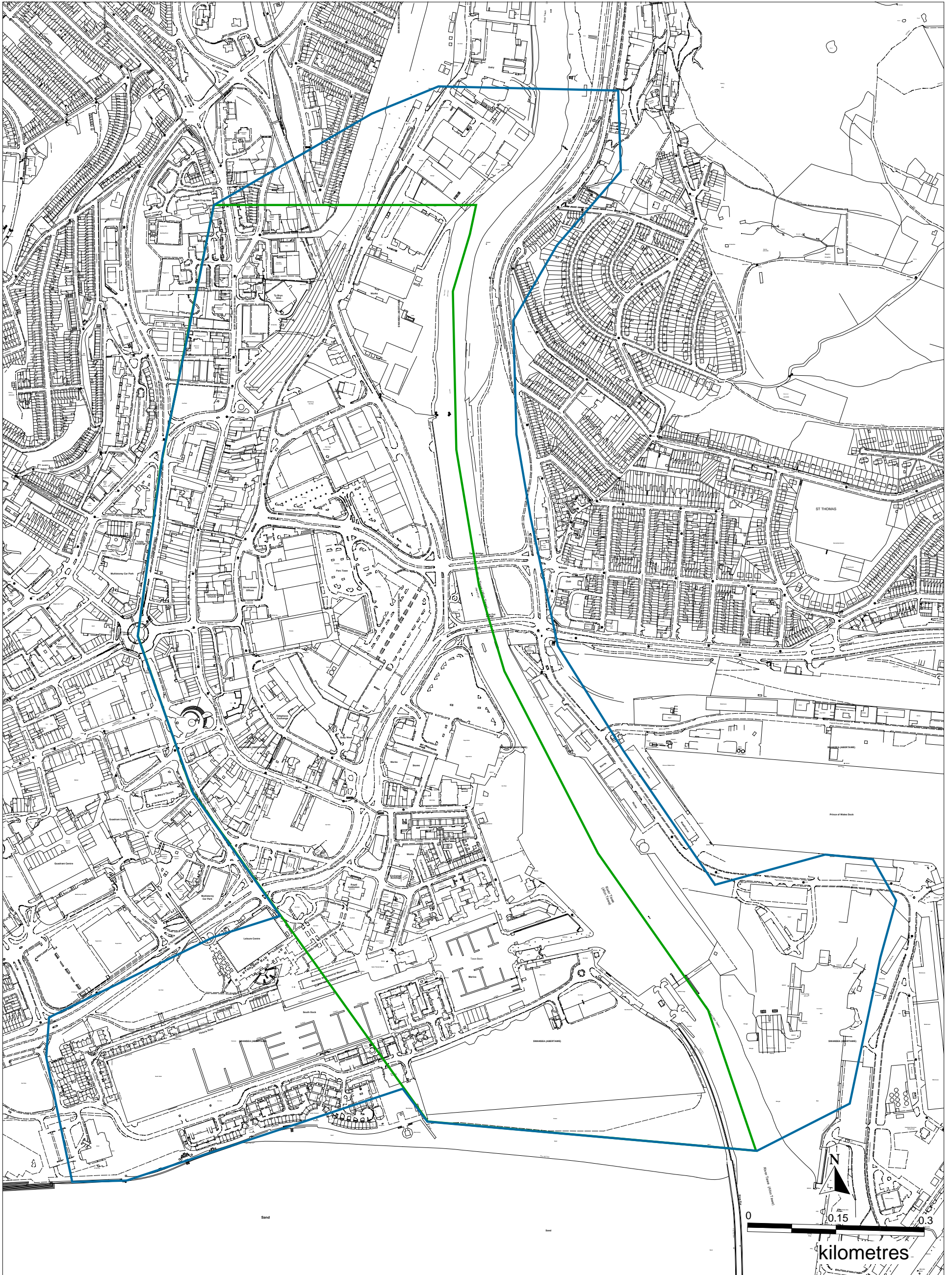


Figure 5.1: Evan's map of Swansea (1823)



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Figure 5.2: Swansea study area (green) and area of historic map coverage (blue)

The medieval town was built in a rough 'L' shape, with St. Mary Street running east from the parish church to the south end of the market on Wind Street. The major route through Swansea continued along Frog Street, to the Wassail Gate. Wind Street was one of the principal streets of medieval Swansea, with a market at its northwest end, in the area now known as Castle Square. It is likely to have been built up by the time the town received a murage grant under Edward II in around 1330, with burgage plots lining both sides of the street as far as Mount Street. However, frequent raids on the town made life difficult for the residents of Swansea, and in a bid to encourage settlement, a town charter was granted between 1153 and 1184. The charter was favourable, and confirmed many rights such as pasture land, and 'each burgess was also entitled to seven acres of land 'beyond the wood'' (Griffiths 1978, 265).

The early town was already in use as a port, with shipbuilding forming an important part of the economy, as can be seen by the charge of 12d. for each ship constructed from timber cut from the lord's wood, again through the town charter (Griffiths 1978, 265). Additional evidence can be seen in William de Braose's charter of 1306, which mentions the quay and ferry. The ferry is likely to have been of the rope and windlass type and was located outside the South Gate. The remains of an early quay (00458w) were discovered to the east of the castle in 1953 (Soulsby 1983, 246).

Foreign traders, especially wine merchants were visiting the town and important to the town's growth. Documents record that 'prisage of wine shall be paid unto us, to wit, for thirty hogshead carried in one ship from ports beyond the seas as hath hitherto accustomed to be given' (Thomas 1990, 18). Trade goods included fish from Ireland, iron from Chepstow, pottery from Bristol and wine and salt from the south west of France (Thomas 1990, 21). Such trade was encouraged by the lack of royal customs being levied against incoming goods. Ships from Swansea also ventured far afield, with a trader journeying to Iceland in 1447, exporting corn, wool, coal and lime.

Despite these early strides in the growth of the economy, the later Middle Ages saw a marked decline in the fortunes of the town. This follows the pattern seen across much of the country, as the plagues of the 14th and 15th centuries, including the Black Death, devastated the population. The effect was especially destructive where people were grouped together, and Swansea was no exception. It has been estimated that between a third and a half of the population was lost, with an obvious effect on the town's economy.

5.3.3 *Post-medieval*

However, during the post-medieval period the town began to recover and indeed thrive, and both a cause and an effect of this booming economy was the improvement of the port facilities. Swansea was under the overall administration of the Legal Port of Cardiff but, along with Chepstow, had its own Customs House by 1573 (Lewis 1927, 323), illustrating the town's importance for maritime trade.

The Welsh Port Books indicate that during the latter part of the 16th century, a considerable amount of coal was exported from the area around Swansea to France and the Channel Islands, and from this point the mineral resources, particularly coal, became the major factor behind the extension of Welsh maritime activity. Between 1566-67 and 1602-03, almost all the out-shipments from Swansea and Neath were of coal, with just minor quantities from other south-east Wales ports. This accounted for the higher percentages of foreign exports from the Legal Port of Cardiff, compared with that from the Legal Port of Milford (Lewis 1927, xix-xxi). New quays were rapidly constructed, and the level of shipbuilding threatened to get out of hand; a graving dock was built and by 1652 the production of ships was beginning to adversely affect the traffic within the port (Williams 1990, 16). The population rose along parallel lines, with an estimate of 900 in 1545, which increased to 1650 in 1635 (Williams 1990, 18).

The success of the coal mining industry directly led to the rapid increase of metal smelting in the early 18th century. It took on average eighteen tons of coal to smelt four tons of copper ore, to produce one ton of copper (Williams 1990, 24), so it made economic sense to transport the copper ore to the coal. Consequently, several copper works were established in the Swansea area, such as the Cambrian Works, constructed in 1720. Such metallurgical developments continued to expand well into the 19th century, with Swansea becoming an internationally important production site. The massive copper production fuelled the increased population and economy of the town, until the decline of the industry after the First World War. Recession hit Swansea and the town centre was very nearly obliterated by the ‘Three Nights’ Blitz’ of 1941. Despite this, modern day Swansea has recovered, becoming a centre for tourism and the arts. The economy is also resurgent, as is evident by the many developments, in particular within the maritime quarter.

5.4 The Waterfront

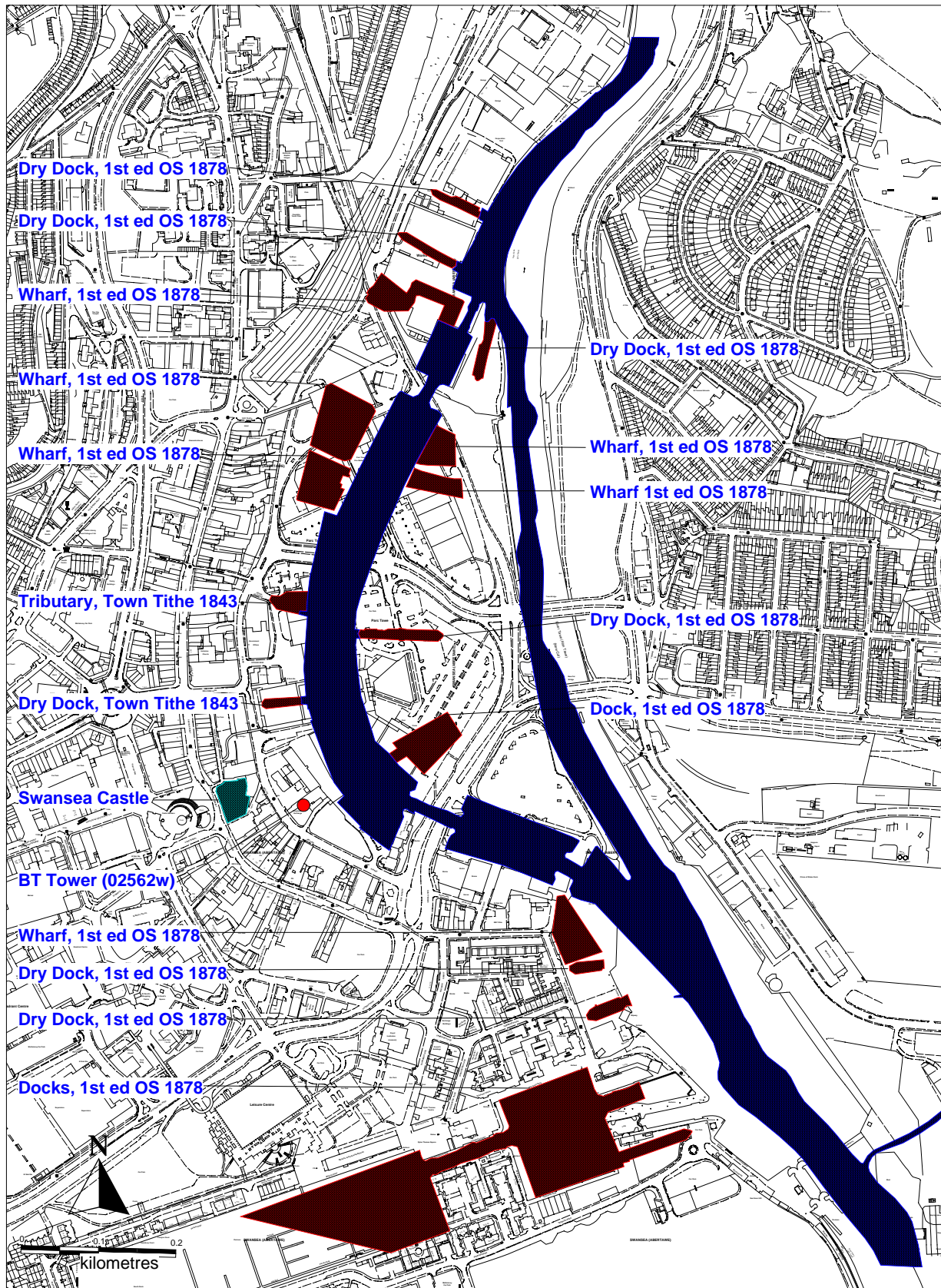
Like the River Taff, the River Tawe has had its course substantially altered, less by natural processes than by the creation of the New Cut, which was opened on 14th March 1845. The original course of the River Tawe closely followed the edge of the road known today as The Strand. The river ran immediately east of the castle and it is evident that the main medieval port area was directly below the castle. Archaeological evidence for this was found during rebuilding operations at the rear of the castle. The riverbank was found to have been revetted with wooden piles and oak planks, and possible mooring posts were also found. It is possible that other riverfront were located along the west bank of the River Tawe, where it formed the east side of the medieval town.

The huge expansion of the export trade in Swansea from the 17th century onwards required the construction of new docks and quays. These developments are well documented by W. H. Jones (1922). The new quays and docks were situated along the west bank of the River Tawe, and the southern extent of ‘the haven proper’ was marked by ‘the pill’ (Jones 1922, 25-26). This pill, also known as the Cadle Brook, emptied into the River Tawe, roughly along the line of the modern Oystermouth Road. A slide of a pen and ink map of approximately 18th-century date held at Swansea Museum (taken prior to cataloguing) clearly illustrates moored ships in this area around Mount Street and the south part of Wind Street.¹

During the 19th century, the expansion continued with the creation of the New Cut and the various associated quays and wharfs such as Pipe Quay (04648w), Foundry Quay (04643w), Brewery Quay (04634w), Paddington Wharf (04641w) and Culm Wharf (04647w) (see Figure 5.3). By the end of the 19th century, the main dock area shifted to the east side of the River Tawe, and away from the historic port area. The first large dock on the east side was the Prince of Wales’ Dock, which opened in 1881 and was extended in 1898. This was followed by the King’s Dock, which opened in 1909 and a further extension, which opened as the Queen’s Dock in 1920 (Balchin 1971, 287).

¹ Much of Swansea Museum’s maritime archive is currently in storage, awaiting the construction of the new Waterfront Museum, and the original map was not viewed during this study.

Urban Waterfronts in south-east Wales: Phase 1



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Figure 5.3: Swansea waterfront features

5.5 Discussion

It is clear that the medieval and earlier post-medieval port of Swansea was located along the west bank of the River Tawe. The potential for surviving waterside features is evident from the remains discovered below the castle and the wood discovered during the excavation of the basement of the present BT tower (02562w). This clearly demonstrates the potential for organic material, including palaeoenvironmental information, to be preserved in the alluvial clays of the River Tawe, and this stretch of waterfront is all considered to be of high potential, except where previous developments will have removed any potential surviving deposits. Other areas, including the River Tawe itself, have been assigned a medium potential (see Figure 5.4).



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Figure 5.4: Swansea zones of archaeological potential

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Appendix 1: Archaeological interests in Chepstow

PRN	NAME	
01172g	Fishing Weir	
NGR	PERIOD	TYPE
ST535943	Medieval	Weir
CONDITION	STATUS	FORM
Destroyed	None	Documents
FULL DESCRIPTION		
The site of a fishing weir extant in the 14th century, but destroyed by floods. There are no visible remains (Wood 1910, 27).		

PRN	NAME	
01173g/95237/MM003	Chepstow Castle	
NGR	PERIOD	TYPE
ST53349411	Medieval	Castle
CONDITION	STATUS	FORM
Damaged	SAM Mm 3	Building
FULL DESCRIPTION		
The Castle was built in 1067 by William Fitz-Osbern to provide a secure base for further advances into Wales. Constructed using stone, the original rectangular tower still stands, although it has been greatly altered. Three additional phases of construction have occurred, with later domestic alterations in the Tudor period and a re-modelling of the defences for cannons and musketeers after the Civil War. After the defeat of the Royal cause, it was neither slighted nor allowed to fall into ruin, thus accounting for its good state of repair when it came into the guardianship of the Ministry of Public Works in 1914 (Williams 1994).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01174g	St. Annes Chapel	
NGR	PERIOD	TYPE
ST53579426	Medieval	Chapel
CONDITION	STATUS	FORM
Restored	None	Building

FULL DESCRIPTION

The building is supposed to have been St. Annes Chapel although there is no historical documentation to support this, neither is there any visible ecclesiastical features or any datable architectural features (Waters Pers. Comm.). It was used as a bark house in the last century (Coxe 1801, 363-4).

PRN	NAME	
01175g	Holy Well	
NGR	PERIOD	TYPE
ST53569417	Medieval	Holy well
CONDITION	STATUS	FORM
Destroyed	None	Documents

FULL DESCRIPTION

A class D well; "Class D: well named, apparently, after secular people and personages. It is possible that some of these names may have been those of minor or local saints" (Jones, 1954, 140). According to local tradition, the well became dry at high tide and filled with water at low tide, and was supposed to be holy. It was about 3m-3.5m deep and was filled in many years ago when an extension was added to the hotel (Evans 2003).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01176g	St. Ewins Chapel	
NGR	PERIOD	TYPE
ST53459405	Medieval	Chapel
CONDITION	STATUS	FORM
Restored	LB2	Building

FULL DESCRIPTION

Two large terraced houses with modern doors and roofs, that incorporate remains of St Ewins Chapel (extant in the 14th century). There is nothing visible of dateable antiquity, although high up in the south-east wall of the southern house is a small window of probably fifteenth/sixteenth century design (Evans 2003).

PRN	NAME	
01177g	Gold stater	
NGR	PERIOD	TYPE
ST53359406	Iron Age	Find
CONDITION	STATUS	FORM
Not known	None	Finds

FULL DESCRIPTION

A gold stater of the Dobunni, inscribed with "CATTI", and a coin of Allectus (Evans 1864, 140).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01178g	Bell Foundry	
NGR	PERIOD	TYPE
ST53229388	Post-medieval	Foundry
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

The site of a bell foundry, extant in the early seventeenth century. It is first mentioned in the will of Richard Cleyton in 1630. It appears to have extended into the Castle Vale at the back of Welsh Street.

PRN	NAME	
01181g	Old Customs House	
NGR	PERIOD	TYPE
ST53789418	Post-medieval	Custom house
CONDITION	STATUS	FORM
Restored	None	Building

FULL DESCRIPTION

This building was Chepstows Custom House from 1670 until the new one was built in around 1819. It was one of three in S. Wales during the seventeenth century. It is a two storeyed residence with a modern slate roof and cream washed stonewalls.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01182g	Roman coins	
NGR	PERIOD	TYPE
ST53569425	Roman	Find
CONDITION	STATUS	FORM
Not known	None	Finds
FULL DESCRIPTION		
Roman coins, one of Constantius I and three of Gallienus.		

PRN	NAME	
01183g/221488	St. Marys Church	
NGR	PERIOD	TYPE
ST53599397	Medieval	Church
CONDITION	STATUS	FORM
Restored	LB3	Building
FULL DESCRIPTION		
St Marys Church (in use) has been restored, and incorporates the remains of the 11th/12th century St Marys Priory (Benedictine) (1184g). The only ancient part remaining would seem to be the arch at the west end, of purely Norman work. The current tower was built during the 18th century, whereas the original tower was located in the centre of the church and fell down in 1719. In 1841, great alterations were made and the whole edifice enlarged and the chancel Lengthened. The Church is still in use for divine services. A series of excavations in 1972 and 1974, revealed a cloister range south of the church. Some walls of which had been rebuilt and realigned in numerous phases, and apparently date to the 12th century (Evans 2003).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
01184g	St. Marys Priory		
NGR	PERIOD	TYPE	
ST53559392	Medieval	Priory	
CONDITION	STATUS	FORM	
Near Destroyed	None	Building	

FULL DESCRIPTION

Part of St Marys Church (1183g). An alien priory of the Benedictine (black monks). Founded sometime before the death of its founder, William Fitz-Osbern in 1071; it was dependant on Cermeilles. The priory was dissolved in 1442, but was then re-established as an independent priory, before finally being dissolved in 1536. The choir and aisles were destroyed by Henry VIII's commissioners and the nave remained as the parish church. South of the priory area, there was a large 13th century buttressed barn, which was presumably associated with the priory. Beneath were three Roman cremations, two with associated pottery, the other presumably in a wooden box or casket. The remains of what appears to be a wooden shrine surrounded one of the cremations (Evans 2003).

PRN	NAME		
01185g	Wakemans Bridge		
NGR	PERIOD	TYPE	
ST53949350	Medieval	Bridge	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

The site of an alleged bridge, extant c.1537. A bridge in this location mainly rests on Wakemans observations. However, the evidence is somewhat misleading, and Coxe could not find remains of the bridge above the castle (Coxe 1801). A road on the Monmouth side of Wye runs in the general direction of the supposed bridge and is shown on Coxes plan of Chepstow (1800). The 1st edition OS shows a 'Roman Road' on the Gloucester side of the Wye at ST54559325 on the south side of Offa Dyke. This road is not shown on later editions.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01186g/302128/MM002	Port Wall	
NGR	PERIOD	TYPE
ST533939	Medieval	Town defences
CONDITION	STATUS	FORM
Damaged	SAM Mm 2	Structure

FULL DESCRIPTION

The town wall of Chepstow, traditionally known as the Port Wall, extended along the south and west limits of the town thus completing the protection provided by the Wye on the north and east sides. The wall is all of one build and because of the resemblance of its masonry to that of the last medieval period in the castle can probably be ascribed to the period 1272-8. The wall contains no worked stone and would on its own provide no dating evidence more precise than to place it within the early 13th century to late 14th century. The occupation levels prior to the wall construction were found and dated to c1200. These were followed up by wall constructional levels and a further build up of ground on the outside of the wall. Only minimal signs of foundation trenches for the wall and bastion were noted and there were no signs of the ditch in the area excavated (Shoesmith 1972, 37).

PRN	NAME	
01190g	George Hotel coins	
NGR	PERIOD	TYPE
ST53289377	Roman	Find
CONDITION	STATUS	FORM
Not known	None	Finds

FULL DESCRIPTION

Folles of Constantine I (AD 306-37) and Crispus (AD 317-26). Found during excavations close to the Port Wall, near Chepstow Town Gate; possibly during the rebuilding of the George Hotel in 1896 when an underground passage was found and closed by the contractors (Savoury 1950, 88).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01229.0W	GWR Brunels South Wales railway	
NGR	PERIOD	TYPE
SS56079800	Post-medieval	Railway
CONDITION	STATUS	FORM
Intact	None	Railway

FULL DESCRIPTION

The railway was opened by the Great Western Railway Company in 1852, it was part of the South Wales Railway from Chepstow to Fishguard.

PRN	NAME	
02262g/36418	No 6 Bank Street	
NGR	PERIOD	TYPE
ST53359387	Post-medieval	House
CONDITION	STATUS	FORM
Destroyed	None	Building

FULL DESCRIPTION

Gable end of destroyed 'three-quarter' house; wall of coursed limestone rubble, with the first floor brought forward on dressed blocks of limestone.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02463g	Cattle market excavation	
NGR	PERIOD	TYPE
ST53549388	Unknown	Excavation
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

In the cattle market area, the remains of a large buttressed barn were found and partially cleared. The few sherds of pottery indicated a 13th century date with abandonment about the sixteenth. No external precinct walls were found (Shoemith 1991).

PRN	NAME	
02464g	Cattle Market cremation	
NGR	PERIOD	TYPE
ST536939	Roman	Cremation burial
CONDITION	STATUS	FORM
Not known	None	Excavated Feature

FULL DESCRIPTION

Underneath the barn (2463g), three Roman cremations were discovered, two with associated pottery and one presumably in a wooden box or casket. One of the cremations was surrounded by the remains of what appears to be a wooden shrine (Shoemith 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02728g/MM002	Town Gate	
NGR	PERIOD	TYPE
ST53289379	Post-medieval	Gate
CONDITION	STATUS	FORM
Damaged	SAM Mm 2	Structure

FULL DESCRIPTION

The Medieval town gate of Chepstow, considerably restored. Built of rubble masonry into slightly dressed quoins and ashlar bonds to the carriageway arches. The crenulations are also restored. The outer face has a single arch with two niches that each contains a portrait head. The town wall runs from just south of the castle in the north right through the town centre to the railway line to the southeast. The Gate is in constant use by traffic passing through it (Waters 1980).

PRN	NAME	
02729g/36906	Gate House	
NGR	PERIOD	TYPE
ST53279379	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION

Adjacent to the southern town gate, this building hides a earlier house behind an eighteenth century façade. There is also a seventeenth century, wide central door case with carved strap work. Rose medallion decoration can be seen above the architrave, there is also an inscription, which reads "A.N.D. 1609 M.C.".

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02732g	The Wine Warehouse		
NGR	PERIOD	TYPE	
ST53739424	Post-medieval	Warehouse	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	

FULL DESCRIPTION

The building comprises an original three-storey brick warehouse and a two-storey lean-to addition of more recent construction. The original building is a handsome example of Chepstows mercantile past, and is believed to originate from c.1800.

PRN	NAME		
02734g	No 3 Bank Street		
NGR	PERIOD	TYPE	
ST53289380	Post-medieval	House	
CONDITION	STATUS	FORM	
Restored	LB2	Building	

FULL DESCRIPTION

A Post-medieval house.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02735g	No 4, Bank Street		
NGR	PERIOD	TYPE	
ST53289381	Post-medieval	Shop	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02736g	No 5, Bank Street		
NGR	PERIOD	TYPE	
ST53289382	Post-medieval	House	
CONDITION	STATUS	FORM	
Restored	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02737g/36419	No 9, Bank Street	
NGR	PERIOD	TYPE
ST53339387	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION

An eighteenth century house made with roughcast and displaying a slate roof, it is three storeys tall. There is a central square-headed doorway and fret ornamentation can be seen around the head cornice. Additionally, the central second floor window has a semi-circular head with keystone.

PRN	NAME	
02738g/36420	10 Bank Street	
NGR	PERIOD	TYPE
ST53349388	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION

An eighteenth century house made from roughcast, it is three storeys tall and sports a headed archway with wide double doors on the left. Whereas, on the right is a plain doorway with panelled door.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02739g/36421	11 Bank Street	
NGR	PERIOD	TYPE
ST53349389	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION
An eighteenth century house made from roughcast, three storeys tall, with a triple light segmental bow. It also displays a moulded wooden cornice.

PRN	NAME	
02740g	No 12 Bank Street (Bell Hotel)	
NGR	PERIOD	TYPE
ST53359390	Post-medieval	Inn
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION
A Post-medieval Inn.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02741g/36422	No 13, Bank Street		
NGR	PERIOD	TYPE	
ST53369390	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
An early nineteenth century house composed of stuccoed rubble. Consists of three storeys.			

PRN	NAME		
02747g/36499	No 4, Bridge Street		
NGR	PERIOD	TYPE	
ST53509409	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
An early nineteenth century house. Composed of rendered walls and pan tile roof .			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02749g	No 12 Castle Cafe/Bridge Street	
NGR	PERIOD	TYPE
ST53559415	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION
A Post-medieval house.

PRN	NAME	
02750g	No 13 Bridge Street	
NGR	PERIOD	TYPE
ST53559416	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION
A Post-medieval house.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02751g	No 14 Bridge Street		
NGR	PERIOD	TYPE	
ST53569416	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02752g	No 15 Bridge Street		
NGR	PERIOD	TYPE	
ST53559417	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02753g	Castle View Hotel		
NGR	PERIOD	TYPE	
ST53569418	Post-medieval	Inn	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval inn, constructed in c.1700.			

PRN	NAME		
02757g	No 19 Bridge Street		
NGR	PERIOD	TYPE	
ST53599424	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02758g	No 20 Bridge Street		
NGR	PERIOD	TYPE	
ST53609424	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02759g	No 21 Bridge Street		
NGR	PERIOD	TYPE	
ST53609425	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
Salvage work during redevelopment at 21 Bridge Street recovered stratified late eleventh to fourteenth century pottery from deep Medieval deposits overlying Roman levels. The Roman finds include first century pottery.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02760g	21A Bridge Street	
NGR	PERIOD	TYPE
ST53619425	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
Built in the eighteenth century of engraved roughcast, this house is composed of two storeys and an attic. It also displays a Victorian shop front.		

PRN	NAME	
02761g	No 22 Bridge Street	
NGR	PERIOD	TYPE
ST53619425	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02762g	No 23 Bridge Street	
NGR	PERIOD	TYPE
ST53629427	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

PRN	NAME	
02763g	Bridge House, Bridge Street	
NGR	PERIOD	TYPE
ST53639427	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02764g	The Bridge Inn		
NGR	PERIOD	TYPE	
ST53639429	Post-medieval	Inn	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval Inn.			

PRN	NAME		
02765g	Three Tuns Inn		
NGR	PERIOD	TYPE	
ST53529414	Post-medieval	Inn	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval Inn.			

Urban Waterfronts in south-east Wales: Phase 1

PRN 02766g	NAME Ashburne House, Bridge Street		
NGR ST53519414	PERIOD Post-medieval	TYPE House	
CONDITION Near Intact	STATUS LB2	FORM Building	
FULL DESCRIPTION A Post-medieval house.			

PRN 02767g	NAME No 33 Bridge Street		
NGR ST53519413	PERIOD Post-medieval	TYPE House	
CONDITION Near Intact	STATUS LB2	FORM Building	
FULL DESCRIPTION A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02768g	No 34 Bridge Street		
NGR	PERIOD	TYPE	
ST53519412	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02769g	No 35 Bridge Street		
NGR	PERIOD	TYPE	
ST53519412	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02770g	No 36 Bridge Street		
NGR	PERIOD	TYPE	
ST53509412	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02771g	No 37 Bridge Street		
NGR	PERIOD	TYPE	
ST53509411	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02772g	No 38 Bridge Street		
NGR	PERIOD	TYPE	
ST53499411	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02773g	No 39 Bridge Street		
NGR	PERIOD	TYPE	
ST53499411	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02774g	No 40 Bridge Street		
NGR	PERIOD	TYPE	
ST53499410	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02775g	No 41 Bridge Street		
NGR	PERIOD	TYPE	
ST53499410	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02776g	No 42 Bridge Street		
NGR	PERIOD	TYPE	
ST53489410	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02777g	No 43 Bridge Street		
NGR	PERIOD	TYPE	
ST53489409	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02778g	No 44 Bridge Street	
NGR	PERIOD	TYPE
ST53489409	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION
A Post-medieval house.

PRN	NAME	
02779g	No 45 Bridge Street, Vicarage	
NGR	PERIOD	TYPE
ST53479409	Post-medieval	Vicarage
CONDITION	STATUS	FORM
Near Intact	LB2	Building

FULL DESCRIPTION
A Post-medieval vicarage, built in 1750.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02780g	No 46 Bridge Street		
NGR	PERIOD	TYPE	
ST53479409	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
02782g	48 Bridge Street		
NGR	PERIOD	TYPE	
ST53469407	Post-medieval	House	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02818g	Town Gate House No 21	
NGR	PERIOD	TYPE
ST53279379	Post-medieval	House
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

PRN	NAME	
02819g	Montague Almshouses	
NGR	PERIOD	TYPE
ST53499401	Post-medieval	Almshouses
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
Built in 1699 but with later embellishments, such as ornamental bargeboards and finials. Consists of three two-storey houses with rendered walls, a slate roof and five gables. There is a single window in each gable, as well as five on the ground floor. Also known as the 'The Old Almshouses'.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
03665g	Brunels Tubular Suspension Bridge	
NGR	PERIOD	TYPE
ST53959408	Post-medieval	Bridge
CONDITION	STATUS	FORM
Intact	None	Structure
FULL DESCRIPTION		
A tubular suspension bridge, designed by Brunel (Barnes 1978).		

PRN	NAME	
03739g	Green Street Ditch	
NGR	PERIOD	TYPE
ST53519356	Roman	Finds
CONDITION	STATUS	FORM
Not known	None	Earthwork
FULL DESCRIPTION		
A pit or ditch containing Roman material has been noted at the back of Green Street just outside the town wall.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04083g	The Boat Inn	
NGR	PERIOD	TYPE
ST53779421	Post-medieval	Inn
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval Inn.		

PRN	NAME	
04084g/45123	Lord Nelson Public House	
NGR	PERIOD	TYPE
ST537942	Post-medieval	Inn
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
Known as 'The Mermaid' before 1791, it became 'The Lord Nelson' in 1811 and closed in 1968. The area in front (to the north) was 'The Green', until it was converted into a dry dock in 1758. By 1860 the dock had been filled with rubbish and laid out as an open space. The block containing the Nelson also accommodated 'The Boat' and at least two of the Customs Houses from c.1686. Warehouses are mentioned in the block from before 1790 (Shoemith In. Lit.).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
04219g	Moor Street No 3		
NGR	PERIOD	TYPE	
ST53189369	Post-medieval	Building	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval building.			

PRN	NAME		
04220g/20419	Moor Street No 4		
NGR	PERIOD	TYPE	
ST53199369	Post-medieval	Building	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
An early nineteenth century building. Has a rendered front and is composed of three storeys.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
04221g/20420	Moor Street No 5		
NGR	PERIOD	TYPE	
ST53199369	Post-medieval	Building	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
An early nineteenth century building. It has a rendered front and a slate roof, and is composed of three storeys.			

PRN	NAME		
04232g	Nelson Street No 1		
NGR	PERIOD	TYPE	
ST534938	Post-medieval	Building	
CONDITION	STATUS	FORM	
Near Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval building.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04234g/20425	Moor Street No 22, 23, 23A	
NGR	PERIOD	TYPE
ST532937	Post-medieval	Shop
CONDITION	STATUS	FORM
Near Intact	LB2	Building
FULL DESCRIPTION		
An eighteenth century building formed from roughcast and featuring applied, fake timber framing.		

PRN	NAME	
04491g	Station Road excavation	
NGR	PERIOD	TYPE
ST53509370	Unknown	Excavation
CONDITION	STATUS	FORM
Not known	None	Excavated Feature
FULL DESCRIPTION		
Trial work revealed no signs of occupation within this part of Chepstow enclosed by the Port Wall. Eleven pits were excavated, but produced very little indication of human activity (Maylan 1990).		

Urban Waterfronts in south-east Wales: Phase 1

PRN 04492g	NAME Chepstow Castle car park excavation.	
NGR ST53549420	PERIOD Unknown	TYPE Excavation
CONDITION Not known	STATUS None	FORM Excavated Feature

FULL DESCRIPTION

The area has been an open space, mainly occupied by orchards since at least the end of the seventeenth century. It has been suggested that the region may contain evidence for outer defences for the castle, or even works connected with the English Civil War sieges. A total of five trial pits were excavated to a maximum depth of 2.3m. However, no features of archaeological interest were discovered (Williams 1994).

PRN 04507g	NAME Chepstow Settlement	
NGR ST533941	PERIOD Medieval	TYPE Settlement
CONDITION Not known	STATUS None	FORM Documents

FULL DESCRIPTION

Chepstow is sited on west bank of Wye where the main coast road from Gloucestershire crosses the river. The castle and St. Mary's priory were built by William Fitz Osbern c.1070, whereas the town was laid out by 1075, and had 308 burgages by 1306. The town wall, with a single gate, enclosed 113 acres, and was built between 1272-78 (Courtney 1994).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04523g	Coltharts Garage excavation	
NGR	PERIOD	TYPE
ST533939	Unknown	Excavation
CONDITION	STATUS	FORM
Not known	None	Excavated Feature

FULL DESCRIPTION

An excavation was undertaken on the Coltharts Garage site, just inside the Port Wall in the NW part of Chepstow. The central part of the site contained a feature identified as an 18th century quarry. To the west, a group of med and post med features were revealed, including a med foundation trench and pit. In the eastern part of the site, a cess-pit, part of a cobbled surface and a flimsy wall, all of post med date, were found. The evidence for thirteenth century activity and boundaries from the site confirms recent theories concerning the market place of Chepstow (Locock 1994).

PRN	NAME	
04797g	Nelson St. excavation	
NGR	PERIOD	TYPE
ST53519392	Unknown	Excavation
CONDITION	STATUS	FORM
Not known	None	Excavated Feature

FULL DESCRIPTION

The area fronting onto Nelson Street was rather confused by cellars of the terraced houses, but was examined by machine cleaning of several areas chosen to avoid the main house cellars. The remains of a thirteenth century house were cleared and the plan established. All traces of later buildings on the site had been lost in the construction of the nineteenth century houses (Shoesmith 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04798g	Priory excavation	
NGR	PERIOD	TYPE
ST53549389	Unknown	Excavation
CONDITION	STATUS	FORM
Not known	None	Excavated Feature

FULL DESCRIPTION

An excavation of site immediately south of the present church boundary wall. The priory building was found to be non-orthodox in plan. The remains exhibited a gradual building programme, which involved realignment of some walls and numerous rebuilding phases (Shoesmith 1991).

PRN	NAME	
04923g	Palstave	
NGR	PERIOD	TYPE
ST533941	Bronze Age	Find
CONDITION	STATUS	FORM
Moved	None	Find

FULL DESCRIPTION

An unlooped palstave, with a single central rib on each face, and a crack across the blade. Length 153mm, edge width 64mm. Found at Chepstow Castle.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05477g	Finchs Slipway	
NGR	PERIOD	TYPE
ST53859404	Post-medieval	Slipway
CONDITION	STATUS	FORM
Not known	None	Slipway

FULL DESCRIPTION

The site of possible slipway or entry point to the river. It is likely that it was simply a mud slide that could be used to slide boats into the water, or drag them out onto dry land. A slipway is shown in this position on the map accompanying the sale catalogue of the Duke of Beauforts estate map in 1899. It is possible that it was the slipway of Finchs shipbuilding yard. Finchs produced fairly large ships in their Bridge Works yards, and were taken over in the Great War by the government and became part of the national shipyards (Page 1992).

PRN	NAME	
05478g	Town Slipway	
NGR	PERIOD	TYPE
ST53849415	Post-medieval	Slipway
CONDITION	STATUS	FORM
Not known	None	Slipway

FULL DESCRIPTION

The Town Slipway or Lower Slipway. It was probably constructed in the late 17th or 18th century, although it is possible that it stands on the site of an earlier slipway (Page 1992).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05480g	Packet Slip	
NGR	PERIOD	TYPE
ST53809422	Post-medieval	Slipway
CONDITION	STATUS	FORM
Not known	None	Slipway

FULL DESCRIPTION

The Packet Slip, formerly the site of the Wye Fisheries. The slip was dug through the riverbank, which was revetted on both sides by a wall constructed from rectangular stone blocks (average size 0.3m by 0.15m). The buildings of the Wye Fisheries were built towards the end of the 19th century, but fishing in the Wye and the Severn have been closely controlled since the Saxon period. The fisheries were described in the Tidenham Charters of 956 AD and in 1331-4, the Earl of Norfolk (Lord of Striguil) complained to the King and council about the Royal inquiry into his fish weirs on the Wye. By the end of the 18th century the fishing from Brockweir to the mouth of the river was owned by the Duke of Beaufort. Large quantities of the salmon take from the Wye was transported by sea to London (Page 1992).

PRN	NAME	
05481g	River bank steps	
NGR	PERIOD	TYPE
ST53649431	Post-medieval	Steps
CONDITION	STATUS	FORM
Not known	None	Steps

FULL DESCRIPTION

The site of some steps leading to the river bank shown on a painting of the new iron Chepstow Bridge by Thomas Jukes of 1816 (Page 1992).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05482g	Pavilion Theatre	
NGR	PERIOD	TYPE
ST53669429	Post-medieval	Theatre
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

The site of the Pavilion Theatre (Page 1992).

PRN	NAME	
05483g	Dry dock	
NGR	PERIOD	TYPE
ST53709421	Post-medieval	Dry dock
CONDITION	STATUS	FORM
Not known	None	Dock

FULL DESCRIPTION

The site of dry dock opened in 1759. It was constructed in a small inlet called Silver Pill, to serve the ship building industry. The dry dock was closed in the second half of the 19th century due to health hazards. In 1832, an outbreak of cholera was blamed on the filthy state of the dock. A painting of 1846 by George Hillier shows the dry dock to be a well constructed building, with large wooden doors (Page 1992).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
06145g	21 Bridge Street	
NGR	PERIOD	TYPE
ST536942	Roman	Settlement
CONDITION	STATUS	FORM
Not known	None	Finds

FULL DESCRIPTION

During a watching brief, Roman levels were noted at depth of over 2m below medieval occupation from which they were separated by a thick layer of brown clay. Roman pottery and tile (tegula) recovered from builders' trenches, including a Flavian mortarium from north Gaul, stamped LITUGEN IUGIFIL. The presence of mortarium probably indicates military presence.

PRN	NAME	
12739	Medieval paving tile	
NGR	PERIOD	TYPE
ST534941	Medieval	Find
CONDITION	STATUS	FORM
Moved	None	Find

FULL DESCRIPTION

A medieval paving tile, attributed to Lewis Group 9 no. 44. It is inlaid, and features a lion passant contoured within a circle with fleurs-de-lys.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
20421	6 Moor Street	
NGR	PERIOD	TYPE
ST53229372	Post-medieval	House
CONDITION	STATUS	FORM
Not Known	LB2	Building

FULL DESCRIPTION

An early nineteenth century building. Features rendered walls and a slate roof.

PRN	NAME	
20422	7 Moor Street	
NGR	PERIOD	TYPE
ST53229372	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

An early nineteenth century building. It is cement rendered and consists of three storeys.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
20423	8 Moor Street		
NGR	PERIOD	TYPE	
ST53229372	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	None	
FULL DESCRIPTION			
An early nineteenth century building. It is cement rendered, has a slate roof and consists of three storeys.			

PRN	NAME		
20424	17 Moor Street; Greyhound Hotel		
NGR	PERIOD	TYPE	
ST53269374	Post-medieval	Hotel	
CONDITION	STATUS	FORM	
Not known	LB2	None	
FULL DESCRIPTION			
A three storey, eighteenth to nineteenth century town house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
20426	35 Moor Street, N.W. Side	
NGR	PERIOD	TYPE
ST53229372	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	None
FULL DESCRIPTION		
Probably early eighteenth century in date, a Post-medieval building formed from roughcast. It also has a steep pan tile roof.		

PRN	NAME	
20427	Queens Head Inn, Moor Street	
NGR	PERIOD	TYPE
ST53229372	Post-medieval	Inn
CONDITION	STATUS	FORM
Intact	LB2	Building
FULL DESCRIPTION		
A late eighteenth century Inn. Featuring joint-lines stucco and a slate roof; it has two storeys and an attic in a central gable. There is a single window in the gable, while the bargeboards are plain. There are three windows on first floor, displaying sashes with glazing bars.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
20456	1 Nelson Street		
NGR	PERIOD	TYPE	
ST53439381	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	None	
FULL DESCRIPTION			
An early nineteenth century house formed of stucco and with a slate roof. It is two storeys tall.			

PRN	NAME		
20693	Thomas Powis Almshouse, Bridge Street		
NGR	PERIOD	TYPE	
ST53449403	Post-medieval	Almshouse	
CONDITION	STATUS	FORM	
Not known	LB2	Documents	
FULL DESCRIPTION			
Built in 1716, this 'L'-shaped almshouse features a inside paved forecourt. It is positioned eight steps above road and has tall narrow double doors. It was erected and endowed by Thomas Powell 1716 (inscription). There are also stone gate piers.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
20896	Town Gatehouse, 21, Moor St.	
NGR	PERIOD	TYPE
ST53279379	Post-medieval	Dwelling
CONDITION	STATUS	FORM
Not known	LB2	None
FULL DESCRIPTION		
An early 19th century house formed of cement render. It is three storeys tall and displays a slate roof.		

PRN	NAME	
21107	The Moat House, Welsh Street	
NGR	PERIOD	TYPE
ST53209383	Post-medieval	Dwelling
CONDITION	STATUS	FORM
Not known	LB2	Building
FULL DESCRIPTION		
An early to mid 19th century house formed of stucco. It is two storeys tall and displays a slate roof.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
24213	Chepstow Bridge		
NGR	PERIOD	TYPE	
ST53619440	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Destroyed	None	Bridge	

FULL DESCRIPTION

A timber bridge, replaced in 1816 by the Chepstow Road Bridge (NPRN 43154).

PRN	NAME		
34294	Boat house		
NGR	PERIOD	TYPE	
ST53769427	Post-medieval	Boat house	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

A Post-medieval boathouse.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
34954	Chepstow Railway Bridge	
NGR	PERIOD	TYPE
ST53959407	Post-medieval	Railway Bridge
CONDITION	STATUS	FORM
Near destroyed	LB2	Bridge

FULL DESCRIPTION

Only the piers and massive South West abutment remain of Brunels original bridge. The piers are concrete filled cast iron cylinders. The South West abutment echoes the shape of the former portal towers at each end of the river span.

PRN	NAME	
36394	Ashbourne House; 32 Bridge St.	
NGR	PERIOD	TYPE
ST53519413	Post-medieval	House
CONDITION	STATUS	FORM
Intact	LB2	Building

FULL DESCRIPTION

A late 18th or early 19th century house formed of stucco, with a double-saddled slate roof. It is three storeys tall and possesses five windows with sashes and glazing bars. There is a central, semi-circular, headed door with an arched fanlight. Additionally, a stone door case with Ionic pilasters is visible.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
36459	Benson Court, Nelson Street	
NGR	PERIOD	TYPE
ST53499389	Post-medieval	House
CONDITION	STATUS	FORM
Not known	None	Building
FULL DESCRIPTION		
A Post-medieval house.		

PRN	NAME	
36498	No 2 Bridge Street	
NGR	PERIOD	TYPE
ST53489407	Post-medieval	House
CONDITION	STATUS	FORM
Destroyed	LB3	Documents
FULL DESCRIPTION		
A possible 16th century house with 17th century extensions. It was demolished on 07/03/72.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
36500	Chepstow Castle Inn	
NGR	PERIOD	TYPE
ST53559417	Post-medieval	Public House
CONDITION	STATUS	FORM
Intact	LB2	Building

FULL DESCRIPTION

An early 19th century Public house formed of painted stucco. It has a slate roof and rises to three storeys in height. There are four windows featuring sashes in exposed wooden frames. Modern shop fronts are visible either side of the central door

PRN	NAME	
36501	No 13,14,15 Bridge Street	
NGR	PERIOD	TYPE
ST53559417	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

Late 18th century to early 19th century houses. All formed of roughcast with wooden door cases and panelled doors. They feature a slate roof and are two storeys tall.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
36502	Castle View Hotel		
NGR	PERIOD	TYPE	
ST53559417	Post-medieval	Hotel	
CONDITION	STATUS	FORM	
Intact	LB2	Building	
FULL DESCRIPTION			
A late 18th century or early 19th century hotel. Formed of engraved stucco it is two storeys tall and features a slate roof.			

PRN	NAME		
36503	No 18 Bridge Street		
NGR	PERIOD	TYPE	
ST53549414	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	Building	
FULL DESCRIPTION			
An early 19th century, cement rendered house. It features a hipped slate roof.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
36504	No 19 & 20 Bridge Street		
NGR	PERIOD	TYPE	
ST53549414	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	Building	
FULL DESCRIPTION			
A late 18th century to early 19th century house. Formed of engraved roughcast, the structure is two storeys tall.			

PRN	NAME		
36505	No 23 Bridge Street		
NGR	PERIOD	TYPE	
ST53639427	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	Building	
FULL DESCRIPTION			
A late 17th to early 18th century cottage with rendered walls.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
36506	The Bridge Inn	
NGR	PERIOD	TYPE
ST53639429	Post-medieval	Public House
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

An early 19th century Public House formed of engraved stucco. It also features a colour washed pantile roof.

PRN	NAME	
36507	No 27 Bridge Street	
NGR	PERIOD	TYPE
ST53549414	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

A late 18th century house with pebble dashed walls. It rises to three storeys. In 1822, a Roman coin of Allectus (293-6 AD) was discovered, in addition to a coffin containing human remains and a further four coins.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
36510	No 33A-47 Bridge Street	
NGR	PERIOD	TYPE
ST535941	Post-medieval	Terraced housing
CONDITION	STATUS	FORM
Intact	LB2	Complex

FULL DESCRIPTION

A late 18th or early 19th century terrace. They feature a succession of fixed light, small paved bow windows. All are three storeys tall and formed of roughcast. The roofs are composed of slate, although there are brick stacks at divisions.

PRN	NAME	
36511	No 48 & 48A Bridge Street	
NGR	PERIOD	TYPE
ST53469407	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

A late 18th or early 19th century house. Formed of roughcast, it features a slate roof. The structure rises to three storeys. It also displays central doorway pilasters and a panelled door railed forecourt.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
36512	No 50 Bridge Street		
NGR	PERIOD	TYPE	
ST53559417	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	Building	

FULL DESCRIPTION

A late 18th century house. Formed of stone and dressed rubble, it features an elliptical arch with wooden double gates. In addition to a railed forecourt.

PRN	NAME		
36741	Cromwell House		
NGR	PERIOD	TYPE	
ST53559417	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	LB2	Building	

FULL DESCRIPTION

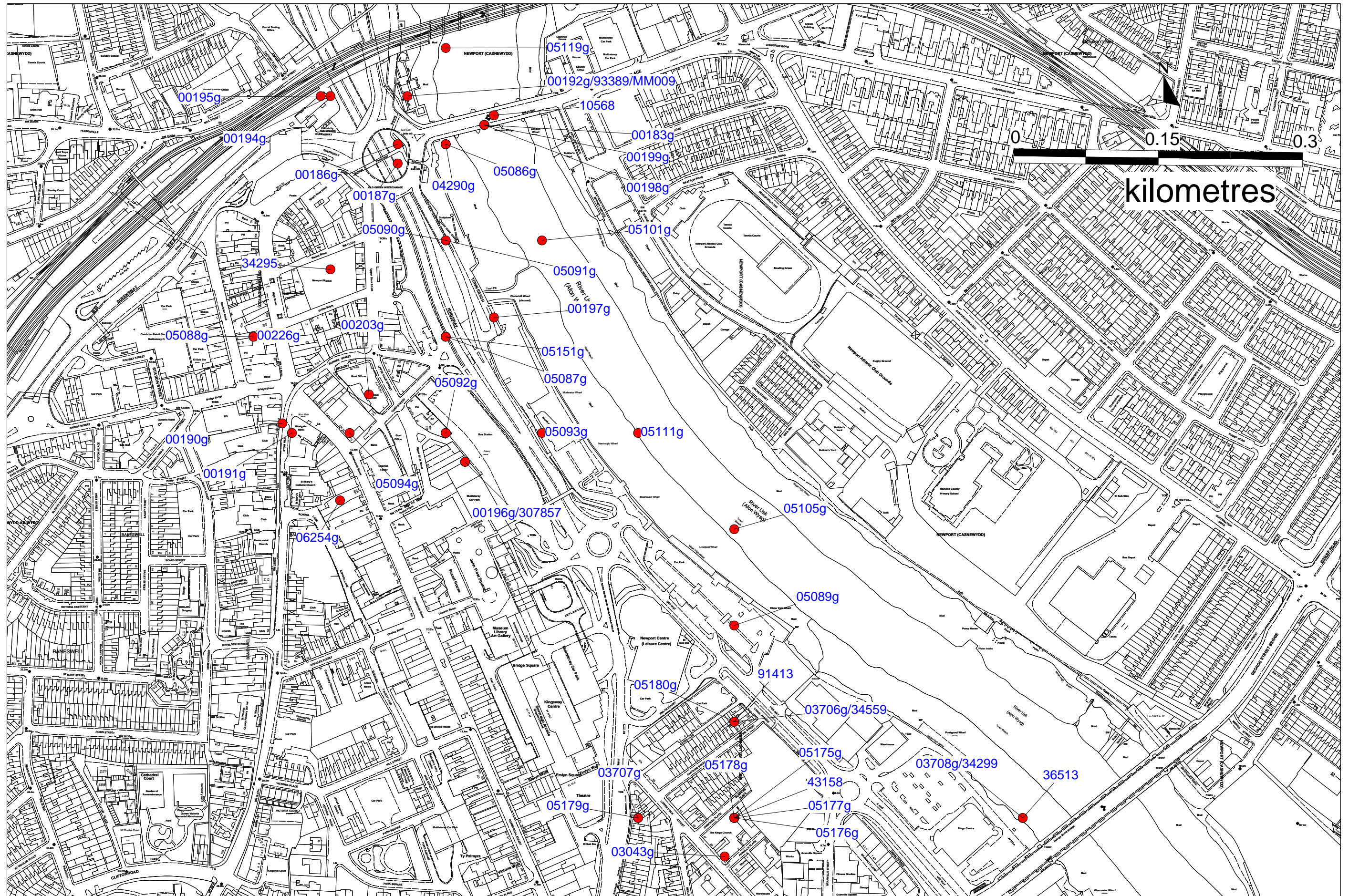
A 17th century house, with 18th century additions. The structure is two storeys tall with a modern pantile roof. Barge boards with a half-timbered effect are visible, whereas sashes with glazing bars also feature.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
43154	Chepstow Road Bridge	
NGR	PERIOD	TYPE
ST53619440	Post-medieval	Bridge
CONDITION	STATUS	FORM
Intact	LB1	Bridge

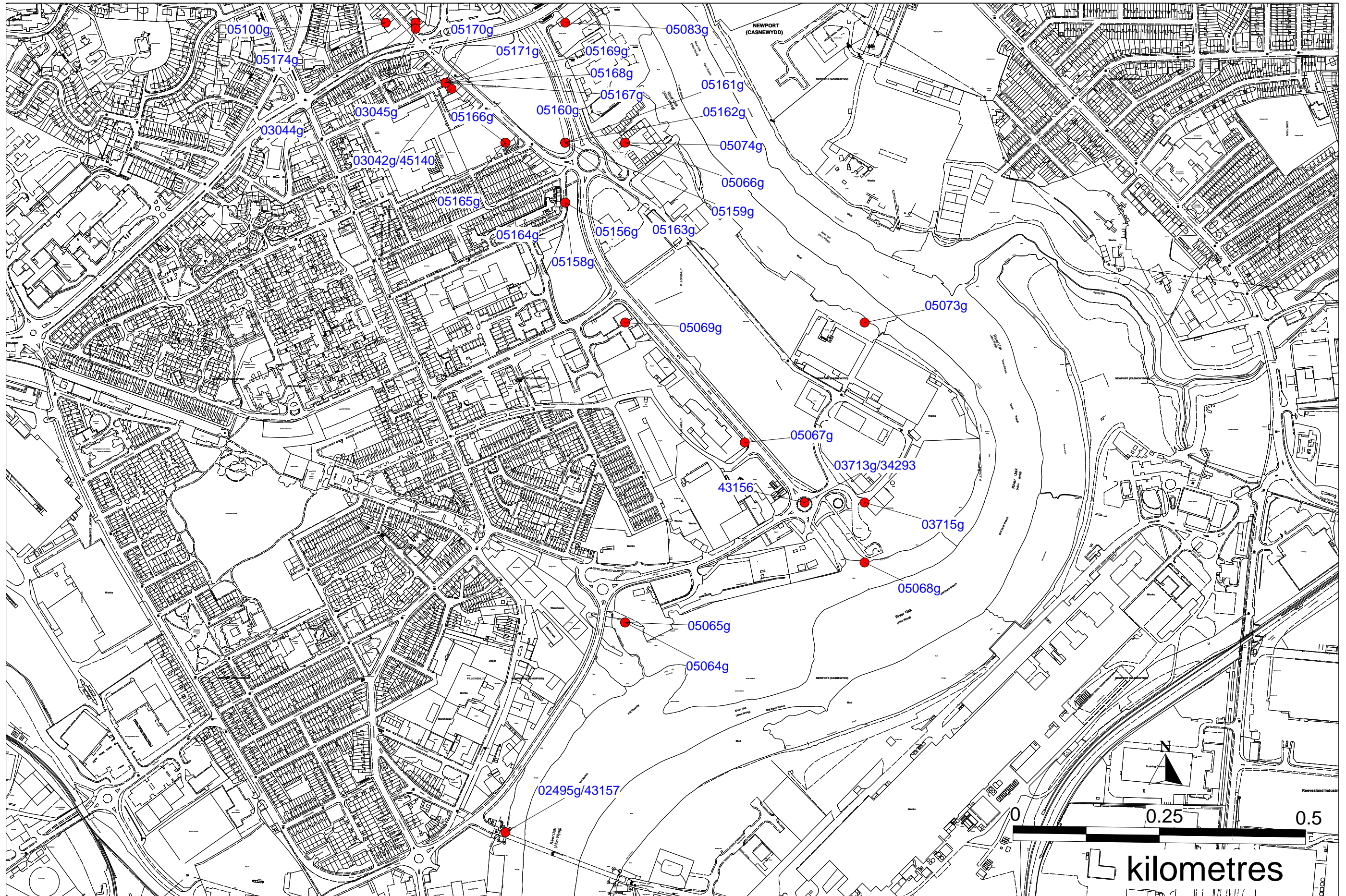
FULL DESCRIPTION

A former timber bridge (NPRN 24213), replaced in 1816 from the designs of John Rennie. It comprises of five spans: 9.14m, 21.34m, 34.14m, 21.34m, 9.14m. The carriageway is 4.31m wide with 0.92m wide footways. The bridge consists of a superstructure carried on cast-iron arched ribs braced together on stone.



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Location map of archaeological interests (Newport north)



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Location map of archaeological interests (Newport south)

Appendix 2: Archaeological interests in Newport

PRN	NAME	
00183g	Newport Ford	
NGR	PERIOD	TYPE
ST31248842	Prehistoric	Ford
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

Any ford which may have existed beneath Newport Bridge has now gone, the River Usk now being at a fair depth at this point. A pre-Roman ford existed at Newport, immediately under the present (1910) town bridge. It was considered a natural ford, having a solid rock foundation. However, part of a wayside cross was found 6.4m below the riverbed during construction works on the bridge. Therefore, the 'solid rock foundation' mentioned above may be misleading and casts doubt over the existence of the ford (Mathews 1910, 128).

PRN	NAME	
00186g	East Gate	
NGR	PERIOD	TYPE
ST31158840	Medieval	Gate
CONDITION	STATUS	FORM
Near destroyed	None	Documents

FULL DESCRIPTION

There was a great stone gate by the bridge at the east end of the town. The pivots belonging to the hinges of the east gate are discernible in the walls. Probably contemporary with Newport Castle (12th century), certainly extant in 1538 (Mathews 1910, 87).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00187g	Long Stables		
NGR	PERIOD	TYPE	
ST31158838	Medieval	Stable	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

A building called the Long Stables. Located on the opposite side of the road to the conjectural south gate of Newport Castle. The construction date is not known, but was extant in the fifteenth century.

PRN	NAME		
00190g	West Gate		
NGR	PERIOD	TYPE	
ST31038811	Medieval	Gate	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

The Westgate had no connection with the purpose of defence. It was built in the middle of the fourteenth century and was used for the collection of the Customs and later as a prison. The arms found on the tollbooth were those of Ralph, Lord Stafford, proving conclusively that the Westgate tollbooth was erected in 1347-8. It was demolished in 1799 (Mathews 1910, 46, 87, 101-7).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00191g	Westgate House	
NGR	PERIOD	TYPE
ST31048810	Medieval	House
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

The second Westgate Inn, built on the site of the Old Manor House in 1799. Workmen came across an old spiral stair way and at the bottom, a stone porch forming an entrance (Mathews 1910, 46, 107-8).

PRN	NAME	
00192g/93389/MM009	Newport Castle	
NGR	PERIOD	TYPE
ST31168845	Medieval	Castle
CONDITION	STATUS	FORM
Near Destroyed	SAM Mm 9	Building

FULL DESCRIPTION

Newport Castle consists of what was once the east front of a rectangular bailey, except for foundations, all other parts of the fortress have been destroyed. It was built in the first quarter of the twelfth century, probably by Robert FitzHenry, Earl of Gloucester (d.1147). It certainly existed in 1173. The scheduled area has been revised to exclude the north curtain and adjacent areas, which were demolished during the construction of a main road (Knight 1991, 17-42).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00194g	County Hall		
NGR	PERIOD	TYPE	
ST31088845	Medieval	County hall	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

In the fifteenth century, one burgage immediately in front of the castle was converted for use as the town pound, and on three adjacent sites, the County Hall of the Lordship was built (Rees 1951, 14).

PRN	NAME		
00195g	Manor Pound		
NGR	PERIOD	TYPE	
ST31078845	Medieval	Pound	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

In the fifteenth century, one burgage plot, immediately in front of the castle was converted for use as the town pound. Hay and corn stores, occupied the site of the pound for an extended period (Rees 1951, 14).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00196g/307857	Austin Friary	
NGR	PERIOD	TYPE
ST31228807	Medieval	Friary
CONDITION	STATUS	FORM
Not known	None	Documents
FULL DESCRIPTION		
The possible site of the Austin Friary, founded 1377 by Hugh, Earl of Stafford. It was dissolved in 1538 and used as a residence. It is also the possible site of the Chapel of St Nicholas, which was extant before 1377. A fragment of the Friary wall remains (Knowles and Hadcock 1953, 201).		

PRN	NAME	
00197g	Newport Quay	
NGR	PERIOD	TYPE
ST31258822	Medieval	Quay
CONDITION	STATUS	FORM
Not known	None	Documents
FULL DESCRIPTION		
In 1521, Newport was described as having "a goodly haven coming into it but well occupied with small trading vessels". The quay was extant in the fourteenth century (Coxe 1801, 56).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00198g	Newport Bridge	
NGR	PERIOD	TYPE
ST31248842	Post-medieval	Bridge
CONDITION	STATUS	FORM
Restored	None	Structure

FULL DESCRIPTION

The first timber bridge over the River Usk was built c.1158-1187. It rested on a stone pillar built in the centre of the river. In 1799, the bridge was demolished. Its earliest mention was in 1265 when it was burned down by Simon de Montfort. It was also possibly destroyed by Owen Glendower c.1402 and subsequently rebuilt; the bridge is described in 1587 as being constructed of 'tymber new' (Jervoise 1936, 108).

PRN	NAME	
00199g	Preaching Cross	
NGR	PERIOD	TYPE
ST31248842	Medieval	Cross
CONDITION	STATUS	FORM
Moved	None	Structure

FULL DESCRIPTION

Head of a wayside or preaching cross, found whilst excavating foundations for the present Newport Bridge in 1925. Part of the shaft remains though the top is damaged. Figures represent the crucifixion. It has been dated to 1450-1500 (Mitchell 1893, 32).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00203g	Friars Pump	
NGR	PERIOD	TYPE
ST31128814	Post-medieval	Well
CONDITION	STATUS	FORM
Destroyed	None	Documents
FULL DESCRIPTION		
The present (1910) Potters Arms is probably built on its site, although the well was extant c.1750 (Mathews 1910, 154).		

PRN	NAME	
00226g	Newport/Casnewydd	
NGR	PERIOD	TYPE
ST31008820	Medieval	Settlement
CONDITION	STATUS	FORM
Intact	None	Documents
FULL DESCRIPTION		
A small town, possibly walled, formed on the establishment of the castle in the twelfth century. In early documents this township was called Novus Burgus. During the early Norman period, the manor was known as Stow (a motte was constructed), and formed part of the demesne lands of the lordship of Wentloog. Robert the Consul, Earl of Gloucester (d.1147), built the castle of Newport on the side of the River Usk to guard the eastern boundary of his lordship. Near this fortress, a small township grew up, its first mention being in c.1126. The town lay on either side of the old trackway from the castle towards the bottom of Stow Hill.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00263g	Human skull		
NGR	PERIOD	TYPE	
ST31608425	Prehistoric	Burial	
CONDITION	STATUS	FORM	
Moved	None	Finds	

FULL DESCRIPTION

Human skull with animal bones found in a gravel bed at a depth of 12.8 meters below the land surface, during the construction of the entrance to the New Docks. No worked implements were found to help in assigning a date, although using an assumed rate of silt accumulation a date has been calculated of 6000 BP. The animal bones included *Bos*, wild boar, red deer, sheep, wolf, horse and whale. One of the bones may have been cracked open for its marrow.

PRN	NAME		
02495g/43157	Transporter Bridge		
NGR	PERIOD	TYPE	
ST31708625	Modern	Bridge	
CONDITION	STATUS	FORM	
Restored	LB2	Structure	

FULL DESCRIPTION

A bridge spanning the River Usk at Newport. It was opened on 12 September 1906 after its commissioning by the Newport Corporation following the development of the east side of the river, and the opening of the Orb Steel Works in 1897. Transporter bridges consist of a moving platform, suspended from a high level boom held between two towers positioned on either side of the river. The boom carries a rail track on which a moving traveller or carriage is pulled along by cables operated from a motor house. More cables are suspended beneath the traveller, attached to a gondola or moving platform, which travellers board from approach roads beneath the towers. The bridge at Newport spans 196.6m, and measures 73.7m at its maximum height. It took four years to complete, at a cost of £98,000. The bridge was restored in the late twentieth century (Ward, Lock and Co. 1936, 49-50).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
03042g/45140	Lower Dock Street No 109	
NGR	PERIOD	TYPE
ST31618749	Post-medieval	Building
CONDITION	STATUS	FORM
Not known	LB2	Building
FULL DESCRIPTION		
A mid nineteenth century building. Three storeys tall and decorated with heavy Italianate detail.		

PRN	NAME	
03043g	Lower Dock Street No 69	
NGR	PERIOD	TYPE
ST31498766	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
03044g	Lower Dock Street No 77	
NGR	PERIOD	TYPE
ST31558760	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

PRN	NAME	
03045g	Lower Dock Street No 78	
NGR	PERIOD	TYPE
ST31558759	Post-medieval	House
CONDITION	STATUS	FORM
Not known	LB2	Building
FULL DESCRIPTION		
A Post-medieval house.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
03706g/34559	Canal Parade Warehouse		
NGR	PERIOD	TYPE	
ST315878	Post-medieval	Warehouse	
CONDITION	STATUS	FORM	
Near Intact	None	Building	
FULL DESCRIPTION			
A dilapidated two storey building in Canal Parade. It forms the main relic of the Monmouthshire canal in Newport. There is a large hole evident in the lower floor of the south elevation.			

PRN	NAME		
03707g	Custom House		
NGR	PERIOD	TYPE	
ST314877	Post-medieval	Building	
CONDITION	STATUS	FORM	
Not known	None	Building	
FULL DESCRIPTION			
Built in 1858, it has a four bay neo-classical front elevation with pediments containing crests.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
03708g/34299	Wooden wharves and hoists		
NGR	PERIOD	TYPE	
ST318877	Post-medieval	Wharf	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

The River Usk, the earliest of Newports harbours, is lined on the western bank with projecting wooden wharves in various stages of decay. Some were primarily coal staithes with tipping gear, such as those south of George St. Bridge.

PRN	NAME		
03713g/34293	Baltic Warehouse		
NGR	PERIOD	TYPE	
ST322868	Post-medieval	Warehouse	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

A three storey, five bay masonry block built alongside the Old Town Dock (now in filled). It is probably of similar date to the Cattle Market, c. 1844.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
03715g	Malthouse		
NGR	PERIOD	TYPE	
ST323868	Unknown	Malt house	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

A large three storey building c. 1896, with two ranks of dormer windows visible.

PRN	NAME		
04290g	Old Railway Bridge		
NGR	PERIOD	TYPE	
ST312884	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Destroyed	None	Structure	

FULL DESCRIPTION

A magnificent railway bridge, destroyed by fire on 31st may 1848. It was set alight when nearing completion.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05064g	Pillgwenlly Pill		
NGR	PERIOD	TYPE	
ST319866	Natural	Stream	
CONDITION	STATUS	FORM	
Not known	None	Stream	
FULL DESCRIPTION			
A natural stream (Maylan 1991).			

PRN	NAME		
05065g	Canal Basin		
NGR	PERIOD	TYPE	
ST319866	Post-medieval	Canal	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
The Parliamentary Bill for the construction of the Monmouthshire Canal was passed in 1892. The canal was designed and built by Thomas Dadford Junior and consisted of two branches, starting at Pontnewynydd and Crumlin, and terminating at Newport. When it was opened in 1796, the Newport terminus was at a basin to the north of Town Pill (05092g). However, an extension to Pillgwenlly was constructed in 1807, terminating at Potter Street. In 1818, a further extension, including a new basin was built by the Tredegar Wharf Company allowing access to the wharves around Pillgwenlly Pill. The Pillgwenlly extension was closed in 1853, soon being filled and replaced by a railway line (Maylan 1991).			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05066g	Dry dock	
NGR	PERIOD	TYPE
ST319874	Post-medieval	Dry dock
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

The first dry dock was built by William Perkins in 1830. Further expansion to this site in 1842, included construction of a secondary dock by Willmet and Hall. A further change in ownership (Mordey, Carney and Co.), led to a third basin being built in 1888. A plan of the site, possibly drawn up in 1926, when the operation was sold to John Cashmore Ltd., is in Newport Museum (Accession No 91-2) (Maylan 1991).

PRN	NAME	
05067g	Town Dock	
NGR	PERIOD	TYPE
ST321869	Post-medieval	Floating dock
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

The construction of a "floating dock" at Newport was proposed in the early nineteenth century, but an Act of Parliament for the construction of the Town Dock was not passed until 1835. This allowed an area of 26 acres to be developed. Construction work commenced in 1836, but a number of major problems, including the bankruptcy of the contractors and a major landslip in 1837, prevented completion until 1842. The Dock, on completion, had cost £200,000 and covered an area of four and a half acres. It was opened with great ceremony and celebrations on the 10th October 1842 (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05068g	Sea Lock	
NGR	PERIOD	TYPE
ST323867	Post-medieval	Lock
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

The lock to the Town Dock was 220 feet (67 m) long and 61 feet (18.7 m) wide. It was claimed that it was the largest lock in the world when it was opened and could accommodate the largest ships then afloat (Maylan 1991).

PRN	NAME	
05069g	Town Dock Extension	
NGR	PERIOD	TYPE
ST319871	Post-medieval	Reservoir
CONDITION	STATUS	FORM
Destroyed	None	Structure

FULL DESCRIPTION

The reservoir was an extension to the Town Dock. Although the original Act of Parliament did allow for an extension, an additional Act was applied for in 1854. Construction was started in 1856 and it was opened on the 1st March 1858. The extension covered an area of seven and a quarter acres and was connected to the Town Dock by a canal twenty meters long. The Town Dock and Reservoir were closed in 1931 and backfilled in 1936 ((Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05073g	Wharf	
NGR	PERIOD	TYPE
ST323871	Post-medieval	Wharf
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

There are substantial remains of wharves along the river frontage. Most examples are disused and are represented by the remains of the timber uprights projecting from the river mud. However, some examples have been incorporated into modern wharves, especially in the area owned by Black Clawson (Maylan 1991).

PRN	NAME	
05074g	Dock Entrance	
NGR	PERIOD	TYPE
ST319874	Post-medieval	Dry dock
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

The first dry dock was built by William Perkins in 1830. Further expansion to this site in 1842 included construction of a secondary dock by Willmetts and Hall. A further change in ownership (Mordey, Carney and Co.) led to a third basin being built in 1881. A plan of the site possibly drawn up in 1926, when the operation was sold to John Cashmore Ltd., is in Newport Museum (Accession No 91-2) (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05083g	Jetty		
NGR	PERIOD	TYPE	
ST318876	Post-medieval	Jetty	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

Development in the Spytty/Corporation Road area did not start until the middle of the nineteenth century, when three jetties (05081g, 05082g and 05083g) were constructed to allow ballast to be unloaded. This process has raised the ground surface considerably and diverted a meandering stream from its outfall in a small pill (05084g) into a culvert, opening into the river at ST321874 (Maylan 1991).

PRN	NAME		
05086g	Fish Pool		
NGR	PERIOD	TYPE	
ST312884	Unknown	Fish pond	
CONDITION	STATUS	FORM	
Not known	None	Pool	

FULL DESCRIPTION

Fishing was an important source of income for the medieval Lord. The accounts of 1401-2 record an income of 7s. 1d from the piscaria (05086g). An eighteenth century document mentions the fish pool at Newport Bridge, which is probably the site of the medieval fishery (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05087g	Town Pill		
NGR	PERIOD	TYPE	
ST312882	Natural	Stream	
CONDITION	STATUS	FORM	
Not known	None	Stream	

FULL DESCRIPTION

The Town Pill has been much longer than at present, eighteenth century plans show it extending to the High Street. The discovery of fragments of a boat under the National Provincial Bank (now National Westminster Bank) at ST 3100 8818 in 1928 (05088g) Newport Museum Acc. No.84.34), probably shows the limit of the western extension of this feature. The Pill was the original harbour at Newport. In the early eighteenth century it may have been called Arthur's Pill (Maylan 1991).

PRN	NAME		
05088g	Boat		
NGR	PERIOD	TYPE	
ST310882	Unknown	Boat	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

Fragments of a boat discovered under the National Provincial Bank (now the National Westminster Bank) (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05089g	Small pill	
NGR	PERIOD	TYPE
ST315879	Natural	Stream
CONDITION	STATUS	FORM
Not known	None	Stream

FULL DESCRIPTION

On a plan of 1762 in Newport Library (pq M160 912 PLA) there is a small pill marked. It is also depicted in 1806, although there is no trace of this feature at resent time (Maylan 1991).

PRN	NAME	
05090g	Town Wharf	
NGR	PERIOD	TYPE
ST312883	Post-medieval	Wharf
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

In the medieval period, the Town Wharf (05090g) was in the area to the north of the Town Pill, with the pill itself used as a harbour. The commencement of regular sailings to Bristol in the eighteenth century saw the development of two wharves, the Tredegar Wharf (05091g) to the north of the medieval wharf and the Moderator Wharf (05090g) on the area formerly occupied by the Waterside Key (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05091g	Tredegar Wharf		
NGR	PERIOD	TYPE	
ST312883	Post-medieval	Wharf	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

The commencement of regular sailings to Bristol in the eighteenth century saw the development of two wharves, the Tredegar Wharf (05091g) to the north of the medieval wharf and the Moderator Wharf (05090g) on the area formerly occupied by the Waterside Key (Maylan 1991).

PRN	NAME		
05092g	Monmouthshire Canal Basin		
NGR	PERIOD	TYPE	
ST312881	Post-medieval	Canal	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

When it was built in 1796 the Monmouthshire Canal terminated in a basin (05092g) to the north of the Town Pill. In 1799 the canal was extended across the Pill to terminate in the Friars Field area, before another extension was built to Pillgwenlly in 1808. The original basin covered an area of two acres, and by 1804 a number of warehouses and a dry dock had been built beside it (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05093g	Warehouse	
NGR	PERIOD	TYPE
ST313881	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	None	Building
FULL DESCRIPTION		
An imposing three storey, irregular sided, stone building. It features brick highlights and a slate roof. This building was constructed in 1890 (Maylan 1991).		

PRN	NAME	
05094g	Warehouse	
NGR	PERIOD	TYPE
ST311881	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	None	Building
FULL DESCRIPTION		
A single storey rectangular stone building with a slate roof. This building was constructed at the same time as the Dudley warehouse (1890) (Maylan 1991).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05100g	Bonded warehouses	
NGR	PERIOD	TYPE
ST315876	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	See below	Building

FULL DESCRIPTION

Two bonded warehouses flank the Customs House. They have similar features, having three storey with segmental-headed windows on the first floor and arched windows on the second floor. Heavy scrolled brackets serve as pilasters on the ground floor. The southern warehouse (75-76 Lower Dock Street) is locally listed but the northern one (73 Lower Dock Street) is not protected (Maylan 1991).

PRN	NAME	
05101g	Large pill	
NGR	PERIOD	TYPE
ST313883	Natural	Stream
CONDITION	STATUS	FORM
Not known	None	Stream

FULL DESCRIPTION

A large pill (05101g) is depicted on the Van Estate Plans of 1758. The sea wall runs inland around this feature to produce a possible harbour site. By 1782 the pill has been blocked (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05105g	Jetty		
NGR	PERIOD	TYPE	
ST315880	Post-medieval	Jetty	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

In 1851, two jetties (05105g and 05106g) were constructed to allow the unloading of ballast onto the substantial ballast banks lining the river. The process led to a substantial raising of the ground surface in this area (Maylan 1991).

PRN	NAME		
05111g	Timber yard		
NGR	PERIOD	TYPE	
ST314881	Post-medieval	Timber yard	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

This area was used by Nelson Hewertson and Co. as a timber and barkyard. During the 1870s a number of small wooden ships were built by the company, but this had ceased by 1885 (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05119g	Wharf		
NGR	PERIOD	TYPE	
ST312885	Post-medieval	Wharf	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
Vessels used this wharf for loading timber on the Castle Green (Maylan 1991).			

PRN	NAME		
05151g	Railway Bridge		
NGR	PERIOD	TYPE	
ST312882	Post-medieval	Railway bridge	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval railway bridge (Maylan 1991).			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05156g	Lower Dock Street No 84	
NGR	PERIOD	TYPE
ST318873	Post-medieval	Chandlery
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A three storey, pebble-dashed building with modern windows, which by 1885 was a ships chandlers and bonded store run until 1920 by T. Pugsley and Co. It is now empty (Maylan 1991).

PRN	NAME	
05157g	Boat	
NGR	PERIOD	TYPE
ST320850	Unknown	Boat
CONDITION	STATUS	FORM
Moved	None	Boat

FULL DESCRIPTION

In April 1878, during excavations for new timber pond, remains of a vessel were found 3.6 meters below surface. A portion of the ship's side was found retained in an upright position by sharpened oak stakes driven into the soil beneath as if to form a dam or embankment. Clinker-built, between the planking some of the caulking was found (dark coloured wool). Small fragment preserved at Newport, measures 248mm maximum length, 156mm maximum width and 21mm maximum thickness. An 8-figure NGR is unlikely given the vague description. Radiocarbon date c950 AD (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05158g	Lower Dock Street No 85	
NGR	PERIOD	TYPE
ST318873	Post-medieval	Office
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A three-storey building, with modern alterations to the facade. In 1885 it was the offices of R.Gething and Co, shipbrokers, C.H.W.Grasdorff, shipbrokers and Portuguese vice-consulate; as well as Baker and Son, shipbrokers. The building was later shared between Gething and Co. and the Town Dock Collector, of the Alexandria Dock and Railway Company. After 1920 it became a private house, and it is now empty (Maylan 1991).

PRN	NAME	
05159g	Lower Dock Street No 86/87	
NGR	PERIOD	TYPE
ST318874	Post-medieval	Office
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

An early nineteenth century three storey building, with shallow bay windows on the first floor and sashed windows with glazing bars. The ground facade has been altered by the addition of a modern tiled shop front. The property was the offices of Jones Bros. and Co. in 1885 and they vacated them in the late 1930s'. It is now derelict (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05160g	Lower Dock Street No 88	
NGR	PERIOD	TYPE
ST318874	Post-medieval	Hotel
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A three-storey building with twin bay windows on the first floor. The ground floor still has some decorative mouldings. This building was the Caledonian Hotel run by Nathaniel Persichin in 1885. In the early 1920s' it was converted into the offices of Partridge, Jones and John Paton Ltd., colliery proprietors as well as steel, sheet, and tinplate manufacturers, who remained here until the 1960s'. It is now derelict (Maylan 1991).

PRN	NAME	
05161g	Lower Dock Street No 89	
NGR	PERIOD	TYPE
ST318874	Post-medieval	Office
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

An early nineteenth century three storey building. It has a bay window on the first floor and the facade has been stuccoed in recent times. It was the offices of T.Beynon and Co. Ltd., shipbrokers and owners, who shared the premises with the Newport-Abercarn Black Vein Steam Coal Co. Ltd. until the early 1900s' when the latter moved next door to number 90. Beynon and Co. became the Lloyds Agent and acted as vice consul for Austro-Hungary and Chile (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05162g	Lower Dock Street No 90	
NGR	PERIOD	TYPE
ST318874	Post-medieval	Building
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A mid nineteenth century three storey building with a well-moulded Venetian window on the first floor. It was occupied by several firms in 1885, but was taken over by the Newport-Abercarn Black Vein Steam Coal Co. Ltd. in the early twentieth century. They were succeeded as owners by James and Emmanuel, the colliery agents (Maylan 1991).

PRN	NAME	
05163g	Lower Dock Street No 91	
NGR	PERIOD	TYPE
ST318874	Post-medieval	Public house
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A three storey locally listed structure, with a stuccoed façade and good eaves moulding, built in 1817. The ground floor has a pub front with pilasters. In 1885 this was the Union Hotel run by William Bridgewater. It changed its name in 1890 to the Richmond Hotel and kept this name until 1963 when it became the River View Working Men's Club. Numbers 92 to 103 have all been demolished except, in some cases, for the ground floor wall, which has been retained as a fence for the Courage Beer depot (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05164g	Lower Dock Street No 104	
NGR	PERIOD	TYPE
ST317874	Post-medieval	Building
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTIONAn eighteenth century, three storey building rebuilt in the mid nineteenth century, on the local list. The facade is stuccoed with a canopied door. It is in a poor condition. The building was originally the offices of the Monmouthshire Railway and Canal Company. In 1880 the M.R.& C.C. was taken over by the Great Western Railway and this building became their offices (Maylan 1991).

PRN	NAME	
05165g	Lower Dock Street No 105	
NGR	PERIOD	TYPE
ST317874	Post-medieval	Building
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTIONAn early nineteenth century three storey stuccoed fronted building with a shop front under a timber Bessamer stretching across the whole frontage. The whole building is derelict and in very poor condition. In 1885, this building was shared by two ship broking companies, Rennies and Co. and Budd and Co. From 1900 until 1930, the offices of the Bargoed Coal Co. were here, and they were succeeded as tenants by J.F.Thomas and Co Shipbrokers (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05166g	Lower Dock Street No 106/107	
NGR	PERIOD	TYPE
ST317874	Post-medieval	House
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A dignified pair of nineteenth century houses. They have a rusticated ground floor with paired arched doors. It appears to have been built by Jones, Heard and Co. shipbrokers, and vice-consul for the United States of America and Belgium, who occupied the premises until the 1960s'. They are now in poor condition, currently being used as a massage parlour (Maylan 1991).

PRN	NAME	
05167g	Lower Dock Street No 110	
NGR	PERIOD	TYPE
ST316875	Post-medieval	Freemasons hall
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

This was the Masonic Hotel until 1970. The ground floor has been remodelled to form a modern shop and new windows have also been added (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05168g	Lower Dock Street No 111		
NGR	PERIOD	TYPE	
ST316875	Post-medieval	Shop	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

Three storey rendered building, with a bay window on the first floor. In 1885, this was a grocers shop owned by J.W.Nicholas. It was then acquired by Huss and Co., ships chandlers and paint manufacturers, who were also the vice-consuls for Italy, Sweden, Norway and Portugal (Maylan 1991).

PRN	NAME		
05169g	Lower Dock Street No 112/115		
NGR	PERIOD	TYPE	
ST316875	Post-medieval	Building	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

These buildings were all constructed as the same development. They have three storeys with rough cast stone facades and are surmounted by a cornice with ball finials. Numbers 112 and 113 have arched second floor windows. These buildings have been occupied by a large number of firms in the last hundred years, and they are in poor condition (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05170g	Lower Dock Street No 116	
NGR	PERIOD	TYPE
ST316875	Post-medieval	Public house
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

This is an eighteenth century three storey building with a stuccoed front and a pub ground floor. It was the Vulcan Public House until it was converted into a restaurant, it is now empty (Maylan 1991).

PRN	NAME	
05171g	Lower Dock Street No 117	
NGR	PERIOD	TYPE
ST316875	Post-medieval	Office
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A late eighteenth century three storey building with a stuccoed frontage. These premises were shared by numerous small shipbrokers, some of which can be noted on the etched windows, which bear the names of Watts, Watts and Co. and Lambert Bros. In the 1960s' it was the headquarters of the Newport Pilotage Authority (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05174g	Lower Dock Street No 77/78	
NGR	PERIOD	TYPE
ST315876	Post-medieval	Building
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

These were the buildings were divided into offices for a number of firms. In 1885 No.77 housed the offices of Cuthbert, Hancock & Co. managers of the Tillery Coal Co.; Simkins Bros., shipbrokers; and A.J.Murphy coal merchant. Whilst No.78 housed the offices of J.G.Watts, coal and pitwood merchant and the Blaenavon Co. Ltd. The building dates to the early nineteenth century and is in the style of the "Greek Revival" with a stuccoed facade containing Doric doorways, sash windows and fanlights. It is a Grade II listed building (Maylan 1991).

PRN	NAME	
05175g	Lower Dock Street No 72	
NGR	PERIOD	TYPE
ST315877	Post-medieval	Building
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

This building was the Custom House Dining Rooms owned by Rachel Stanley in 1885. It later became the Custom House Inn until its closure during the 1970s. Today it is combined with the neighbouring bonded warehouse to form storage facilities (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05176g	Lower Dock Street No 71		
NGR	PERIOD	TYPE	
ST315877	Post-medieval	Office	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

This building was divided into offices. In 1885 it housed Espeland & Winfield, ships chandlers and James Griffiths, sailmaker. The building has three storeys with a Georgian-style brick façade (Maylan 1991).

PRN	NAME		
05177g	Lower Dock Street No 69		
NGR	PERIOD	TYPE	
ST315877	Post-medieval	Office	
CONDITION	STATUS	FORM	
Not known	LB2	Building	

FULL DESCRIPTION

This elegant building was built as offices by Thomas Powell for his coal company in the early nineteenth century. By 1885, it had been divided into several offices including the Newport Chamber of Commerce. The building is in the "Greek Revival" style with a stuccoed two-storey facade and a Doric style porch with ornate pillars. It is a Grade II Listed Building (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05178g	Lower Dock Street No 67/68		
NGR	PERIOD	TYPE	
ST315877	Post-medieval	Mews	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

These buildings were the central mews and stables for Tovey Brothers, undertakers, from 1890 until 1935. The buildings are depicted in advertisements in the trade directories of this period (e.g. Progress and Commerce 1893, 168). The buildings have been refurbished but the facade retains elements of the original (Maylan 1991).

PRN	NAME		
05179g	Lower Dock Street No 139		
NGR	PERIOD	TYPE	
ST314877	Post-medieval	Ragged school	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

This building was built as a "ragged school" in 1864 to provide education for the poor children of the town. It was later used as a library before being acquired by Watts, Ward and Co as offices in 1885. It is currently undergoing renovation (Maylan 1991).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
05180g	Lower Dock Street No 58		
NGR	PERIOD	TYPE	
ST315878	Modern	Drill hall	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

This building was built as the drill hall of the Fourth Volunteer Battalion of the South Wales Borderers in 1902, replacing an earlier building built in 1865. The structure is a stone building with a brick and stone pseudo-castle facade. A large vehicular doorway (now a display window) pierces the centre of the façade underneath a crenellated tower. The building has been converted into a shop (Maylan 1991).

PRN	NAME		
05693g	Context 112		
NGR	PERIOD	TYPE	
ST31018430	Post-medieval	Drainage ditch	
CONDITION	STATUS	FORM	
Not known	None	Ditch	

FULL DESCRIPTION

A linear reën cut with modern peat fill. It is 6m wide and two meters deep and cut from the surface. It appears to have a north/south alignment (Turner 1997).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
05694g	Context 114	
NGR	PERIOD	TYPE
ST31088420	Post-medieval	Drainage ditch
CONDITION	STATUS	FORM
Not known	None	Ditch

FULL DESCRIPTION
A linear re-en cut with modern rubble fill. It measures two meters wide and two meters deep, 0.60m below the ground surface. The alignment is north/south (Turner 1997).

PRN	NAME	
06254g	Wildings Dept. Store	
NGR	PERIOD	TYPE
ST31098803	Post-medieval	Department store
CONDITION	STATUS	FORM
Intact	LB2	Building

FULL DESCRIPTION
Wildings dept store, built c.1885, with a Victorian exterior. Previously the "Ship and Pilot" pub and part of "London House" of Evans and Allen. The store has been occupied by Wildings since 1931.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
3094	Lower Dock Street No 108		
NGR	PERIOD	TYPE	
ST31608752	Post-medieval	Office	
CONDITION	STATUS	FORM	
Intact	LB2	Building	

FULL DESCRIPTION
A Post-medieval building.

PRN	NAME		
10568	Dock Head Scandinavian Lutheran Church Mission		
NGR	PERIOD	TYPE	
ST3285	Post-medieval	Chapel	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION
A Post-medieval chapel.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
31986	Newport Market		
NGR	PERIOD	TYPE	
ST31088827	Post-medieval	Market Hall	
CONDITION	STATUS	FORM	
Not known	LB2	Building	

FULL DESCRIPTION

Built in 1887 by Watkins and Kirby, although the barrel-vaulted, iron and glass shed may be earlier. The front office block is mainly Jacobean with three storeys and with coursed rubble. Also evident are grey ashlar dressings, nine mullioned windows and Arts and Crafts ironwork.

PRN	NAME		
34295	Custom House		
NGR	PERIOD	TYPE	
ST315877	Post-medieval	Custom House	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

A four bay, neo-classical front elevation, with pediments containing crests. Dated to the mid nineteenth century.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
36513	Bridge Street No 1		
NGR	PERIOD	TYPE	
ST31028813	Post-medieval	House	
CONDITION	STATUS	FORM	
Not known	None	Building	
FULL DESCRIPTION			
A Post-medieval house.			

PRN	NAME		
43156	Old Newport Bridge		
NGR	PERIOD	TYPE	
ST31258843	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Destroyed	None	Structure	
FULL DESCRIPTION			
Built in 1800 and widened in 1865, with further widening occurring in 1892. The bridge was composed of five arches. Although it is now destroyed.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
43158	New Newport Bridge		
NGR	PERIOD	TYPE	
ST31258843	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval bridge.			

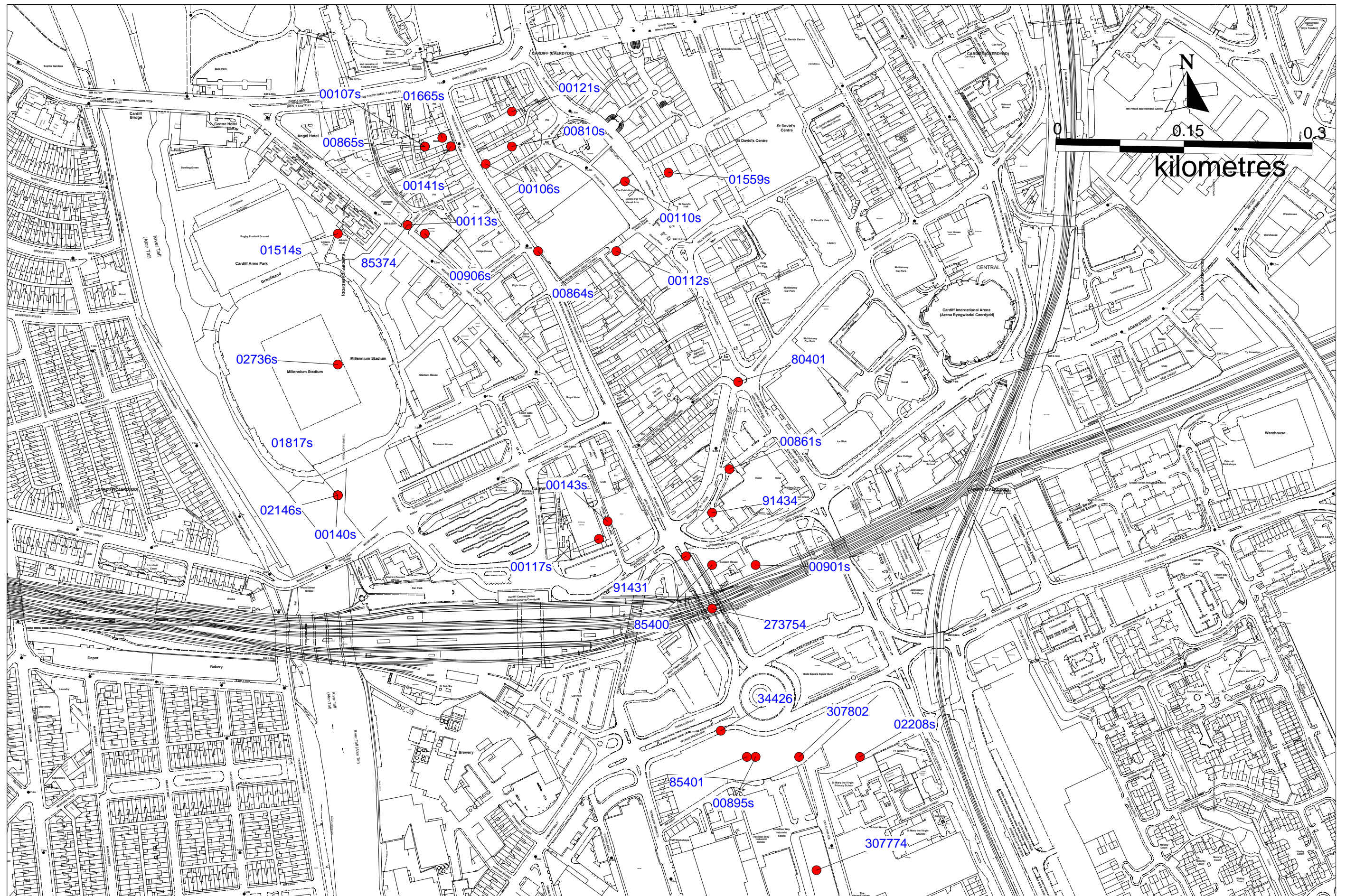
PRN	NAME		
91413	Newport Docks		
NGR	PERIOD	TYPE	
ST32008500	Post-medieval	Dockyard	
CONDITION	STATUS	FORM	
Near intact	None	Complex	
FULL DESCRIPTION			
Nineteenth century and later, iron and coal exporting docks.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
307059	Newport Medieval Ship		
NGR	PERIOD	TYPE	
ST312881	Medieval	Shipwreck	
CONDITION	STATUS	FORM	
Damaged	None	Wreck	

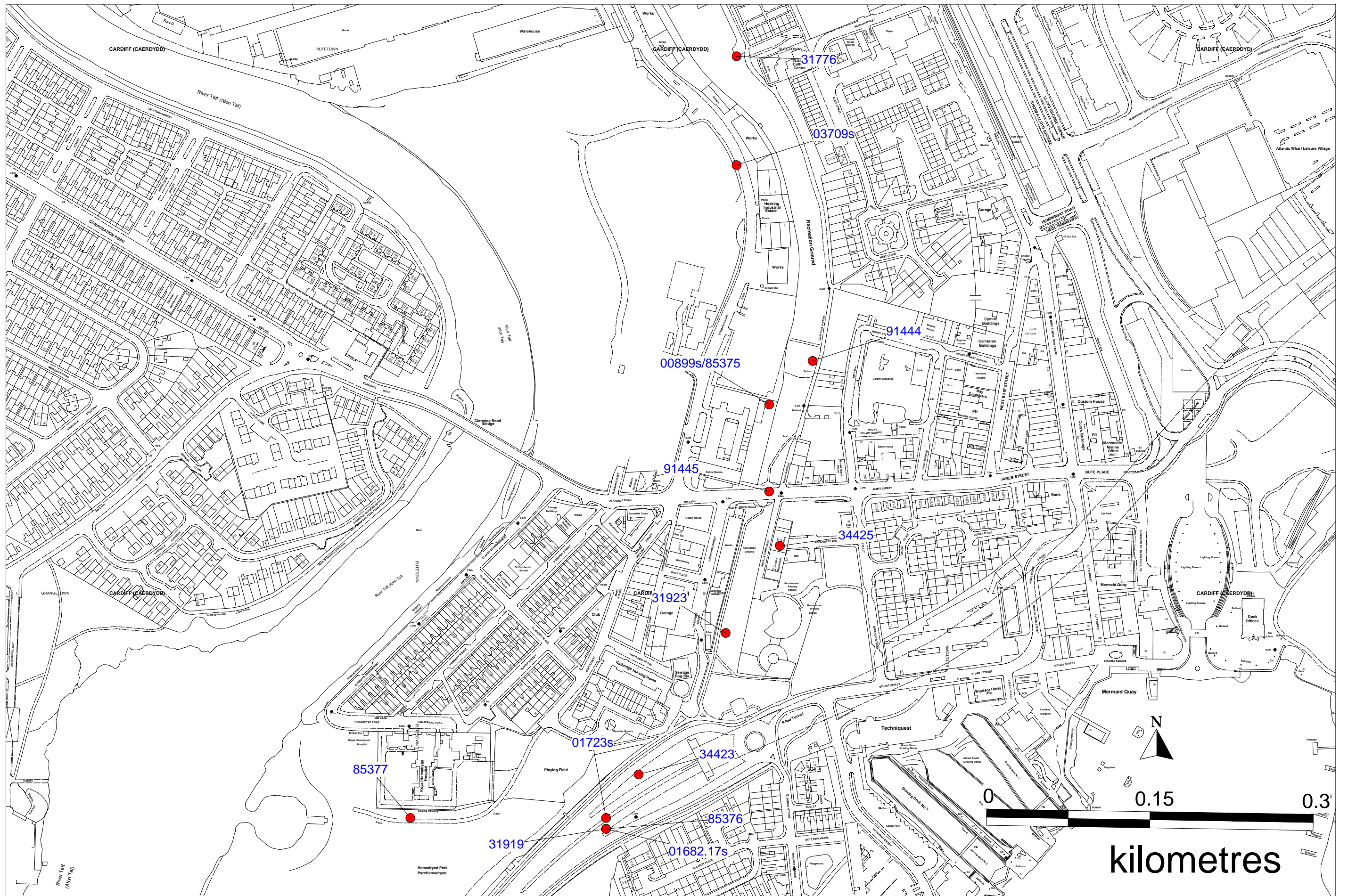
FULL DESCRIPTION

The well preserved remains of a medieval ship of the "keel" type, dendrochronologically dated to c.1465, and discovered on the western bank of the River Usk, at Moderator Wharf, during construction of a new arts centre. Remains measure 21 metres long and eight metres wide.



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Location map of archaeological interests (Cardiff north)



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Location map of archaeological interests (Cardiff south)

Appendix 3: Archaeological interests in Cardiff

PRN	NAME	
00106s	14 High Street	
NGR	PERIOD	TYPE
ST18177638	Medieval	Building
CONDITION	STATUS	FORM
Near Destroyed	None	Building
FULL DESCRIPTION		
A network of old walls and foundations were uncovered during alterations to 14 High Street. Among them was a walled pit about 1.5m square 4.27m deep, containing early green and brown glazed pottery, early stoneware Delft, some fragments of glass, old spirit bottles, and tobacco pipes.		

PRN	NAME	
00107s	Cardiff Lloyds Bank	
NGR	PERIOD	TYPE
ST18107640	Roman	Settlement
CONDITION	STATUS	FORM
Destroyed	None	Building
FULL DESCRIPTION		
Traces of early Roman habitation were revealed during the building of Lloyds Bank, High Street, in 1892. Samian sherds, including the stamp OFPRIM; sherds of buff, black and grey coarsewares; 2 bronze coins of Trajan (98AD-117AD) and a bronze cup were discovered. The Roman fort at Cardiff would appear to have been evacuated by the mid 2nd century and thereafter to have fallen into decay. Meanwhile, a small civil settlement had apparently grown up outside its defences to the south (located on the site of modern High Street, the artefactual evidence for which, is noted above). How long the civil settlement continued to flourish is uncertain (Nash-Williams 1954, 94-95).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00110s	Cooking Pot	
NGR	PERIOD	TYPE
ST18337636	Medieval	Find
CONDITION	STATUS	FORM
Near Intact	None	Finds

FULL DESCRIPTION

In the NMW is a medieval cooking pot of clumsy shape, with an out-turned rim and sagging base, found on the site of the Free Library, Trinity Street (Merrick 1983, 94-95).

PRN	NAME	
00112s	Pitcher	
NGR	PERIOD	TYPE
ST18327628	Medieval	Find
CONDITION	STATUS	FORM
Not known	None	Finds

FULL DESCRIPTION

In the NMW is a green glazed earthenware pitcher, possibly C13th with a sagging base and barred spout. The ornament consists of stylised human figures, with masks on the rim. It was found in Wharton Street, Cardiff.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00113s	Blunch Gate	
NGR	PERIOD	TYPE
ST18087631	Post-medieval	Quay
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

A slip or quay on the River Taff in the town Cardiff (1666). A place near the old quay (1748, 1770), it was also called Blunch Gate, Blunts Gate or Blounts Gate. The quay was around 36.5m to 46m length with a draught of 3.5m at high tide. The slip was a source of great expense to the town and in 1552 it was stated that it had been rebuilt three times in the previous twenty years and needed constant upkeep. The Quay called the Blunch or Blunt Gate was ordered to be taken out i.e. demolished in 1875, the place name occurs in 1843. The earliest occurrence of the name in a known record is Blounts Gate in a Ministers account of 1542. During the cutting of a series of holes for supports for a multi-storey car park on the site in 1973-74, three fragments of walling were discovered. One, measuring 1.2m wide at the base, and surviving up to a height of 3.57m, appears to be the remains of the Medieval Town Quay (Webster 1977, 88-115).

PRN	NAME	
00117s	St Marys Church	
NGR	PERIOD	TYPE
ST18307595	Medieval	Church
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

The small bridge of masonry close to Cardiff Castle by which West Street was carried across the Mill Leat or Tan River.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00121s	St. Piran's Chapel	
NGR	PERIOD	TYPE
ST18207644	Medieval	Chapel
CONDITION	STATUS	FORM
Destroyed	None	Documents

FULL DESCRIPTION

The passageway leading from Duke Street to Crown Court is said to be on the line of Shoemakers Street. The symbol on the attached tracing (ST 1820 7644) indicating the position of St Pirans Chapel is probably accurate to within 46m (Cleary 1957, In. Lit.).

PRN	NAME	
00140s	Bronze Axe	
NGR	PERIOD	TYPE
ST1876	Bronze Age	Find
CONDITION	STATUS	FORM
Near Intact	None	Finds

FULL DESCRIPTION

A bronze socketed axe, which was found under St Mary St., Cardiff, while excavating trench for a sewer. The axe is 10cms in length, has three ribs on each face and a heavy moulding at the top.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00141s	Pitcher	
NGR	PERIOD	TYPE
ST18137640	Medieval	Find
CONDITION	STATUS	FORM
Near Intact	None	Finds

FULL DESCRIPTION

A green glazed pitcher from High Street, it has a square angular rim, cut away behind the bridge spout; with a zonal arrangement of decoration in formal lines. This, together with the carinated body, suggests the influence of metal work, a feature considered by G.C. Dunning to be characteristic of the 14th century. Alternatively, elaboration of design and decoration in glazed wares occurs in S. Wales at an early date, and the pot may date to the late 13th century.

PRN	NAME	
00143s	Benedictine Priory	
NGR	PERIOD	TYPE
ST18317597	Medieval	Priory
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

Founded c1100-2, it was established for five monks of Tewkesbury and was destroyed by Owain Glyndwr in 1403. Although the monks had been recalled to Tewkesbury in 1221, due to disturbances in Wales, and the priory was then leased out (Knowles and Hadcock 1953, 62). The earliest of the grants to Tewkesbury Abbey about 1100 A.D. seem to indicate that the priory of Cardiff was already established by the opening of the twelfth century, and that monks of that abbey were in residence there. Nevertheless, there is no record which actually affirms the existence of a priory there until 1221 A.D., when the Tewkesbury annalist says, "Our priory of Cardiff, the monks having been withdrawn, is let to farm . . .". The priory could at no time have been other than a small community, to supervise the Abbey property in the neighbourhood and to attract further grants, No further reference to the monks occurs, but the office of Prior continued to exist throughout the thirteenth century. Near the burial ground of St. Mary within the town walls, was the Great Close of the prior, presenting frontages and building sites, probably to St. Marys St. In 1450, of the nine tenements built on the Close, almost all were in a bad state of repair. The tithe barn of the priory was also in decay.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00810s	Olivers Shoe Shop Excavation	
NGR	PERIOD	TYPE
ST182764	Medieval	Excavation
CONDITION	STATUS	FORM
Not known	None	Excavated Feature

FULL DESCRIPTION

Demolition of the shop revealed an area of undisturbed ground measuring 2m long and 0.5m wide. The area was revealed after the removal of a cellar wall. 15 distinct layers were visible in section, to a depth of 1.7m, 12 of which produced medieval pottery. It is believed to represent a gradual accumulation between the 12th and 15th centuries. The form of the feature is unknown, as no edges survive, but is likely to be a large, man-made depression, pit or ditch (Wrathmell 1976, 39).

PRN	NAME	
00861s	Little Steel Mill	
NGR	PERIOD	TYPE
ST18457603	Post-medieval	Steam mill
CONDITION	STATUS	FORM
Destroyed	None	Documents

FULL DESCRIPTION

The Little steam mill built in 1858. It was sited halfway up the north side of mill lane and ordered to be demolished in 1863.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00864s	Lesser Quay	
NGR	PERIOD	TYPE
ST18237628	Medieval	Quay
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

The golyate or lesser quay was situated on the west side of the present Golate Street. It was only twenty yards in length.

PRN	NAME	
00865s	25 Womanby Street Excavation	
NGR	PERIOD	TYPE
ST18107640	Unknown	Excavation
CONDITION	STATUS	FORM
Destroyed	None	Excavated Feature

FULL DESCRIPTION

Modern Womanby St of which the medieval form was Hundemanby Norse byre. No evidence of any Norse, or early Roman settlements were discovered. There was little activity in the area prior to 12th/13th century. The earliest activity relates to a large square pit, into which a small gully drained. There is substantial medieval activity, apparently relating to the occupation of High Street, rather than Womanby Street. Wall construction began in 13th-15th centuries and an unfinished well shaft was dug in the early post-medieval period. It was filled with debris from a mortared building, including many fragments of decorated medieval floor tile (Webster 1980).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00895s	Sea-Pound Wharf Warehouses	
NGR	PERIOD	TYPE
ST18487570	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	None	Building
FULL DESCRIPTION		
Probably early 19th century, rubble stone structures.		

PRN	NAME	
00899s/85375	Sea-Pound Crane	
NGR	PERIOD	TYPE
ST18837468	Post-medieval	Crane
CONDITION	STATUS	FORM
Not known	None	Structure
FULL DESCRIPTION		
The cast iron base of the former quayside crane still stands on a rectangular masonry plinth.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00901s	Custom House	
NGR	PERIOD	TYPE
ST18487592	Post-medieval	Custom house
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

An ornate building, possibly dating from 1798 with 19th century additions.

PRN	NAME	
00906s	Quay Street Excavation	
NGR	PERIOD	TYPE
ST181763	Not applicable	Excavation
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

Excavations in 1973-4, revealed a multi-period occupation sequence: Roman occupation was identified nearby, but not in the immediate vicinity. It was determined to be open ground in the mid thirteenth to fourteenth century, maybe behind buildings of the medieval quay, used for rubbish burial. In the fourteenth to fifteenth century, a timber framed house was built over the rubbish pits (Webster 1977, 88-115).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
01514s	Roman pottery		
NGR	PERIOD	TYPE	
ST180763	Roman	Find	
CONDITION	STATUS	FORM	
Not known	None	Finds	

FULL DESCRIPTION

Fragments of Roman pottery were found during excavations in the yard of 25 Womanby Street, within the walls of the medieval town. There were a number of pits containing late twelfth and thirteenth century material, which was disturbed by nineteenth century building operations (Webster J and Webster P 1972, 29).

PRN	NAME		
01559s	19-20 Working Street		
NGR	PERIOD	TYPE	
ST18387637	Medieval	Well	
CONDITION	STATUS	FORM	
Near Destroyed	None	Structure	

FULL DESCRIPTION

12-fourteenth century pits dug through garden humus. They revealed a 12th Century well, stone foundations over the pits, probably with timber superstructures. The site is now St Davids Hall (Webster L E and Cherry J 1979, 269).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
01665s	Medieval Tile and pottery		
NGR	PERIOD	TYPE	
ST18127641	Medieval	Find	
CONDITION	STATUS	FORM	
Not known	None	Finds	
FULL DESCRIPTION			
Medieval tiles and fragments of medieval pottery, e.g. earthenware jug ,found on the site of the new Lloyds Bank (Mesner 1995).			

PRN	NAME		
01682.17s	Sea Lock		
NGR	PERIOD	TYPE	
ST18687430	Post-medieval	Canal lock	
CONDITION	STATUS	FORM	
Intact	LB2	Structure	
FULL DESCRIPTION			
The entrance to the second floating-dock in South Wales, built by Patrick Copeland in 1796,opened in 1798 and repaired in C19th. The mouth of the sea lock to the former Glamorganshire canal dock basin is faced partly on the NW and SE sides by large blocks of granite, interspersed on the se side with much smaller blocks of limestone in shallower courses, with concrete facing on both sides towards rebate of sea-lock gate and on replacement wall at entrance to former sea lock. Rebate of sea lock retains timber posts. The northwest side of the mouth to the lock, a flight of stone steps descends in the thickness of the wall; iron mooring ring is present on the north side of the staircase. Iron bollards are visible on the decking at the top of the retaining wall, four on the northwest side and one on the southeast side. The former lock and basin have been filled in but the granite coping slabs to the lock are visible (Hadfield 1960).			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
01723s	Bronze Axe		
NGR	PERIOD	TYPE	
ST1876	Bronze Age	Find	
CONDITION	STATUS	FORM	
Not known	None	Find	

FULL DESCRIPTION

A bronze flanged axe with hammered flange and slight cross bar. Is said to have been dug out of one of the banks of Cardiff Castle and presented to Gillingham Museum, Kent in 1937 (Savory 1980, 101).

PRN	NAME		
01817s	Fulling Mill		
NGR	PERIOD	TYPE	
ST1876	Medieval	Fulling mill	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

Cardiff has a long association with the wool industry. In the early 12th century its burgesses were free of suit *ad pannos fullendos vel tingendos*; a dyer was a burgess of the town in the later 13th century; and from 1327 to 1333 Cardiff was a staple port for Welsh wool export. However there seem to have been only grain-mills in the town in the 14th century. The first proof of mechanised fulling is in 1492, when there is a mention of a 'new' fulling mill within the liberties of the borough, leased, along with two parcels of land called 'Lytteham', to Ieuan ap Thomas.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02146s	Bute Road railway bridge	
NGR	PERIOD	TYPE
ST186757	Post-medieval	Bridge
CONDITION	STATUS	FORM
Intact	LB2	Structure

FULL DESCRIPTION

Probably constructed in 1839-1840 when the Bute West dock and Taff Vale railway to Dock Station were built and opened in successive years. It formerly carried the Taff Vale Railway over the spur to the Glamorganshire Canal leading into Bute West dock. The canal is filled in and the arches blocked, but the railway bridge and embankment remain in use to Bute Road Station.

PRN	NAME	
02208s	National Stadium	
NGR	PERIOD	TYPE
ST18007615	Post-medieval	Stadium
CONDITION	STATUS	FORM
Intact	None	Building

FULL DESCRIPTION

40 boreholes were sunk during the construction of the National Stadium, and the majority revealed the expected stratigraphic sequence i.e. made ground, alluvial clays, alluvial gravels and mudstone. However, within two of the boreholes, (BH11 and BH32) wood was encountered at c.4m below the present ground surface. There are a number of explanations for this, they could be archaeological deposits, possibly in the form of a riverside occupation dating to the Bronze Age or earlier, or possibly water-borne deposits i.e. drift wood, contained within the palaeochannel. Alternatively, they could be the remnants of floodplain woodland that has been overwhelmed by high-energy fluvial regimes, leading to a reduction in the thresholds at which the river is able to rework its floodplain. A fourth explanation is that the well documented rise in sea levels/base levels occurring c.3000 Bp (uncal.) would have resulted in the gradual flooding (polutification) of the floodplain margins, resulting in the progressive destruction of floodplain woodland habitat's, of which the discovered samples are the remnants (Williams 1996, 9-10).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02736s	Glamorgan Canal and sea lock	
NGR	PERIOD	TYPE
ST188750	Post-medieval	Canal lock
CONDITION	STATUS	FORM
Not Known	None	Structure

FULL DESCRIPTION
The site of the Glamorgan Canal and sea lock (OS 1st ed) (Locock 1997).

PRN	NAME	
02737s	Hospital ship	
NGR	PERIOD	TYPE
ST185743	Post-medieval	Hospital ship
CONDITION	STATUS	FORM
Not known	None	Ship

FULL DESCRIPTION
The 'Hamadryad' hospital ship (Locock 1997).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
03709s	Butetown Cannon Ball		
NGR	PERIOD	TYPE	
ST18807490	Post-medieval	Cannon Ball	
CONDITION	STATUS	FORM	
Intact	None	Find	

FULL DESCRIPTION

A French cannon ball dating to 1790 was discovered during the clearing of a canal, ready for a housing development in Cardiff Bay. The ball measures c. 2.8m and is marked with the words 'Egalite - Liberte'. It is now used as a bollard (Lodwick Pers. Comm.).

PRN	NAME		
31776	Custom House		
NGR	PERIOD	TYPE	
ST18437592	Post-medieval	Customs House	
CONDITION	STATUS	FORM	
Damaged	LB2	Building	

FULL DESCRIPTION

A two-storey Italianate-style building, dating to 1798, on a corner site overlooking the now filled-in Glamorganshire Canal (34425). Extended or rebuilt 1845.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
31919	Royal Stuart Warehouse	
NGR	PERIOD	TYPE
ST18847455	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

A red brick warehouse built in 1899 by Edgar Down, now converted to offices.

PRN	NAME	
31923	West Canal Wharf, Jacobs + Co	
NGR	PERIOD	TYPE
ST18447573	Post-medieval	Public Building
CONDITION	STATUS	FORM
Not known	LB2	Building

FULL DESCRIPTION

A late 18th century to mid 19th century building. 2 storeys tall, stuccoed and with a slate gabled roof.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
34423	Blunch Gate walling		
NGR	PERIOD	TYPE	
ST18087631	Post-medieval	Quay	
CONDITION	STATUS	FORM	
Not known	None	Wall	

FULL DESCRIPTION

Three fragments of walling were found in 1973-4, and were identified as remains of the medieval town quay wall. It was probably extant until 1849-53, when the River Taff was diverted to its present course.

PRN	NAME		
34425	Glamorganshire Canal		
NGR	PERIOD	TYPE	
ST18687429	Post-medieval	Canal	
CONDITION	STATUS	FORM	
Not known	None	Canal	

FULL DESCRIPTION

The Glamorganshire canal.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
34426	Mooring Bollard	
NGR	PERIOD	TYPE
ST18877472	Post-medieval	Dock
CONDITION	STATUS	FORM
Not known	None	Bollard

FULL DESCRIPTION

A cast iron mooring bollard adjacent to the former sea-lock pound on the Glamorganshire Canal (NPRN 34425).

PRN	NAME	
80401	Sea Lock No.51	
NGR	PERIOD	TYPE
ST18687429	Post-medieval	Lock
CONDITION	STATUS	FORM
Not known	None	Lock

FULL DESCRIPTION

The lock dates from 1798, and is built of finely jointed ashlar stone blocks. Later nineteenth and twentieth century repairs are evident.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
85374	Canal Swing Bridge	
NGR	PERIOD	TYPE
ST18837460	Post medieval	Bridge
CONDITION	STATUS	FORM
Destroyed	None	Bridge
FULL DESCRIPTION		
No remains of the former steel lattice girder are visible.		

PRN	NAME	
85376	Sea Pound Lock; New Lock No. 51	
NGR	PERIOD	TYPE
ST18557557	Post-medieval	Lock
CONDITION	STATUS	FORM
Destroyed	None	Lock
FULL DESCRIPTION		
There are no visible remains.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
85377	Williams Warehouse	
NGR	PERIOD	TYPE
ST18477570	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A Warehouse belonging to T.G. Williams & Co., builders merchants and ironmongers, on the former west canal wharf; William wharf was the upper limit of navigation for sea-going vessels. The building is a twelve bay, rubble-built structure. It consists of a single storey.

PRN	NAME	
85379	Victoria Bridge, The Hayes	
NGR	PERIOD	TYPE
ST18467613	Post-medieval	Bridge
CONDITION	STATUS	FORM
Not known	None	Bridge

FULL DESCRIPTION

Also known as Hayes Bridge; it is a stone arched bridge carrying the south end of the Hayes over the Glamorganshire Canal (34425); the towing path was on the east side of the canal.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
85400	Customhouse Bridge, Cardiff	
NGR	PERIOD	TYPE
ST18407593	Post-medieval	Bridge
CONDITION	STATUS	FORM
Destroyed	None	Bridge

FULL DESCRIPTION

A cambered cast iron beam bridge with decorative iron lattice parapet carries Customhouse Street over the Glamorganshire Canal (34425). It is now buried under later roads, but was visible during road works at time of visit.

PRN	NAME	
85401	Warehouse, Charlotte Street	
NGR	PERIOD	TYPE
ST18437598	Post-medieval	Warehouse
CONDITION	STATUS	FORM
Not known	None	Building

FULL DESCRIPTION

A three-storey rubble-built warehouse under a pitched roof that formerly stood on the east bank of the Glamorganshire Canal (34425) about 40m to the north of Customhouse Bridge (85400). There was also a small raised section of bank in front of the warehouse.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
91431	New Sea Lock	
NGR	PERIOD	TYPE
ST18797447	Post-medieval	Lock
CONDITION	STATUS	FORM
Destroyed	None	Lock
FULL DESCRIPTION		
A pair of leaves forming one gate across the canal. The site is now grassed over as a leisure park.		

PRN	NAME	
91434	Sea Lock House	
NGR	PERIOD	TYPE
ST18717434	Post-medieval	Dwelling
CONDITION	STATUS	FORM
Not known	None	Building
FULL DESCRIPTION		
The Harbourmaster's house. It is a two storey building of rendered rubble with arched headed windows; main doorway surmounted by oval window with arched moulded pediment over on two pilasters flanking the door.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
91444	West Junction Canal		
NGR	PERIOD	TYPE	
ST18537570	Post-medieval	Canal	
CONDITION	STATUS	FORM	
Not known	None	Canal	

FULL DESCRIPTION

A short canal built to connect Glamorganshire Canal (34425) with West Bute Dock (34257).

PRN	NAME		
91445	Canal bridge		
NGR	PERIOD	TYPE	
ST18437587	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Not Known	None	Bridge	

FULL DESCRIPTION

A riveted steel plate bridge carrying the Great Western south Wales main line to the east of Cardiff Central Station over the Glamorganshire Canal (34425). The bridge has been widened on the north side and is supported on stone piers on the south side.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
91475	Glamorganshire Canal Railway		
NGR	PERIOD	TYPE	
ST18677430	Post-medieval	Railway	
CONDITION	STATUS	FORM	
Not known	None	Railway	

FULL DESCRIPTION

The Glamorganshire Canal Company's railway. It was authorised in 1882 to connect industrial premises around the sea lock and basin with the GWR's Clarence Road Branch. It is around three miles long.

PRN	NAME		
307774	Cardiff Medieval Town Defences		
NGR	PERIOD	TYPE	
ST18007600	Medieval	Town Defences	
CONDITION	STATUS	FORM	
Destroyed	None	Walls	

FULL DESCRIPTION

Town defences are first mentioned in 1184, and are recorded as including a stone wall in 1349. They were reported as being substantially intact in 1578 and appear to have been demolished in the late eighteenth century.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
307802	Terminus Hotel / Sam's Bar	
NGR	PERIOD	TYPE
ST18397599	Post-medieval	Public House
CONDITION	STATUS	FORM
Intact	None	Building

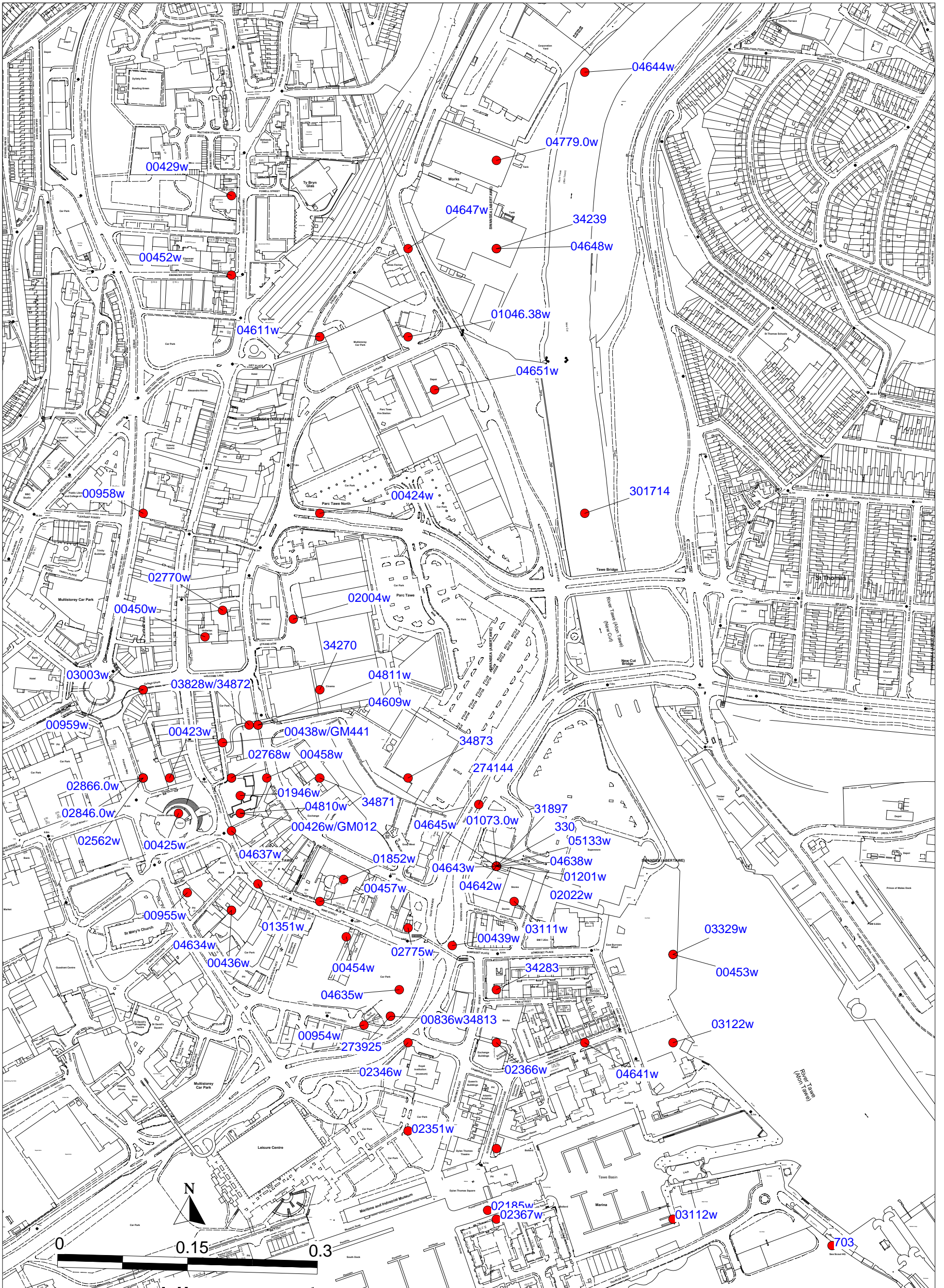
FULL DESCRIPTION

A Post-medieval Public house, adjacent to the original junction of Glamorganshire Canal and River Taff.

PRN	NAME	
273754	Wreck of the 'Independent'	
NGR	PERIOD	TYPE
ST18007600	Post-medieval	Wreck
CONDITION	STATUS	FORM
Not known	None	Wreck

FULL DESCRIPTION

A brig, of wood construction, and registered in Dunkirk, France, carrying coal. Its dimensions are unknown, although the vessel was not armed. It was travelling from Cardiff to unknown destination.



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Location map of archaeological interests (Swansea)

Appendix 4: Archaeological interests in Swansea

PRN	NAME		
00423w	Roman coins		
NGR	PERIOD	TYPE	
SS65639310	Roman	Find	
CONDITION	STATUS	FORM	
Moved	None	Finds	

FULL DESCRIPTION
In 1871, four coins, representing 305-337 AD were found together at 9 Castle Bailey Street, which extends between College Street to Temple Street.

PRN	NAME		
00424w	Roman cooking pot		
NGR	PERIOD	TYPE	
SS658934	Roman	Find	
CONDITION	STATUS	FORM	
Moved	None	Finds	

FULL DESCRIPTION
A sherd of a Roman cooking pot found two meters below the surface in a peat layer. Identified as grey-black ware, and dated to the second century or later. The pottery was found in association with animal remains (Rutter 1948, 75).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00425w	Plas House	
NGR	PERIOD	TYPE
SS65649306	Medieval	Manor house
CONDITION	STATUS	FORM
Destroyed	None	Documents

FULL DESCRIPTION

A manor house of 'Elizabethan character' with a highly unusual octagonal tower. There is no record of its first construction, although the greater part was erected (or rebuilt) by Sir Matthew Craddock. His arms, with those of the Herberts and the Earl of Worcester appeared over the main gateway. This gateway was destroyed during the construction of Temple Street, although the rest was pulled down in 1840, with most of the material being used at Singleton Farm. It is unlikely that the house was occupied after 1736 and was used as a barn and stable in 1840 (Morgan 1899, 127-130)

PRN	NAME	
00426w/GM012	Swansea New Castle	
NGR	PERIOD	TYPE
SS65719306	Medieval	Castle
CONDITION	STATUS	FORM
Damaged	SAM Gm 12	Building

FULL DESCRIPTION

Surviving and impressive stonework remains seen at Castle Bailey Street are the ruins of the New Swansea Castle, dating to the late thirteenth to early fourteenth century. An archaeological testament to the Welsh wars and conquest of Edward I (1272-1307). The new castle was originally part of a much larger stronghold. It was built alongside the Old Castle in the late-thirteenth or early-fourteenth century under the de Braose lords of Gower, and what started as a set of apartments developed into a self-contained castle. On the first floor was a hall, solar, and service rooms, with vaulted basements below. The arcaded parapet is perhaps the work of Henry de Gower, Bishop of St Davids (1328-47); similar work can be seen at Lamphey and St Davids. The castle was decayed by 1650. By 1686 there was a glassworks within the ruins, and in the late eighteenth century the north block was remodelled as a prison. In 1729 a large, tall gabled house was raised close to the east side of the castle on the Strand. It was leased in 1734 to James Griffiths who had been prominent in founding a copper works further along the Strand around 1720. The house survived until the early nineteenth century when it appeared in a dilapidated condition in several views, and finally shown as a derelict building in a model made of Swansea in c1840. In 1912 considerable alterations were made to the remains of the new castle by the erection of offices for the 'Cambrian Daily Leader' newspaper. A large portion of the north curtain wall was pulled down and some damage done to the old building. By 1914 any standing remains of the Old Castle had been removed (Hill 1989).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00429w	St. Matthews Church at St. Johns		
NGR	PERIOD	TYPE	
SS65709376	Medieval	Church	
CONDITION	STATUS	FORM	
Destroyed	LB2	Building	

FULL DESCRIPTION

Between 1156 and 1184, the Order of St. John obtained possession of land on the northern outskirts of Swansea, on which the Church of St. John would be built in the early thirteenth century. The church was restored and a small chancel added some time before 1899. Demolished in 1820 (Evans 2003).

PRN	NAME		
00436w	Swansea Town Defences		
NGR	PERIOD	TYPE	
SS65709295	Medieval	Town defences	
CONDITION	STATUS	FORM	
Near Destroyed	None	Structure	

FULL DESCRIPTION

The Charters of 'murage and pavage' granted in 1317 and 1328, assigned certain tolls to the purpose of enclosing the town, and though some portion may have been appropriated to the repair of existing walls, it seems likely that the so called Town Walls were constructed after 1328, with any previous mention of walls being in reference to the walls of the bailey of the Old Castle. The new wall is described in documents as distinct from the other. It seems to have followed the line of the bailey walls along College Street, turning to the south along Waterloo Street (formerly called 'Old Walls') and this would agree with the description of John Pencoks land in a grant of 1498, that it had Goat Street on the east and the town fosse on the west. The wall passed outside St. Marys Churchyard and distinct traces were found when excavating for the corner house to the north west of Church Street in 1897. It passed Rutland Street and then must have curved to the east. However, all trace has been lost from then on, but it is likely that Salubrious Place owes its origin to the town walls (Sell 1997b).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00438w/GM441	Original Swansea Castle	
NGR	PERIOD	TYPE
SS65699314	Medieval	Castle
CONDITION	STATUS	FORM
Not known	SAM Gm 441	Documents

FULL DESCRIPTION

The visible remains of the medieval curtain consists of a band of roughly coursed rubble, much patched and repaired and largely masked by recent masonry. Henry de Beaumont, Earl of Warwick was invited by the king c.1106 to conquer Welsh Gwyr, and on completion of this he established Swansea as its capital and constructed a motte-and-bailey castle for its defence. The first documentary evidence is dated 1116, when the castle was attacked by Gruffudd ap Rhys, and although the outer castle was burnt the tower remained intact. The castle was attacked on two further occasions, in 1192 and 1215. The castle was in the hands of Reginald de Braose during this time as it is known that he later surrendered to Llewelyn ap Iorwerth in 1217. Later in the same year it was destroyed by Rhys Gryg in reprisal for the siege of Caerleon by the English. Further attacks by the Welsh took place in 1257 and 1287, but only limited mention is made in the documentary sources. "For two hundred years it [the motte and bailey castle] was a key and strategically important fortress, the administrative and financial centre of the Lordship of Gower and a vital baronial and royal base in South Wales". By 1300 however, with the end of the Welsh wars, the military function of the castle was becoming less important, although its importance as the administrative centre of the lordship and one of de Braose's principal seats was undiminished. The earth and timber castle was eventually replaced with a stone one, but exactly when this took place is unclear. Sources dating to 1187 and 1212 refer to rebuilding but the sums of money involved appear too small for this undertaking. A single reference refers to a rebuild by John de Braose in 1221 but this source is unreliable. A date some time in the thirteenth century seems reasonable however, as other Gower castles, such as Penmaen and Oystermouth, were rebuilt in stone during this period. This castle was later to become known as the 'Old Castle'. Surrounding the castle was the castle ditch that was later incorporated into the New Castle (PRN 00426w). The following hundred years proved to be a period of uncertainty with parts of the castle being sold by the de Braose family.

PRN	NAME	
00439w	The Mount	
NGR	PERIOD	TYPE
SS65959291	Medieval	Motte
CONDITION	STATUS	FORM
Not known	None	Documents

FULL DESCRIPTION

For this ancient lookout for seamen, which formerly occupied a large space at the lower end of Wind Street, it has been supposed that the town was indebted to Cromwell, but it is likely that the Mount existed for a considerable period of time. There are charges for its repair and improvement in all the oldest Corporation accounts. In those of 1634, a sundial which was located on the Mounts centre, is mentioned. It was removed in 1804, during the construction of the Oystermouth Railway (Dillwyn 1840, 48). It is possible that it was the original castle of Beaumont. That the first castle had a motte is suggested by the narrative in the Brut, which tells how Griffith ap Rhys burnt the outworks in 1115, but was unable to get at the tower. However, the town ditch ran under the Mount, suggesting that the mound postdates it, as it seems unlikely that the Mount would not have been incorporated into the towns' defences (Armitage 1912, 297-8).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00450w	Paving Tile		
NGR	PERIOD	TYPE	
SS65679326	Medieval	Find	
CONDITION	STATUS	FORM	
Moved	None	Finds	
FULL DESCRIPTION			
When the site for the Unitarian Chapel was excavated in High Street in 1845, a Flemish paving tile was found (Evans 2003).			

PRN	NAME		
00452w	Neolithic arrowhead		
NGR	PERIOD	TYPE	
SS65709367	Neolithic	Find	
CONDITION	STATUS	FORM	
Moved	None	Finds	
FULL DESCRIPTION			
A Neolithic leaf-shaped arrowhead of irregular pointed oval form, it is extremely well worked. The object was discovered in the garden of 111 High Street in August 1914 (Marvell 2000).			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00453w	Medieval Ferry		
NGR	PERIOD	TYPE	
SS662929	Medieval	Ferry	
CONDITION	STATUS	FORM	
Not known	None	Documents	
FULL DESCRIPTION			
A Medieval Ferry (Rees 1932).			

PRN	NAME		
00454w	Earthenware demijohn		
NGR	PERIOD	TYPE	
SS65839292	Medieval	Find	
CONDITION	STATUS	FORM	
Moved	None	Finds	
FULL DESCRIPTION			
A Medieval earthenware demijohn was found on the site of the New Liberal Club in the course of erection in Wind Street (Evans 2003).			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
00457w	Earthenware jar		
NGR	PERIOD	TYPE	
SS65809296	Unknown	Find	
CONDITION	STATUS	FORM	
Moved	None	Finds	
FULL DESCRIPTION			
An earthenware jar, excavated in Wind Street.			

PRN	NAME		
00458w	The Strand		
NGR	PERIOD	TYPE	
SS65749310	Medieval	Quay	
CONDITION	STATUS	FORM	
Near Destroyed	None	Structure	
FULL DESCRIPTION			
During rebuilding operations at the rear of Swansea Castle, excavations revealed the remains of a small quay on the site of the old Tawe riverbed. The riverbank was found to have been revetted with piles and oak planks, and posts (possibly for mooring) were set a few feet from the edge. Other finds included an oak anchor stock and the skull of a horse, in which was embedded an early type of cannon ball.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00836w/34813	Swansea Junction viaduct	
NGR	PERIOD	TYPE
SS65889283	Post-medieval	Railway viaduct
CONDITION	STATUS	FORM
Destroyed	None	Structure
FULL DESCRIPTION		
A Post-medieval railway viaduct.		

PRN	NAME	
00954w	Little Wind Street excavation	
NGR	PERIOD	TYPE
SS65859282	Unknown	Excavation
CONDITION	STATUS	FORM
Destroyed	None	Excavation
FULL DESCRIPTION		
<p>The seven sections excavated between Harbour Rd and Little Wind St failed to reveal any traces of the town defences. The area was shown to be reclaimed land, with some medieval occupation. The occupation evidence consisted of a number of rubbish pits with thirteenth-fourteenth century material, such as pottery, food refuse and iron slag. A much disturbed metalled area with associated post-holes provided evidence for timber buildings. No traces of any defensive wall, bank or ditch existed in this or the earlier excavation, so it appears that the southern line of the town defences must be sought elsewhere, perhaps beneath the line of Little Wind Street itself.</p>		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00955w	Cross Keys Inn	
NGR	PERIOD	TYPE
SS65659297	Medieval	Hospital
CONDITION	STATUS	FORM
Damaged	LB2	Building

FULL DESCRIPTION

Remains of at least one dry-stone building revealed under post medieval buildings, substantial quantities of fourteenth century pottery. To the rear of the building, partially cut into by post medieval cess pits, were a number of thirteenth to fourteenth century rubbish pits containing pottery, food refuse, charcoal and iron objects including a fine thirteenth century arrowhead. The Inn formed part of the hospital of the Blessed David of Swegnar founded in 1332 by Henry De Gower, Bishop of St Davids. Following the dissolution of the monastery in 1539 the building was granted in 1547 to Sir George Herbert and was converted to an inn. It was remodelled during 1950-59.

PRN	NAME	
00958w	27-29 High Street	
NGR	PERIOD	TYPE
SS656934	Medieval	Ditch
CONDITION	STATUS	FORM
Not known	None	Excavation

FULL DESCRIPTION

A foundation trench 1.5m wide, which followed the centre of the town ditch or moat for a length of c. 20m. The lowest filling of the ditch was 0.5m of compressed black silt contained sherds of Medieval pottery, shellfish and iron slag. Later excavation revealed the V-shaped ditch had been cut through the silt of a still earlier Medieval ditch (Morris 1975a, 60-61).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
00959w	32-34 Princess Way	
NGR	PERIOD	TYPE
SS656932	Medieval	Ditch
CONDITION	STATUS	FORM
Not known	None	Excavation

FULL DESCRIPTION

A complete section across the ditch of the castle bailey was revealed during this excavation. The initial silt contained sherds of 4 green-glazed jugs. The relatively late date of the pottery from the early silting suggests a substantial recutting, perhaps linked with Edwardian consolidation. There was also evidence of seventeenth-eighteenth century tipping including building debris, with groups of sgraffito and gravel-tempered ware was uncovered, as were eighteenth century building foundations and a 1941 'destruction layer' (Morris 1975b, 60-61).

PRN	NAME	
01046.38w	Canal wharf	
NGR	PERIOD	TYPE
SS659936	Post-medieval	Canal wharf
CONDITION	STATUS	FORM
Destroyed	None	Earthwork

FULL DESCRIPTION

A canal wharf shown on 1836 plan of Swansea Harbour.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
01073.0w	The Smith Canal	
NGR	PERIOD	TYPE
SS660930	Post-medieval	Canal
CONDITION	STATUS	FORM
Damaged	None	Earthwork
FULL DESCRIPTION		
A very early canal, also known as the Llansamlet Canal. It was built in 1784, replacing the earlier wagon way (Hughes 2000).		

PRN	NAME	
01201w	Weavers Mill	
NGR	PERIOD	TYPE
SS660930	Post-medieval	Mill
CONDITION	STATUS	FORM
Destroyed	None	Building
FULL DESCRIPTION		
This mill was built in 1898 and composed of reinforced concrete, based in the Hennebique system (introduced from France in 1897) for the Weaver Company. It was probably the first example of a multi-storey reinforced concrete frame industrial building erected in Britain. There are later additions.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
01351w	Island House		
NGR	PERIOD	TYPE	
SS65739298	Medieval	Market	
CONDITION	STATUS	FORM	
Not known	None	Documents	
FULL DESCRIPTION			
A Medieval market (Bowden and Thomas 1974).			

PRN	NAME		
01852w	Swansea Town Walls		
NGR	PERIOD	TYPE	
SS6582792985	Medieval	Town defences	
CONDITION	STATUS	FORM	
Destroyed	None	Documents	
FULL DESCRIPTION			
A substantial stonewall (possibly the town wall) was exposed during the rebuilding of the Head Post Office (13-18 Wind Street) in November 1963.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
01946w	Skull fragments		
NGR	PERIOD	TYPE	
SS65719308	Medieval	Inhumation	
CONDITION	STATUS	FORM	
Moved	None	Finds	
FULL DESCRIPTION			
Fragments of skulls and upper cervical vertebrae were recovered from two inhumations in the northwest part of the area excavated mechanically in 1976 (Swansea New Castle) (Evans 2003).			

PRN	NAME		
02004w	Strand Viaduct		
NGR	PERIOD	TYPE	
SS65779328	Post-medieval	Viaduct	
CONDITION	STATUS	FORM	
Destroyed	None	Structure	
FULL DESCRIPTION			
A Post-medieval viaduct.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02022w	Fulling Mill		
NGR	PERIOD	TYPE	
SS6693	Medieval	Fulling mill	
CONDITION	STATUS	FORM	
Not known	None	Documents	
FULL DESCRIPTION			
Related to the cloth industry, fulling cleansed the fabric and consolidated the texture. This was achieved by a water-powered wheel activating a series of hammers, which beat the cloth in a wooden frame called 'stocks'. This mill was constructed c. 1432 and owned by Hopkyn Llwyd. It was a private mill, located to the north of Swansea.			

PRN	NAME		
02185w	South Dock Swing Bridge		
NGR	PERIOD	TYPE	
SS65999261	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Damaged	None	Structure	
FULL DESCRIPTION			
A Post-medieval bridge.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02346w	Associated British Ports Office	
NGR	PERIOD	TYPE
SS659928	Post-medieval	Office
CONDITION	STATUS	FORM
Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval office.		

PRN	NAME	
02351w	Exchange Chambers	
NGR	PERIOD	TYPE
SS659927	Post-medieval	Building
CONDITION	STATUS	FORM
Intact	LB2	Building
FULL DESCRIPTION		
A Post-medieval exchange.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02366w	No 1A Pier Street		
NGR	PERIOD	TYPE	
SS660928	Post-medieval	Building	
CONDITION	STATUS	FORM	
Intact	LB2	Building	
FULL DESCRIPTION			
A Post-medieval building.			

PRN	NAME		
02367w	The Pumphouse		
NGR	PERIOD	TYPE	
SS660926	Post-medieval	Engine house	
CONDITION	STATUS	FORM	
Restored	LB2	Building	
FULL DESCRIPTION			
A Post-medieval engine house.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02399w	Pilot Office	
NGR	PERIOD	TYPE
SS663925	Post-medieval	Pilot office
CONDITION	STATUS	FORM
Restored	LB2	Building
FULL DESCRIPTION		
A Post-medieval Pilot office.		

PRN	NAME	
02768w	Swansea/Abertawe	
NGR	PERIOD	TYPE
SS657931	Medieval	Settlement
CONDITION	STATUS	FORM
Intact	None	Settlement
FULL DESCRIPTION		
Swansea possibly originated as a ninth-tenth century, Scandinavian trading post, although there is a great deal of debate surrounding this issue. The first motte and bailey castle was constructed by 1116, and subsequently attacked and partially destroyed. A later castle was constructed to the north in c.1300. The first charter for the town originated between 1153 and 1184. As the town was often a target for attack by the Welsh, town walls were built in the early fourteenth century (Swansea County Council 1990).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02770w	Town Wall	
NGR	PERIOD	TYPE
SS65699329	Medieval	Town defences
CONDITION	STATUS	FORM
Damaged	None	Structure

FULL DESCRIPTION

The town wall was constructed in c.1332 by William de Breos, the Lord and seigniory of Gower. The wall extended from the Castle to Quay Parade, it then traversed Rutland Street, Church Street, Waterloo Street, Orchard Street, King Street and then along the Strand to the older Castle. A tower was also located in the wall (in High Street). Somewhat ill-defined in shape, it is circular towards the base but is polygonal towards the top (Jones 1920).

PRN	NAME	
02775w	Borough Arms excavation	
NGR	PERIOD	TYPE
SS65909293	Medieval	Ditch
CONDITION	STATUS	FORM
Not known	None	Excavated Feature

FULL DESCRIPTION

The excavation of the area of the former Borough Arms revealed either the edge of the town ditch or the edge of a gravel terrace on which Swansea stands. There was no trace of the Town Wall. Also discovered was part of a structure that probably relates to the North Dock Branch viaduct abutments.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
02844.0w	Goat Street	
NGR	PERIOD	TYPE
SS65609310	Post-medieval	Road
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

This street ran on a north-south alignment, to the west of Swansea castle, and joined Caer Street in the south and College Street to the north. This street followed the medieval alignment, and on the Parliamentary survey of 1650, two Goate Streets are mentioned, one with 21 tenements and the other with seventeen, but it is not clear whether this represents two separate streets; or either side of the same street (the latter is more likely). At this time a total of 183 tenements are given for Swansea (Price 1990 5). On the Board of Health Plan of 1852, six buildings are identified as having cellars, numbers fifteen, sixteen, seventeen, 23 (The Nag's Head), 24 and 26. The Ordnance Survey plan of 1919 also identifies a Methodist Chapel at the northern end of the street (east). Running to the east of this street another, identified as Banc-y-Gaer, or Castle Bank, was identified, and is presumed to follow the line of the medieval castle bailey ditch (Williams, 1995).

PRN	NAME	
02846.0w	Castle Street	
NGR	PERIOD	TYPE
SS65609310	Post-medieval	Road
CONDITION	STATUS	FORM
Not known	None	Structure

FULL DESCRIPTION

This street lay on a north-south alignment between College Street and Caer Street. Evidence of both the motte and bailey castle, and the 'Old Castle' were identified to the east of this street. The street lies on the original medieval line between Castle Square (the old marketplace on Wind Street) and the North Gate of the medieval town defences on High Street. On the Tithe Plan, seventeen tenements and a chapel were identified on the west side of the street, and eighteen to the east. The street line remains the same up to the present day but the number of tenements has reduced (Williams 1995).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
02866.0w	College Street		
NGR	PERIOD	TYPE	
SS65609320	Post-medieval	Road	
CONDITION	STATUS	FORM	
Damaged	None	Structure	

FULL DESCRIPTION

This street lies on an east-west alignment and follows the Medieval street line. This street has been partially destroyed by the construction of a roundabout, during post-war reconstruction, at the junction of Princess Way and The Kings Way. On the Tithe Plan, eighteen tenements were identified to the north of this road and fifteen to the south. On the Ordnance Survey plan of 1919 the street line remained the same but tenements to the north numbered fourteen and to the south fourteen. On the Board of Health Plan of 1852, three buildings had cellars, numbers eight, nine and eleven.

PRN	NAME		
03003w	Foresters Wharf warehouse		
NGR	PERIOD	TYPE	
SS66029296	Post-medieval	Warehouse	
CONDITION	STATUS	FORM	
Intact	Maritime Quarter Cons Area	Building	

FULL DESCRIPTION

A warehouse built in 1892. It is a large rubble faced building with three identical gables facing southeast. The majority of the original cobbled floor still remains in the building, as do the original cast iron pillars and steel girder trusses. The roof is mostly slate. The building is now occupied by Robert Price Builders Merchants.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
03111w	Globe dry dock	
NGR	PERIOD	TYPE
SS662926	Post-medieval	Dry dock
CONDITION	STATUS	FORM
Not known	None	Dry dock
FULL DESCRIPTION		
Labelled as the Globe Dry Dock on 1st edition OS map. It is located to the south of the entrance to the South Dock (Locock 1997b).		

PRN	NAME	
03112w	Jetty	
NGR	PERIOD	TYPE
SS663925	Post-medieval	Jetty
CONDITION	STATUS	FORM
Not known	None	Structure
FULL DESCRIPTION		
Labelled as a Jetty on 1st edition OS map (Locock 1997b).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
03115.0w	Dry dock	
NGR	PERIOD	TYPE
SS662928	Post-medieval	Dry dock
CONDITION	STATUS	FORM
Not known	None	Structure
FULL DESCRIPTION		
Labelled as Dry Docks on the 1st edition OS map (Locock 1997b).		

PRN	NAME	
03122w	Ferry	
NGR	PERIOD	TYPE
SS662929	Medieval	Ferry
CONDITION	STATUS	FORM
Not known	None	Structure
FULL DESCRIPTION		
Medieval ferry (Locock 1997b).		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
03329w	Swansea Castle walls		
NGR	PERIOD	TYPE	
SS65729316	Medieval	Wall	
CONDITION	STATUS	FORM	
Not known	None	Structure	

FULL DESCRIPTION

A rapid survey of the standing walls in the area between The Strand and Worcester Place car parks, Swansea, has established that at least two of these walls are of medieval origin and preserve masonry identical to that in the oldest (thirteenth century) parts of the 'New Castle'. Other walls continuing this line may be on medieval foundations, or may incorporate medieval masonry within them. However, it was not possible to establish this within the parameters of the rapid survey. The walls at the level of The Strand are all recent, and the only one of any historical interest is the west wall of the ARP shelter at the northern end of the site. The ground-probing radar survey of the Worcester Place car park revealed the presence of a possible rampart to the castle (Evans 1995).

PRN	NAME		
03828w/34872	Engine shed		
NGR	PERIOD	TYPE	
SS658936	Post-medieval	Engine shed	
CONDITION	STATUS	FORM	
Not known	None	Building	

FULL DESCRIPTION

A Post-medieval engine shed (Barrie 1994).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
04609w	Fisher Street		
NGR	PERIOD	TYPE	
SS65709295	Medieval	Road	
CONDITION	STATUS	FORM	
Destroyed	None	Earthwork	
FULL DESCRIPTION			
The Medieval Fisher Street, ran inside the town wall, probably along the lines of modern York Street and Little Wind street (Maynard 1995a).			

PRN	NAME		
04611w	Little Wind Street		
NGR	PERIOD	TYPE	
SS65899286	Post-medieval	Road	
CONDITION	STATUS	FORM	
Near destroyed	None	Earthwork	
FULL DESCRIPTION			
A Post-medieval street now largely obliterated by a car park and impending development. It was once part of Fisher Street (04109w) (Maynard 1995a).			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04634w	Medieval Bridge	
NGR	PERIOD	TYPE
SS65709304	Medieval	Bridge
CONDITION	STATUS	FORM
Damaged	None	Structure
FULL DESCRIPTION		
Two stone structures seen in sewer trench excavations in Castle Square. It is possible they were originally a bridge or perhaps a barbican to the castle (Sell and Graves-Brown 1997).		

PRN	NAME	
04635w	Brewery quay	
NGR	PERIOD	TYPE
SS660930	Post-medieval	Quay
CONDITION	STATUS	FORM
Destroyed	None	Earthwork
FULL DESCRIPTION		
The Brewery Quay shown on 1836 Swansea Harbour plan.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04637w	Baths	
NGR	PERIOD	TYPE
SS661928	Post-medieval	Baths
CONDITION	STATUS	FORM
Destroyed	None	Building
FULL DESCRIPTION		
Baths shown on 1836 Harbour Plan and probably the origin of the name of Bath Lane.		

PRN	NAME	
04638w	Wharf	
NGR	PERIOD	TYPE
SS660930	Post-medieval	Wharf
CONDITION	STATUS	FORM
Destroyed	None	Earthwork
FULL DESCRIPTION		
A wharf shown on the 1836 map of Swansea Harbour.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04641w	Paddington Wharf	
NGR	PERIOD	TYPE
SS660930	Post-medieval	Building
CONDITION	STATUS	FORM
Destroyed	None	Building
FULL DESCRIPTION		
The Paddington Wharf shown on the 1836 Harbour plan.		

PRN	NAME	
04642w	Sluice	
NGR	PERIOD	TYPE
SS661939	Post-medieval	Sluice
CONDITION	STATUS	FORM
Destroyed	None	Earthwork
FULL DESCRIPTION		
A sluice in the old river channel, shown on the 1836 Harbour plan.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
04643w	Foundary Quay		
NGR	PERIOD	TYPE	
SS660930	Post-medieval	Quay	
CONDITION	STATUS	FORM	
Destroyed	None	Earthwork	
FULL DESCRIPTION			
The Foundary Quay shown on the 1838 Harbour plan.			

PRN	NAME		
04644w	Pottery Mill		
NGR	PERIOD	TYPE	
SS659937	Post-medieval	Mill	
CONDITION	STATUS	FORM	
Destroyed	None	Building	
FULL DESCRIPTION			
The Pottery Mill shown on the 1838 Harbour plan.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04645w	Lock	
NGR	PERIOD	TYPE
SS660937	Post-medieval	Lock
CONDITION	STATUS	FORM
Not known	None	Earthwork
FULL DESCRIPTION		
A lock and weir on the new cut, shown on the Harbour plan of 1832.		

PRN	NAME	
04647w	Culm Wharf	
NGR	PERIOD	TYPE
SS65939354	Post-medieval	Wharf
CONDITION	STATUS	FORM
Destroyed	None	Earthwork
FULL DESCRIPTION		
The Culm Wharves shown on the 1832 Harbour plan.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04648w	Pipe quay	
GR	PERIOD	TYPE
SS660938	Post-medieval	Quay
CONDITION	STATUS	FORM
Destroyed	None	Earthwork
FULL DESCRIPTION		
The Pipe Quay shown on the 1832 Harbour plan.		

PRN	NAME	
04651w	Birmingham copper works	
NGR	PERIOD	TYPE
SS660930	Post-medieval	Copper works
CONDITION	STATUS	FORM
Destroyed	None	Building
FULL DESCRIPTION		
The Birmingham Copper works shown on the 1832 Harbour plan.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04779.0w	Swansea-Morrison railway	
NGR	PERIOD	TYPE
SS65809320	Post-medieval	Railway
CONDITION	STATUS	FORM
Not known	None	Railway

FULL DESCRIPTION

The Swansea to Morrison railway, built alongside Swansea canal in 1881 by GWR who had owned the Swansea and Trewyddfa canals since 1874 (Barrie 1994).

PRN	NAME	
04810w	Evening Post Offices watching brief	
NGR	PERIOD	TYPE
SS65719306	Modern	Find
CONDITION	STATUS	FORM
Not known	None	Finds

FULL DESCRIPTION

A watching brief on the demolition of the Evening Post offices uncovered evidence for eighteenth century copper smelting and glass making. It also revealed a section of undisturbed courtyard, which included thirteenth-fourteenth century pottery, copper and glass slag and food refuse.

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
04811w	Worcester Place car park	
NGR	PERIOD	TYPE
SS65739316	Modern	Excavation
CONDITION	STATUS	FORM
Not known	None	Excavation

FULL DESCRIPTION

The trial cutting was divided into two by the northern wall of No.7 Worcester Place. A number of features almost certainly relating to the stone castle were identified in the northern end of the site. The principal ones were parts of two walls and a floor, all composed of mortared rubble. The medieval features had been covered by a dump of gravel into the top of which a number of pits had been cut in the nineteenth century. To the south were the cellars of No.7 and No.6, both of which were filled with rubble. What could be seen of the plans of the houses corresponded closely with the plan of the basement on the building contract of No.6. No pottery or individual finds of medieval date were recovered (Evans 1995).

PRN	NAME	
05133w	West Pier, Swansea Harbour Lights	
NGR	PERIOD	TYPE
SS664925	Post-medieval	Lighthouse
CONDITION	STATUS	FORM
Destroyed	None	Structure

FULL DESCRIPTION

This was first established in 1792 when a lamp was erected on a post to mark the proposed new pier head. This was known as the 'Lantern (i.e. lantern) Beacon'. In 1803 a lighthouse, designed by William Jernegan, was established on the head of the finished pier. This was a vertical octagonal tower made of iron cast at Neath Abbey. It stood on a stone plinth and was 6.1m (20ft) in height. It had a smaller octagonal lantern, consisting completely of rectangular panes with thick vertical glazing bars (the lantern had no lower cast-iron walling), crowned by a domed top with a prominent ventilating pipe. In 1810 it was lit by candle and in 1845 by oil. Its elevation above high water was 8.53m (28ft). It shared many of the characteristics of the other harbour lights. In 1845 it was recorded that the harbour light at Swansea was only kept lighted while there was 2.44m (8ft) of water at the piers. No dues were ever collected for this light which was maintained at the expense of the Harbour Trustees. In 1878 the old structure was moved to the end of the extended wooden pier built by James Abernethy, where the structure had a height of 7.01m (23ft) and an elevation above the sea of 10.67m (35ft). However, in 1909, the pier was again extended in wood by P.W. Meik and a new lighthouse fitted. This second west harbour light consisted of a square wooden trellis surmounted by a wooden platform on which stood an octagonal iron lantern with a lower iron wall and vertical light windows. There was a fully domed top with a large ball finial. In 1971 the pier was reconstructed by Richard Costain in reinforced concrete. The lighthouse was demolished and replaced by a concrete post showing a red light (SS 6653 9168) (Hague 1994).

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
330	Swansea canal	
NGR	PERIOD	TYPE
SS65829345	Post-medieval	Canal
CONDITION	STATUS	FORM
Not known	None	Complex
FULL DESCRIPTION		
A Post-medieval canal.		

PRN	NAME	
703	St. Nicholas' Chapel	
NGR	PERIOD	TYPE
SS66009268	Post-medieval	Chapel
CONDITION	STATUS	FORM
Not known	None	Documents
FULL DESCRIPTION		
The former Post-medieval, St. Nicholas' chapel, now used as a workshop.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
31897	Swansea Harbour Trust Offices		
NGR	PERIOD	TYPE	
SS66009286	Post-medieval	Office	
CONDITION	STATUS	FORM	
Intact	LB2*	Building	
FULL DESCRIPTION			
A Post-medieval office, which was constructed in 1902 and opened in 1903. The building was designed by Edwin Seward, an architect from Cardiff. It is in an English Baroque style, but also includes some Art Nouveau details. It is composed of symmetrical red brick and Portland stone and has a west facade.			

PRN	NAME		
34239	Broadquay 5 and 6 warehouse		
NGR	PERIOD	TYPE	
SS658931	Post-medieval	Warehouse	
CONDITION	STATUS	FORM	
Not known	None	Building	
FULL DESCRIPTION			
A Post-medieval warehouse.			

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PRN	NAME		
34270	North Dock bollard		
NGR	PERIOD	TYPE	
SS659931	Post-medieval	Mooring bollard	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval mooring bollard.			

PRN	NAME		
34280	Coal Hoist		
NGR	PERIOD	TYPE	
SS6693	Post-medieval	Hoist	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval coal hoist.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
34282	Swansea Dock Pilot house		
NGR	PERIOD	TYPE	
SS66389257	Post-medieval	Building	
CONDITION	STATUS	FORM	
Not known	LB2	Building	
FULL DESCRIPTION			
A Post-medieval pilohouse.			

PRN	NAME		
34283	Harbour		
NGR	PERIOD	TYPE	
SS661934	Post-medieval	Harbour	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval harbour.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
34836	North Dock bridge		
NGR	PERIOD	TYPE	
SS65989307	Post-medieval	Bridge	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval bridge.			

PRN	NAME		
34871	North Dock railway		
NGR	PERIOD	TYPE	
SS65789338	Post-medieval	Railway	
CONDITION	STATUS	FORM	
Not known	None	Structure	
FULL DESCRIPTION			
A Post-medieval railway.			

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME	
34873	Swansea Harbour railway	
NGR	PERIOD	TYPE
SS65789320	Post-medieval	Railway
CONDITION	STATUS	FORM
Not known	None	Railway
FULL DESCRIPTION		
A Post-medieval railway.		

PRN	NAME	
301714	North Dock Basin lock	
NGR	PERIOD	TYPE
SS66149305	Post-medieval	Lock
CONDITION	STATUS	FORM
Not known	None	Documents
FULL DESCRIPTION		
A Post-medieval lock.		

Urban Waterfronts in south-east Wales: Phase 1

PRN	NAME		
273925	The 'Ambassador'		
NGR	PERIOD	TYPE	
SS66009300	Post-medieval	Wreck	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

A barque, of composite construction, and registered in Aberdeen. Its cargo was coal and the ship was unarmed. Its dimensions were (in feet): 176 x 31 x 18, and was travelling from an unknown port to Swansea, when it was lost on 23/01/1890.

PRN	NAME		
274144	The 'Elizabeth Ann'		
NGR	PERIOD	TYPE	
SS66009300	Post-medieval	Wreck	
CONDITION	STATUS	FORM	
Not known	None	Documents	

FULL DESCRIPTION

A cutter, of wood construction, and registered in Swansea. It was carrying ballast and was unarmed. Although its dimensions are unknown, it was lost on the 04/11/1908.