

Canolfan Glandwr, Prince of Wales Dock, Swansea

Archaeological desk-based assessment

July 2011

GGAT report no. 2011/058

Project no.P1487

A report for Waterstone Estates Ltd
by Fay Bowen BA

National Grid Reference:
SS 66523 93023



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

Contents	Page
<i>Summary</i>	3
<i>Acknowledgements</i>	3
<i>Copyright notice</i>	3
1. Introduction	4
1.1 Planning history.....	4
1.2 Specification and methodology for study.....	4
1.3 Assessment criteria.....	4
2. Background	7
2.1 Location and topography.....	7
2.2 Geology	7
2.3 Walkover survey	7
2.4 General historical and archaeological background	10
2.5 Specific historical and archaeological background.....	13
2.6 Review of Documentary, Cartographic and Aerial Resources:	14
3. Archaeological Interests	19
4. Assessment	21
4.1 Effect of the development on archaeological sites.....	21
5. Mitigation	22
Bibliography	23
Appendix I	25
Map Regression.....	25
Appendix II	32
Walkover Survey.....	32
Appendix III	34
Aerial Photographs with Coverage of the Evaluation Area	34
Appendix IV	35
Gazetteer of archaeological interests.....	35

Plates	Page
Plate 1: Sortie RAF A3335 from 1939, showing the development area at the lower right	32
Plate 2: View to the northeast of the development area	32
Plate 3:View to the south of mooring ring	33

Tables	
Table 1: Identified archaeological interests	19
Table 2: Effect of the development on archaeological interests	21

Figures	
Figure 1: Location plan showing the development area (red) and study area (green)	8
Figure 2: Location of development area (red), study area (green) and archaeological interests (red)	9
Figure 3: Tithe map for the Parish of Swansea 1843	25
Figure 4: Local Board of Health Plan 1855	26
Figure 5: 1st edition (1879) OS map with development area (red)	27
Figure 6: 2nd edition (1899) OS map with development area (red)	28
Figure 7: Swansea Harbour and Docks 1917	29
Figure 8: 3rd edition (1919) OS map with development area (red)	30

Figure 9: Insurance Plan of Swansea 1929 31

Summary

The Glamorgan-Gwent Archaeological Trust, Projects Division (GGAT Projects) were commissioned by Waterstone Estates Ltd, through their agents Asbri Planning Ltd, to undertake an assessment of the archaeological effects of a proposed development at the Prince of Wales Docks, Swansea. The assessment reviewed information held by the regional Historic Environment Record (HER) and the National Monuments Record (NMR), as well as cartographic and documentary sources. Aerial photographs were examined and a site visit conducted.

A total of 48 sites of archaeological interest were identified within the study area. There are no Scheduled Ancient Monuments within the study area. Three of the identified sites have statutory protection as Grade II Listed Buildings, including the J-Shed Warehouse (LB25064), the church of St Thomas (LB82482) and the Flag Ship Building (LB11728).

A map regression exercise, combined with analysis of documentary sources and aerial photographs, has identified 32 previously unrecorded sites of archaeological interest within the development area.

The development is considered to have a potential effect on nine sites of archaeological interest including Stage (CG010), Patent Fuel Works (CG011), the three structures of unknown function (CG015, CG016 and CG017), Railway Turntable (CG012), Coal Hoist (CG013) Oyster Beds (CG001) and the Prince of Wales Docks (CG009) and as such should be mitigated by a watching brief on all intrusive groundwork in the development area.

Prior to the construction of the docks, the development area comprised part of the mud flats of Fabian's Bay, providing an important area for inter-tidal industries. The geology of the area is likely to consist of alluvial silts and peat, increasing the potential for disturbing archaeological remains during groundworks. Several distinct peat deposits are known to extend across the entirety of Swansea Bay, with associated prehistoric trackways at Brynmill and Oystermouth (Sherman 2011). Such remains can be archaeologically and or palaeoenvironmentally significant, and as such, an archaeological watching brief across the development area is recommended to mitigate the potential effect on such remains.

Three modern previously unrecorded structures (CG029, CG030 and CG031) were identified within the study area. Given the modernity of these structures, they are not considered of archaeological significance and as such no mitigation measures are necessary to reduce any effect on these structures.

Acknowledgements

The project has been managed by Richard Lewis BA MifA; the report was researched and prepared by Fay Bowen BA of GGAT Projects. The illustrations were prepared by Charlotte James BA of GGAT Projects. The author is grateful to the staff of CRAPW, West Glamorgan Archives, Cadw and the RCAHMW for their assistance during this project.

Copyright notice

The copyright of this report is held by the Glamorgan-Gwent Archaeological Trust Ltd, who have granted an exclusive licence to Waterstone Estates Ltd and their agents enabling them to use and reproduce the material it contains. Ordnance Survey maps are reproduced under licence (AL10005976), unless otherwise stated. Annotations are GGAT copyright.

1. Introduction

1.1 Planning history

Waterstone Estates Ltd have submitted a pre-planning assessment for the development of a Care Centre and mixed use scheme within SA1 at the Prince of Wales Dock, Swansea. The Glamorgan-Gwent Archaeological Trust, Projects Division (GGAT Projects), have been commissioned by Waterstone Estates Ltd, through their agents Asbri Planning Ltd, to undertake an archaeological desk-based assessment to provide baseline data and background detail on the archaeological resource of the development area to inform the determination of any future application.

1.2 Specification and methodology for study

The assessment comprises a review of existing information about the archaeological resource of an area 5 km² situated to the northwest of the Prince of Wales Dock, Swansea. The study area is centred on NGR SS 66523 93023 and is outlined in green in Figure 1. The assessment is intended to conform to the Institute for Archaeologists' *Standards in British Archaeology: Archaeological desk-based assessments (1994, amended 1999, 2001 and 2008)*.

Information recorded on the regional Historic Environment Record (HER) and National Monuments Record (NMR) was assessed. Cartographic and documentary sources were studied, along with relevant published information. Current Listed Building data and information on Scheduled Ancient Monuments and registered landscapes was obtained from Cadw. Collections of aerial photographs held by the Central Register of Air Photography for Wales (CRAPW) were examined and additional information requested from the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW). A site visit was made on the 4th May 2011.

Detailed advice on archaeology in the planning process is contained in *Welsh Office Circular 60/96 Planning and the Historic Environment: Archaeology*. Works affecting an ancient monument and its setting are protected through implementation of the *Ancient Monument and Archaeological Areas Act 1979*. Detailed advice on Environmental Impact Assessment is contained within *Welsh Office Circular 11/99 Environmental Impact Assessment*, which forms part of the wider *Archaeology Planning Policy Wales (PPW)*. This document sets out the land use planning policies of the Welsh Assembly Government. *Planning Policy Wales* is supplemented by a series of TANs, and together with the Welsh Office Circulars comprise the *National Planning Policy*.

The *Ancient Monument and Archaeological Areas Act 1979* sets out a presumption in favour of preservation *in-situ* concerning sites and monuments of national importance (scheduled), and there exists in the current *Planning Policy Wales (Chapter 6)* a presumption in favour of preservation *in-situ* of all types of archaeological sites and monuments.

1.3 Assessment criteria

The archaeological sites within the study area are categorised in accordance with the only available criteria that are nationally agreed; these values are set out in the Department of Transport/Welsh Office/Scottish Office Design Manual for Roads and Bridges paragraph 3.4 Vol. 11 Section 3 Part 2 (Cultural Heritage).

- Category A: national importance

- Category B: regional importance
- Category C: local importance
- Category D: low importance

To these an additional category has been added

- Category U: unknown

The assessment of the importance of individual sites is essentially a subjective exercise based upon the experience of the project team. The importance of certain sites will be implied by their status within the statutory framework. Scheduled Ancient Monuments will always be of national importance; Listed Buildings will be of at least regional importance. Values assigned to other sites are given both in relation to their individual importance and to their context within the wider landscape.

The **condition** of individual sites and the general overall condition of surviving remains has bearing on the value of the sites themselves and on the value that they impart within a wider landscape context. The condition of sites is recorded following the system used by the GGAT HER, using the following criteria:

- Intact: the site is intact
- Near intact: the site is nearly intact
- Damaged: the site has been moderately damaged
- Near destroyed: the site has nearly been destroyed
- Destroyed: the site has been destroyed
- Restored: the site has been restored
- Moved: the site has been moved (usually finds)
- Not known: the condition of the site is not known

For the purposes of desk-based assessments, **rarity** is assessed at regional level only. The following criteria are used:

- High: very few sites of this type are known
- Medium: the site is not unusual, but cannot be considered common
- Low: the site is quite common

Group association is where a connection between sites within the landscape can be demonstrated. These will usually be of the same period, but may include groups where the presence of an earlier site or sites has led to the formation of a later complex, or where an earlier site or sites can be shown to have acquired importance as part of a later complex. The criteria are as follows:

- High: the site forms part of an interconnected complex occupying a clearly definable landscape where little or no fragmentation has occurred
- Medium: the site is part of an interconnected complex, which is either limited in scope or badly fragmented
- Low: there are few or no other sites, which are associated

Historical association is where there is a link between the site and known historical or cultural persons or events. Prehistoric sites, which are by definition before historical evidence, cannot have any contemporary historical association, but they may acquire later associations. For the Roman and Early-medieval periods, where survival of historical evidence is poor and patchy, any contemporary documentation at all will be important. Two classifications are given for historical association, one reflecting the certainty of the identification, and the other its importance. Only sites with certain or possible association can be assessed for importance, and historical association can only increase the importance of a site; the absence of it will never decrease its importance.

Historical association- identification

- Certain
- Possible
- Unknown

Historical association- importance

- High
- Medium
- Low

The assignment of values to identified interests requires consideration of the reliability and accuracy of the source data, ranging from fully-recorded features seen in open excavation to antiquarian comments on finds of note from a poorly-defined location. The **confidence** with which the values have been assigned is noted, using the following criteria:

- High: existing information is reliable and detailed
- Medium: existing information is apparently reliable but limited in detail
- Low: existing information is too limited to allow its reliability to be assessed

The **effect** of the proposal on the archaeological resource has been assessed using the following criteria:

- Severe: total loss
- Major: significant loss, likely to result in a reduction of value of the surviving site
- Minor: loss unlikely to result in a reduction of value of the surviving site
- None: no identifiable effect
- Beneficial: development will protect, preserve or enhance the site better than if the development did not occur

2. Background

2.1 Location and topography

The study area is centred on NGR SS 66523 93023. The development area is located to the south of St Thomas on the eastern side of the River Tawe within the SA1 development zone. It comprises a car parking area bounded to the north by Langdon Road, to the south by the edge of the Prince of Wales dock, to the west by the Norwegian Church (02657w/305555) and to the east by an enclosed plot of land.

2.2 Geology

Swansea is situated on Carboniferous Coal measures; the extraction of coal from this area has greatly influenced the history and development of the region. The soils over the study area are largely un-surveyed but are likely to include alluvium associated with the River Tawe and substantial peat deposits (SSEW 1983).

2.3 Walkover survey

A walkover survey was conducted on 5th July 2011. The area was photographed; all sites previously identified from a search of the regional Historic Environment Record (HER) and National Monuments Record (NMR) were visited in order to assess their current condition. A sample of photographs illustrating the current condition of the archaeological interests and the site in general can be seen in Appendix II. No previously unrecorded sites of archaeological interest were identified during the survey.

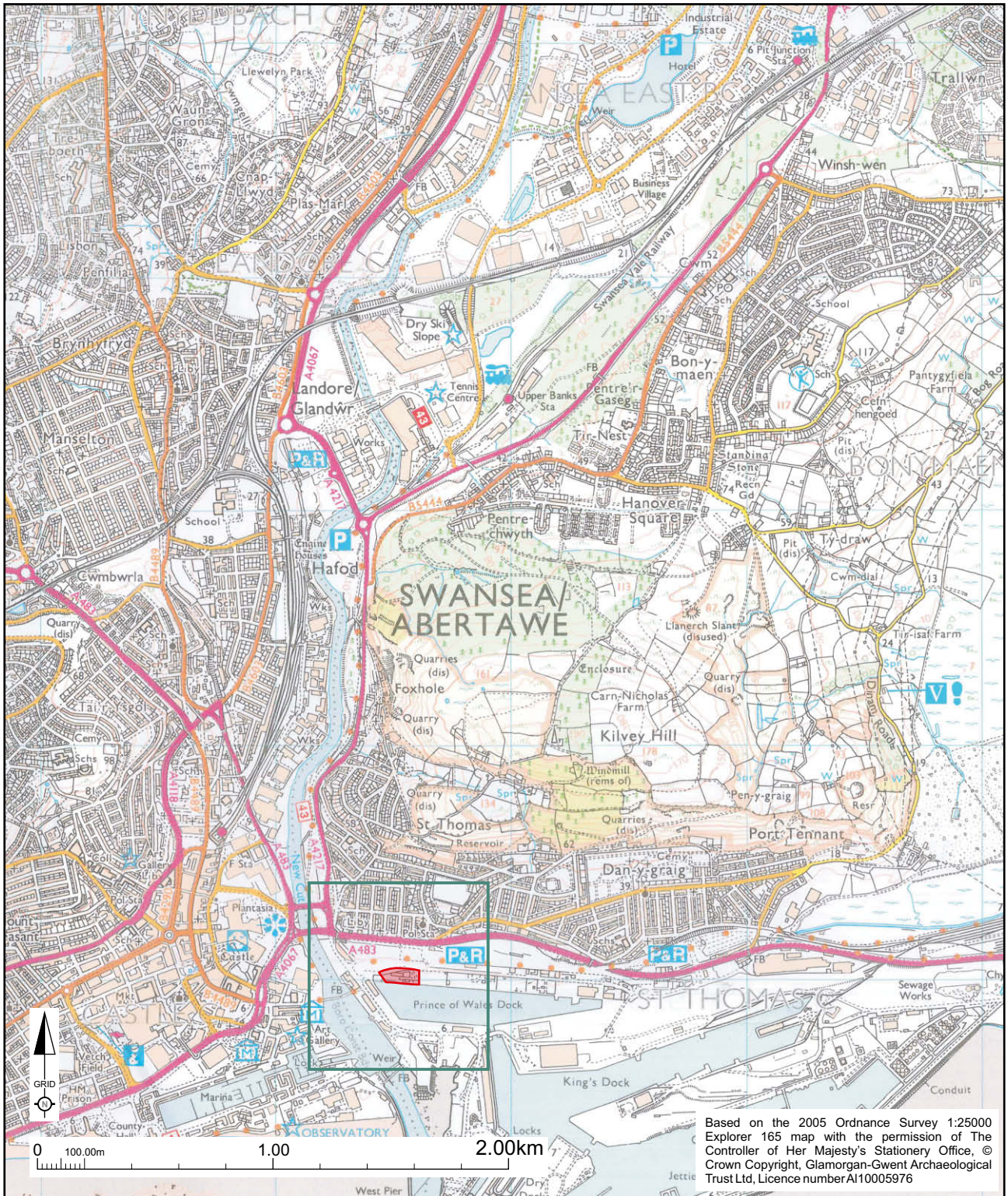


Figure 1. Location plan showing the development area (red) and study area (green)

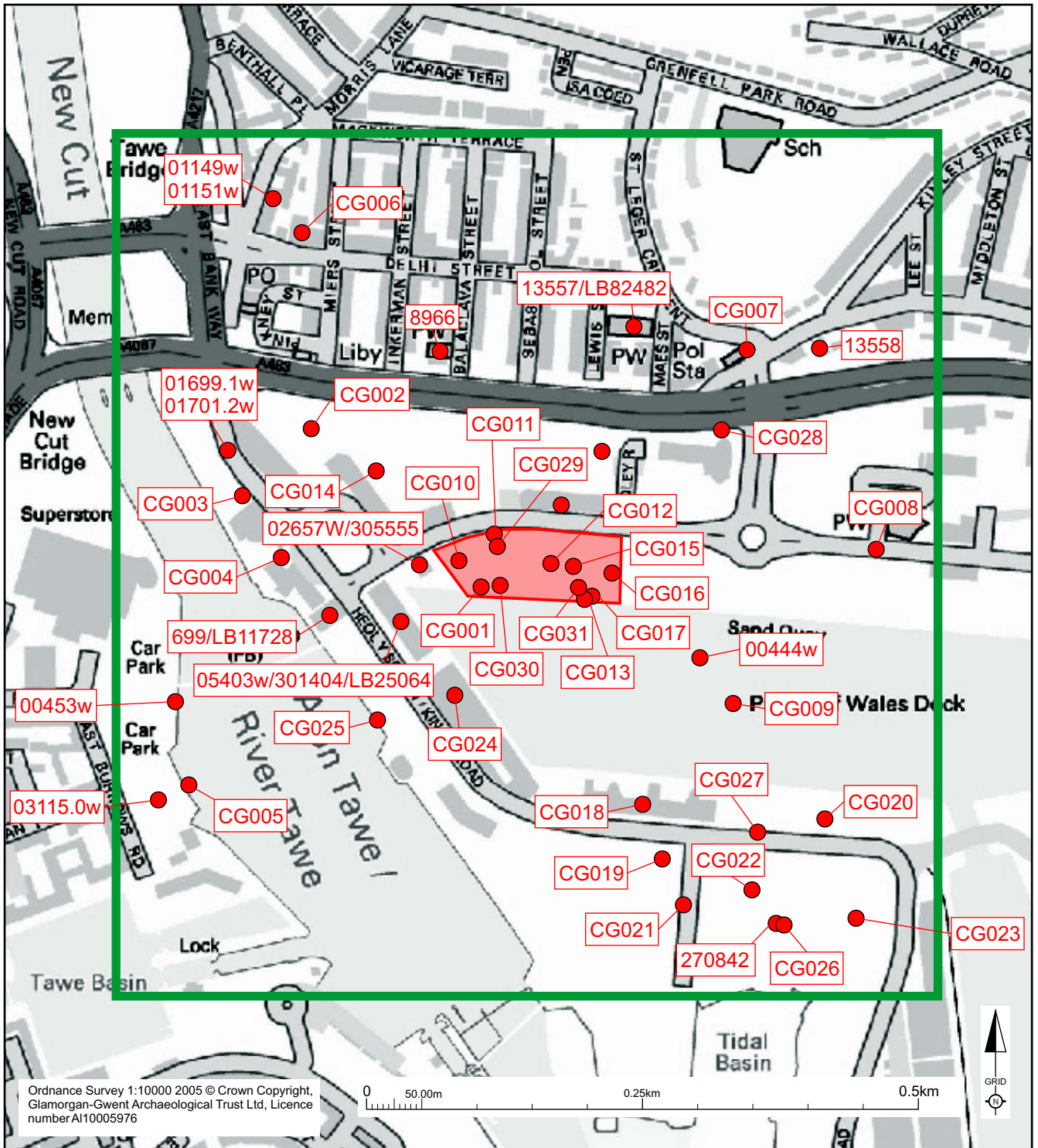


Figure 2. Location of development area (red), study area (green) and archaeological interests (red)

2.4 General historical and archaeological background

Prehistoric (up to AD43) and Roman AD43 – 410

The Swansea area contains some of the earliest evidence for human occupation in Wales. Evidence from Paviland cave included the burial of the ‘Red Lady’, indicating that people were using the area some 26000 years ago; the site is prominent in the understanding of Britain’s development during the Upper Palaeolithic.

Evidence for activity within Swansea centre through the Prehistoric and Roman periods is limited to a few isolated find spots, such as a Neolithic leaf shaped arrowhead (00452w) discovered in High Street, a group of Roman coins dating to the early fourth century found in Castle Street and a Roman cooking pot (00424w) was discovered in the alluvium at the edge of the North Dock. A sherd of Samian pottery was also found during excavation works at Princess Way (Higgins 2008).

A minimum of four distinct peat deposits have been recorded across Swansea Bay. Furthermore, a series of archaeological features have been discovered including a brushwood trackway of late Iron Age or early Roman date and a tangential plank at the Brynmill upper peatshelf. A second trackway was also reported eroding out of the lower peatshelf at Brynmill. This trackway was dated to the middle Bronze Age. Additionally, in 2009 an undated trackway was identified as eroding out of the Oystermouth peatshelf and a second trackway dating to the late Bronze Age was identified early in 2010 eroding out of the same peatshelf (Sherman 2011).

Early-medieval (410 to 1066) and Medieval (1066 to 1485)

It is thought that Swansea originated as a Scandinavian trading port in the 9th and 10th centuries; the origin of the name ‘Swansea’ is believed to derive from the Scandinavian personal name ‘Sveinn’, and ‘ey’ meaning an island or inlet (Williams 1990). This place name evidence may suggest trading activity focused around the natural harbour at the mouth of the River Tawe with associated settlement being established nearby (Howell 2000). The only significant evidence for Viking activity at Swansea is artefactual, with the find of a Hiberno-Norse ring-pin that dated to the 9th century. However, there is no direct evidence to support settlement during this period.

The present unitary authority of Swansea roughly spans the same area as the medieval Lordship of Gower. A fundamental characteristic of the lordship was its division into the Anglo-Norman and the local people, representing respectively the lowland (Gower Subboscus), in which Anglo-Norman influence was early and strong, and the upland (Gower Supraboscus), which remained largely culturally Welsh.

Swansea Castle provides the earliest definitive evidence for occupation in Swansea. The castle was founded in the early 12th century in the present day location of Worcester Place and formed the administrative centre for the Lordship of Gower. The original castle may have been a conventional motte and bailey castle (RCAHMW 2000), or possibly a ringwork (Morris 1993) and is termed the ‘old’ castle. The upstanding remains that are presently visible are that of the ‘new’ castle that formed the later 13th /14th century residential range. At its largest the castle occupied the land extending from College Street/Welcome Lane in the north to Caer Street/Castle Lane at the south, and from Princess Way in the west to the Strand in the east (Evans 1983; RCAHMW 2000, 346-52). Swansea Old Castle (00438w/Gm 441) and New Castle (00426w/Gm 012) are both Scheduled Ancient Monuments situated approximately 750m to the west of the development area at the present town centre.

Swansea New Castle was recorded in 1449 and 1478-9 as a separate external work within the walled town. The new castle, set against the ditch of the earlier castle of the de Braose lords of Gower, began as a set of apartments, structurally independent of the earlier stone castle and developed to be self-contained. The Castle, neglected after the death of Henry Somerset in 1549, was subsequently recorded as being 'in decay' by 1583. The medieval town was built in a roughly 'L' shape, with the castle occupying a roughly central position. St Mary Street was aligned 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 primary streets of medieval Swansea and had a market at its northwest end, in the area that is now Castle Square and the River Tawe originally ran to the east side the current line of the Strand. The river ran immediately to the 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 to 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 waterfronts were located along the west bank of the River Tawe to the east of the medieval town (Howell and Dunning 2004).

Shipbuilding formed an important part of the economy of the early town, as can be seen from a charge of 12d. for each ship constructed from timber cut from the lord's wood, listed in the town's charter (Griffiths 1978, 265). Additional evidence can be seen in William de Braose's charter of 1306, which mentions a quay and ferry (00453w). The ferry is likely to have been 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, Howell and Dunning 2004).

Foreign traders, especially wine merchants were visiting the town and were important to the town's growth. Trade goods included fish from Iceland, iron from Chepstow, pottery from Bristol and wine and salt from the southwest of France. Such trade was encouraged by the lack of royal customs being levied against incoming goods. Swansea ships also ventured far afield, with a trader journeying to Iceland in 1447, exporting corn, wool, coal and lime (Howell and Dunning 2004).

Despite these early strides in the growth of the economy, the later Middle Ages saw a marked decline in the fortunes of the town and the rest of the country. The population was greatly depleted by the plagues of the 14th and 15th centuries with an estimation of between a third to half of the population falling victim to illness (Howell and Dunning 2004).

Post-medieval (1485 to 1901) and Modern (1901 to present)

Conversely, during the late post-medieval period the town began to thrive again. Both a cause and effect of the booming economy was the improvement of the port facilities. Swansea port was under the overall administration of the Legal Port of Cardiff but had its own Customs House by 1573. The Welsh Ports 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, from this point the mineral resources, particularly coal, became the major factor behind the extension of Welsh maritime activity. New quays were rapidly constructed and the level of shipbuilding, already a well established industry, rose dramatically, almost to the detriment of the port, as the constant production of ships began to affect port traffic (Howell and Dunning 2004). The first river dock was probably constructed in 1737 and the first deep water river quay c1776 (Hughes 2000, 71).

The continued success of the mining industry directly led to the rapid increase of metal smelting in the early 18th century. The River Tawe was navigable by fairly large ships for three miles to

Morrleston, providing easy access to the South Wales Coal Field and was a crucial factor in the development of Swansea as an industrial centre (Hughes 2000, 73). The construction of the Swansea Canal in 1794-96 further established the region as a centre for large-scale industry making the transport of coal much easier. As it took an average of eighteen tons of coal to smelt four tones of copper ore, it made economic sense to bring the ore to the fuel source (Howell and Dunning 2004). As a result, Swansea became firmly established as a major copper-smelting centre during the 18th and 19th centuries with the Hafod Copperworks (PRN 05956w), the White Rock Copperworks (PRN 00892w) and the Landore Copperworks (PRN 01586w). As well as copper, there were also zinc spelter, steel, iron, nickle and tin plate works thriving in Swansea (Jones 1922, 210).

In order to accommodate the rapidly growing industries in Swansea new quays and docks were built on the west bank of the River Tawe. During the 19th century the expansion of the port continued with the alteration of the course of the River Tawe by the creation of New Cut in 1845. The North and South Docks were constructed in 1952 and 1959 respectively (Barrie 1980). 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 as the demand for mooring space had grown considerably. The first large dock on this 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 (Howell and Dunning 2004).

The railway played a vital role in the transport of goods to and from the docks and developed concurrently with the docks. The first surface railway was in use in Swansea by 1756 (Hughes 2000, 71). The Swansea Vale Railway (01699.0w) had its origins in a series of tramways built along the valley from the 18th century onwards. One tramway, built in 1819 from Llansamlet to Swansea harbour, may have been the scene of an early steam locomotion experiment in its first year, when there is some evidence that one of George Stephenson's engines was used. In the railway mania of the 1830s and 1840s schemes were discussed for a railway up the western side of the Swansea Valley, where most of the industries were located, but these were abandoned because of the cost. Instead a group of coal owners banded together to build a private mineral railway, which did not require an Act of Parliament, up the eastern side of the valley. Work began in 1845 and, after problems in the early years; an Act of Parliament was obtained in 1855. In the same year the railway reached Pontardawe, and carried up to 1000 tons of coal a day. Industries that were built close to the railway often had their own sidings (GGAT HER). Various railway companies had connections to the Swansea Harbour Trust's own private railway, which was eventually grouped in the Great Western Railway. Swansea was so well connected by railway that ten different companies provided access to the docks. However, by the 1920's only the Local Swansea and Mumbles, and the Great Western Railway remained (Barrie 1980, 201) and passenger services on the Swansea Vale Railway were discontinued in 1950. As factories closed down and mines were worked out, freight diminished. In 1964 the line was shut down and the track was lifted.

The booming economy in the 18th and 19th centuries supported an increased population; with the population in Swansea rising from 1,792 inhabitants in 1707 to 10,117 in 1801, with this figure increasing again to 94,537 by 1901. This number only decreased following a period of general decline after the advent the First World War and of cheaper overseas copper and coal (Howell and Dunning 2004). The Depression years caused a further shrink in export markets, less need for transport facilities and consequently mass unemployment. However, Swansea was still a centre for production of non-ferrus metals by the start of the Second World War. The port was also used to export weapons and reinforcements from and to the Empire and

Commonwealth nations, putting Swansea firmly on the radar of the German High Command and making it a target for the Luftwaffe. The Central Register for Aerial Photography in Wales (CRAPW) holds some of the sorties of the Prince of Wales Dock taken and annotated by the German High Command. The annotations mark targets and highlight the shape of the waterways and docks. However, while the city centre was extensively devastated by bombing in four major Blitz raids requiring subsequent demolition and redevelopment in the post-war era, the industrial quarters in Swansea were by comparison relatively unscathed (Arthur 1988). Despite the overwhelming devastation of the Second World War, modern day Swansea has recovered, becoming a centre for tourism and the arts. The redevelopment of the maritime quarter is also reflective of the resurgence of the town (Howell and Dunning 2004).

2.5 Specific historical and archaeological background

The development area was once at the high tide mark of Fabian's Bay mudflats, as seen on the 1843 Parish of Swansea Tithe map (Figure 3), the 1855 Local Board of Health plan (Figure 4) and the 1st (1879) edition OS map (Figure 5). The only structure in the development area at this time was an Oyster Bed (CG001) used to breed oysters for consumption. The structure was square with a central division. The surrounding area shows the borough of St Thomas and very little in the way of industry, as the main activity is located to the west and northwest at the time of survey. The area became completely transformed with the construction of the Prince of Wales Dock, which is evident on the 2nd (1899) edition OS map (Figure 6). It was incorporated in a Parliamentary Bill that became known as the Swansea Harbour Act of 1874. Work began on the construction of the dock in 1879. The Prince of Wales officially opened it on the 18th October 1881, although it was not opened to shipping until June 1882. By the 1930s the dock was chiefly used in connection with various regular sailings to continental ports and had a deep-water area of 28 acres, equipped with nine coal hoists, thirty-five cranes and 226,120 square feet of warehouse space (Boorman 1990, 66-67 and 76).

The construction of the Prince of Wales Docks (CG009) saw an explosion of industrial activity within the study area (Figure 2). Within the development area, a Stage (CG010) associated with a Patent Fuel Works (CG011) had been built. The 1917 plan of Swansea Harbour and Docks gives the name of the works as Pacific Fuel Works (Plate 3). A Railway Turntable (CG012) was located in development area associated with a structure of unknown use (CG015), possibly an engine shed. The north side of the docks was known as the Coaling Quay, and one of the coal hoists (CG013) is shown within the development area on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 4 and 5). The hoists enabled the unloading of coal from railway wagons onto ships moored in the docks. The 1917 plan of Swansea Harbour and Docks also shows the five most western hoists as belonging to Great Western Railway and the three to the east were those of the Rhondda and Swansea Bay Railway (R&SBR). The main lines running east-west to the north of the dock were also a mix of Great Western Railway (GWR) and Rhondda and Swansea Bay Railway (R&SBR) as the St Thomas Station (01699.1w) belonged to R&SBR and the East Dock Station (CG028) belonged to GWR (Figure 7).

By the publication of the 3rd (1919) edition OS map the development area has been encroached on more by the Patent Fuel Works. A much larger structure has replaced the Stage (CG010) and the turntable (CG012) and associated structure (CG015) have been removed. A much smaller structure (CG017) is present on this map (Figure 8) and the previous, but its function is also unknown, and has since been demolished, leaving little trace of the bustling industrial past of the development area.

An archaeological watching brief conducted on land 70m to the northeast of the development area at the Plot A12, WISP development recorded a series of levelling layers deposited during

the 19th century, thought likely to have been created at the same time as the Prince of Wales Dock (Sherman 2006). Geotechnical reports conducted to the east-northeast of the development area concluded that the stratigraphy comprised made-ground containing varying amounts of brick and concrete fragments, tile fragments, timber, slag metal and plastic at depths varying between 7.40mOD and -0.93mOD (CoDA, 2006). Despite a lack of archaeologically significant features, the ground was noted as being 'made', which often masks archaeological deposits and structures, therefore there remains the possibility that archaeological deposits survive (Gerrard 2007). The 1855 Local Board of Health Plan shows the development area as spoil bank, which may provide an indication of the ground conditions in deeper deposits (Figure 4).

It is also important to note that peat was encountered in two test pits, one 1.6m below current ground surface and the second as a thin band in between 2.3m and 2.4m below current ground surface (CoDA, 2006 and 2007). The presence of peat is archaeologically and palaeoenvironmentally significant as it can provide an environment where organic and inorganic material can be preserved to a higher degree than other ground conditions, indeed several prehistoric trackways and associated features have been recorded in the peat shelves of Swansea Bay (Sherman 2011). These results do not ascertain the nature of the archaeological potential of the development area itself, but provide a possible indication of the material that may be encountered during ground intrusive works.

2.6 Review of Documentary, Cartographic and Aerial Resources:

Documentary Sources

The earliest documentary evidence for the town of Swansea derives from late 12th century charters, which indicate the presence of a town and port. Shipbuilding and international trade were also documented as forming an important part of Swansea's economy (Griffiths 1978).

There are a number of pictorial records of Swansea; one of the earliest known examples was by an artist named Francis Place in 1678. His viewpoint was on the eastern side of the town on the shore of Fabian's Bay, which were the tidal mudflats shown on the 1st (1879) edition OS map. Along the western banks of the river, at the Strand, shipbuilding was evident just below the castle (Morris 1982). Paul Padley's View of Swansea from the North West shows only four buildings on the east bank of the River Tawe (Gibbs and Morris 1991).

The West Glamorgan Archives holds a wealth of information regarding Swansea as a port in the 19th and 20th centuries. There are various registers detailing ships dimensions, owners and sale transactions between 1824 and 1988. The minute books from the Swansea Harbour Pilotage Committee between 1878-1922 are also held and provide a good insight into the running of the port, as do the Swansea Harbour Trust records that include detailed plans and proposals for the east docks by the engineer James Abernathy.

Cartographic Sources

A 19th century Plan for the Improvement of Swansea Harbour, with the alterations by Mr Cockshut, shows the development area as the tidal mud flats of Fabian's Bay. There are only three buildings shown in the St Thomas area, which are Fabian House, Red House and an unlabelled structure. The land above the high tide mark is shown as the property of the Duke of Beaufort (Gabb 1988, 13).

The 1843 Tithe Map for the parish of Swansea provides information on other landowners, landholders and land use of the area. However, the development area comprises the mud flats of Fabian's Bay largely below the high tide mark, which is of legal importance as the Crown owns the land between the high and low water marks (Oliver 2005, 109). The only land parcel slightly within the development area is a field belonging to and occupied by Benson Thomas

Harding. Interestingly, the Earl of Jersey owns some of the surrounding fields and the crops in the fields are also detailed.

The 1855 Local Board of Health Plan (Figure 4) shows the development area as spoil bank, which may provide an indication of the ground conditions in deeper deposits. Fabian's House is still marked on this map and shows the growth of the surrounding St Thomas, with the addition of the Swansea and Neath Railway and new streets such as Miers Street and Pinkney Street. It is also evident that there are plans to construct more houses to the east as new street layouts are marked out on the map.

The 1st (1879) edition OS map also shows the development area at the high tide mark of Fabian's Bay mudflats (Figure 5), with little other features except an Oyster Bed (CG001). The surrounding area shows the borough of St Thomas and a general paucity of large-scale industry, as the main activity is located to the west and northwest. However, to the north of the development area was the Eastern Depot (CG002). It had an associated Engine Shed, a Goods Shed and a signal box to the south of the railway lines that ran between the buildings from the main Swansea Valley Railway Line (01669.0w). A railway turntable was visible to the southeast of the Engine Shed. The depot has been completely removed by the publication of the 1899 2nd edition OS map (Figure 6) and the area has been completely overtaken by railway lines and sidings serving a Wagon Works (CG016), apart from the Goods Shed, which remains until the publication of the 1919 3rd edition OS map, but has since been demolished. The only other notable features in the vicinity on the 1st (1879) edition OS map are a Lime Kiln (CG003) and a Saw Pit (CG004) to the west of the development area (Figure 5).

The 1st (1879) edition OS map (Figure 5) also shows a gridiron (CG005) probably associated with Cambrian Docks (03115.0w), as it would have been used to salvage particularly wooden ships. When a ship was no longer in use it was allowed to settle onto a gridiron to keep the hull clear of the seabed to allow for the complete salvage of the hull. A Ship Building and Buoy Engineering Works was located at the Cambrian Docks and probably used the gridiron. However, it is not shown on the 3rd (1919) edition OS map (Figure 8) and its present condition is not known.

A foundry (CG006) was situated in St Thomas at the north of the study area. The structure is shown on the 1st (1879) edition OS map (Figure 5) and subsequent mapping but was no longer marked as a foundry. Current mapping shows a works at the location.

A Lodge (CG007) is delineated on the 1st (1879) edition OS map (Figure 5) at St Thomas, located at the southern entrance to Maesteg House NPRN 1977, outside and to the north of the study area at NGR SS 66592 93520. The house was situated at the foot of Kilvey Hill and was accessed via lodge and tree-lined avenue. A second lodge was located to the west of the house. Both the house and the lodge (CG007) have been demolished. Pascoe St. Leger Grenfell (1798-1879) built Maesteg House, he was a member an important industrialist family hailing from Cornwall, but highly influential in Swansea. Pascoe was an active humanitarian who built houses for his workers. He also founded Saint Thomas' Church (13557/LB82482) and supervised a school. In addition, he was chairman of the Harbour Trust and active in the development of Swansea docks (Welsh Biography Online). The Lodge (CG007) of Maetseg House was demolished by 1962 (OS 78 127, frame 80) and the site was later built over.

The 1st (1879) edition OS map (Figure 5) also shows a smithy (CG008) at the west of the study area. By the publication of the 2nd (1899) edition OS map (Figure 6) the Prince of Wales Dock has been constructed and the landscape has greatly altered. The land level will have been built up and there has been a proliferation of railway sidings built in the vicinity and a signal box has been constructed on the site of the smithy. Presently Langdon Road occupies the location.

The construction of the Prince of Wales Docks (CG009) saw an explosion of industrial activity within the study area. Within the development area a Stage (CG010) associated with a Patent Fuel Works (CG011) has been built, accompanied by a possible Railway Turntable (CG012). The structure is only shown on the 2nd (1899) edition OS map (Figure 6). The feature is also associated with a structure of unknown use (CG015), which may be an engine shed. A coal hoist (CG013) is also shown within the development area on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8). The hoists enabled coal to be unloaded from railway wagons onto ships mooring in the docks. There were eight further hoists to the east, which have not been assigned an ID number as they are outside the development area and will not be affected by the development. A large number of structures associated with the Prince of Wales Docks are marked on the 2nd and 3rd edition OS maps, but have long since been demolished because of the downturn in industry in Swansea in the later 20th century.

The 2nd (1899) edition OS map (Figure 5) delineates a Wagon Works (CG014) to the northeast of the Patent Fuel Works (CG011). The works is also shown on the 3rd (1919) edition OS map. The structures associated with the works had been demolished by the publication of the 1929 Insurance Plan (Figure 9).

Two additional structures (CG016 and CG017) of unknown function were identified at the east of the development area on the 2nd and 3rd edition OS maps respectively (Figures 5 and 8). Both structures are situated between and probably associated with railway sidings.

Four Tin Plate Sheds (CG018, CG019, CG020 and CG021) are shown on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8) on the south side of the Prince of Wales Dock, all of which have associated railway sidings. The two northernmost sheds have hydraulic cranes to the immediate north, which were identified on the 1917 plan of the Swansea Docks and Harbour (Figure 7). There are also two others on the southeast side of the docks and a ten-ton crane on the western edge of the dock. None of the Tin Plate Sheds are shown on modern mapping, as they were demolished in the 20th century, the aerial photographic resource provides an indication of when these buildings were demolished.

A lock (CG022) is visible on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8) on the south side of the Prince of Wales Dock. There are a number of buildings on the eastern side of the lock. The 1917 plan of Swansea Harbour and Docks (Figure 7) shows the northernmost was the Traffic Superintendent's Office and additional offices. The buildings on the western side included a Customs Warehouse. The lock has since been infilled and is not recorded on current mapping.

A dry dock is marked on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8) on the south side of the Prince of Wales Dock. There are a number of large buildings associated with the dock, particularly on the southeastern side. The 1929 Insurance Plan of Swansea (Figure 9) shows one of these buildings to be a Machine Shop. Among the buildings on the opposite side is a Saw Mill. The dock has since been infilled and is not seen on current mapping, but the tidal basin feeding the lock and dry docks still remains intact but the associated buildings have been demolished.

A goods shed (CG024) is shown on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8) on the south side of the Prince of Wales Dock. The shed has since been demolished and is not seen on current mapping. It appears to have been part of the J-Shed, which still stands and is protected as a Grade II listed Building (05403w/301404/LB25064).

A landing stage (CG025) is visible on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8) on the west side of the Prince of Wales Dock. The stage is not shown on modern maps and appears to have been removed.

A Harbour Master's Office (CG026) is marked on the 2nd (1899) OS map only, suggesting the building was demolished and the Harbour Master relocated by the publication of the 3rd (1919) edition OS map (Figures 5 and 8).

A swing bridge (CG027) is shown on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8) on the south side of the Prince of Wales Dock and crossed the lock (CG022). The bridge was removed probably contemporaneously to the infilling of the lock.

The East Dock Station (CG028) is delineated on the 2nd (1899) and 3rd (1919) edition OS maps (Figures 5 and 8). With the downturn in the prosperity of Swansea's industries the station was closed and removed, as with most of the dockside buildings and furniture.

Aerial Photography

The aerial photographic resource provides valuable information regarding the date of removal of many of the Prince of Wales Dock features. Some of the earliest coverage of the area was taken in 1939 (Plate 1) and shows the development area very much as it is on the 1929 Insurance Plan (Figure 9) with the concrete stage (CG010) originally associated with the no longer extant Patent Fuel Works (CG011). In its place is a small garage and workshops and along the dock edge are the sand and gravel bins, which remain a characteristic feature of this side of the dock until 2005 (ACD 698558, part of the Swansea Obliques collection at CRAPW). Coverage of the area also demonstrates the change in the use of Prince of Wales Dock for purely industrial and maritime activities to a place for office space, tourism and leisure. As is evident with the conversion of the mouth of the River Tawe into a marina by 1991 (OS 91 051, frame 079).

The removal of the dockside structures, features and railways within the wider study area was evidently fairly gradual from sorties dating from 1939 to 2009. By 1945 Tin Plate Shed 4 (CG021) has been demolished (106G LA 242, frame 3130) and the Lock (CG022) has been infilled (106G LA 242, frame 3131). It was not until 25 years later that the Goods Shed (CG024), contemporary to the J-Shed (05403w/301404/LB25064), was demolished and coverage of 2005 shows the present housing under construction at the location (ACD 698558). Sorties dating to 1992 show both Tin Plate Sheds 1 (CG018) and 2 (CG019) have been removed (OS 92 039, frame 079, OS 92 039, frame 118) but were both still intact in the previous year.

The original features identified within the development area were also removed piecemeal. The only coal hoist (CG013) within the development area has been removed by 1952 (58 RAF 922, frame 5058), as have the next two eastward hoists, clearing space for the sand bins. By 1967 all of the hoists have been removed (OS 67 091, frame 51). Structure 2 is no longer extant on sorties dating to 1967 (OS 67 091, frame 51) and the Patent Fuel Works Stage (CG010) has been removed by 1978 (OS 78 127, frame 80). In 2005 (ACD 698558) a temporary construction office for the SA1 development is located in the development area and by 2006 the present car park, which comprises the development area and Langdon Road are both under construction (COWI).

Four previously unrecorded structures were identified from aerial photographic coverage of the development area. Structure 4 (CG029) is shown on sorties dating to 1967 (OS 67 091, frame 51) and the structure has been demolished by 2006 (COWI). In 1968 (Meridian 54/68, frame 191) Structure 5 (CG030) has been constructed and appears to be a hopper for loading sand onto lorries and Structure 6 (CG031) is a sand bin. Both have been removed by 2005 (ACD

698558). Outside the development area a warehouse (Structure 7 (CG032)) is shown (OS 78 127, frame 80). The building is on an east west alignment. The structure is visible on coverage of the area until 2006 (COWI).

Walkover survey

No additional sites were identified during the walkover survey as a car park now occupies the site (Plate 2). The only remnant features of the dock are the mooring rings (Plate 3), of which there are at least five identical examples within the development area itself spaced along the dock edge. No visible remains of the structures identified from historic mapping could be seen in the development area, though there is a possibility for elements of these buildings to exist below the current ground surface.

3. Archaeological Interests

There are 48 sites of archaeological interest identified within the study area (Table 1). No Scheduled Ancient Monuments are situated in the study area. Three of the identified sites have statutory protection as Grade II Listed Buildings, including the J-Shed Warehouse (LB25064), the church of St Thomas (LB82482) and the Flag Ship Building (LB11728). Further information relating to these interests can be found in the gazetteer in Appendix V.

Numbers with a letter suffix are Primary Record Numbers (PRNs) in the regional Historic Environment Record (HER). Five and six figure numbers without a letter suffix are National Primary Record Numbers (NPRNs) of the National Monuments Record, as supplied to the HER under the ENDEX agreement. Numbers with a 'LB' prefix are Listed Buildings, as provided by Cadw. Numbers with a 'Gm' prefix are Scheduled Ancient Monuments (SAMs). Sites with the 'CG' prefix were identified during the course of the current study.

Table 1: Identified archaeological interests

ID	Name	NGR	Period	Status	Value
00444w	St Thomas's Chapel	SS 66680 92940	Medieval	None	C
00453w	Ferry	SS 66200 92900	Medieval	None	C
01149w	Tunnel	SS 66290 93360	Post-medieval	None	D
01151w	St Thomas Well	SS 66290 93360	Post-medieval	None	C
01699.0w	Swansea Valley Railway	SS 71224 13921	Post-medieval	None	C
01699.1w	St Thomas Station	SS 66250 93130	Post-medieval	None	C
01701.2w	St Thomas Terminus	SS 66250 93130	Post-medieval	None	C
02657w/305555	Sjomanns Kirken	SS 66424 93026	Post-medieval	None	C
02819.0w	Vale of Neath Railway – Swansea Neath Extension	SS 72500 97500	Post-medieval	None	C
03115.0w	Cambrian Dry Dock	SS 66184 92811	Post-medieval	None	C
05403w/301404/LB25064	J-Shed Warehouse	SS 66407 92974	Post-medieval	LB II	C
13557/LB82482	Church of St Thomas	SS 66619 93243	Post-medieval	LB II	B
13558	Forward Movement Church	SS 66789 93223	Post-medieval	None	C
270842	Observation Post	SS 66748 92697	Post-medieval	None	C
699/LB11728	The Flag Ship Building	SS 66342 92979	Post-medieval	LB II	B
8966	Fabian's Bay English Independent Chapel	SS 66444 93220	Post-medieval	None	C
CG001	Oyster Beds	SS 66479 93005	Post-medieval	None	C
CG002	Eastern Depot	SS 66325 93149	Post-medieval	None	C
CG003	Limekiln	SS 66262 93088	Post-medieval	None	D
CG004	Saw Pit	SS 66298 93033	Post-medieval	None	D
CG005	Gridiron	SS 66213 92824	Post-medieval	None	D
CG006	Foundry	SS 66316 93329	Post-medieval	None	C
CG007	Lodge	SS 66724 93221	Post-medieval	None	C
CG008	Smithy	SS 66842 93039	Post-medieval	None	C

Canolfan Glandwr, Prince of Wales Dock, Swansea: archaeological desk-based assessment

ID	Name	NGR	Period	Status	Value
CG009	Prince of Wales Dock	SS 66710 92900	Post-medieval	None	C
CG010	Stage	SS 66459 93028	Post-medieval	None	D
CG011	Patent Fuel Works	SS 66491 93054	Post-medieval	None	C
CG012	Possible Railway Turntable	SS 66543 93025	Post-medieval	None	D
CG013	Coal Hoist	SS 66573 92995	Post-medieval	None	D
CG014	Wagon Works	SS 66383 93110	Post-medieval	None	C
CG015	Structure 1	SS 66564 93024	Post-medieval	None	D
CG016	Structure 2	SS 66599 93018	Post-medieval	None	D
CG017	Structure 3	SS 66581 92997	Post-medieval	None	D
CG018	Tin Plate Shed 1	SS 66627 92806	Post-medieval	None	C
CG019	Tin Plate Shed 2	SS 66644 92757	Post-medieval	None	C
CG020	Tin Plate Shed 3	SS 66794 92794	Post-medieval	None	C
CG021	Tin Plate Shed 4	SS 66664 92714	Post-medieval	None	C
CG022	Lock	SS 66726 92729	Post-medieval	None	C
CG023	Prince of Wales Dry Dock	SS 66821 92702	Post-medieval	None	C
CG024	Goods Shed	SS 66457 92906	Post-medieval	None	C
CG025	Landing Stage	SS 66385 92884	Post-medieval	None	C
CG026	Harbour Master's Office	SS 66755 92696	Post-medieval	None	C
CG027	Swing Bridge	SS 66732 92781	Post-medieval	None	C
CG028	East Dock Station	SS 66700 93148	Post-medieval	None	C
CG029	Structure 4	SS 66494 93043	Modern	None	D
CG030	Structure 5	SS 66496 93006	Modern	None	D
CG031	Structure 6	SS 66568 93003	Modern	None	D
CG032	Structure 7	SS 66553 93080	Modern	None	D

4. Assessment

4.1 Effect of the development on archaeological sites

A total of 48 sites have been identified within the study area, nine of which could potentially be effected by the development. The potential impact of the proposed development on five of these sites has been assessed as ‘major’ and four have been assessed as ‘minor’ The impact of the proposed development on the remaining 39 sites situated within the study area has been assessed as ‘none’.

Table 2: Effect of the development on archaeological interests

ID	Name	NGR	Period	Value	Effect
CG010	Stage	SS 66459 93028	Post-medieval	D	Major
CG011	Patent Fuel Works	SS 66491 93054	Post-medieval	C	Major
CG015	Structure 1	SS 66564 93024	Post-medieval	D	Major
CG016	Structure 2	SS 66599 93018	Post-medieval	D	Major
CG017	Structure 3	SS 66581 92997	Post-medieval	D	Major
CG001	Oyster Beds	SS 66479 93005	Post-medieval	C	Minor
CG009	Prince of Wales Dock	SS 66710 92900	Post-medieval	C	Minor
CG012	Railway Turntable	SS 66543 93025	Post-medieval	D	Minor
CG013	Coal Hoist	SS 66573 92995	Post-medieval	D	Minor

5. Mitigation

The development area is located in an area of former docks, coal hoists and associated structures all interconnected by a network of railroads. Although most of the original structural features of the docks and industrial buildings have been demolished throughout the 20th century, evidence of Post-medieval industrial and maritime activity is likely to be encountered, as map regression along with analysis of documentary sources and aerial photographs have highlighted nine archaeological interests within the development area. Though the Stage (CG010), Patent Fuel Works (CG011), the three structures of unknown function (CG015, CG016 and CG017), Railway Turntable (CG012) and Coal Hoist (CG013) have been demolished there is still potential of encountering remnants of these structures during ground intrusive works. The effect of the development on the above sites should be mitigated by an archaeological watching brief across the development area.

Prior to the construction of the Prince of Wales Docks (CG009) the development area comprised part of the mud flats of Fabian's Bay, providing an important area for inter-tidal activities such as oyster breeding, as evidenced by the Oyster Beds (CG001). The 1855 Local Board of Health Plan shows the development area as spoil bank, which may provide an indication of the ground conditions in deeper deposits. It is possible that archaeological features of a similar nature could be encountered in excavations below such deposits and levelling layers for the construction of the docks. The geology of the area is likely to consist of alluvial silts and peat, increasing the potential for disturbing archaeological remains during groundworks. Alluvial clays and peat are known to preserve organic and in-organic material to a higher degree than other ground conditions, as can be seen by the preservation of four prehistoric trackways across Swansea Bay. Such remains can be archaeologically and or palaeoenvironmentally significant, as such an archaeological watching brief across the development area is recommended to mitigate the potential effect on such remains.

Three modern previously unrecorded structures (CG029, CG030 and CG031) were identified within the study area. Given the modernity of these structures, they are not considered of archaeological significance and as such no mitigation measures are necessary to reduce any effect on these structures.

Bibliography

- Arthur N, 1988, *Swansea at War*, Archive Publications
- Barrie D S, 1980, *A Regional History of the Railways of Great Britain, Volume XII South Wales*, Thomas and Lochar
- Boorman D, 1990, 'The port and its worldwide trade', *Swansea an Illustrated History*, Williams G, Christopher Davies, Swansea
- CoDA Associates and Architects, 2006, *Ground Contamination Assessment at Plots A14B & A17, SAI Swansea FINAL Report*, report prepared by Atkins Ltd.
- CoDA Developments, 2007, *Harbour Square at SAI Swansea Waterfront Geotechnical Report, Issue 1*, report prepared by Atkins Ltd.
- Evans, E, 1983, *Swansea Castle and the Medieval Town*, Swansea City Council and GGAT
- Evans E M, 2003, *Early medieval ecclesiastical sites in southeast Wales: Desk-based assessment*, GGAT Report No. **2003/030**
- Evans E M, 2004, *Early Medieval Ecclesiastical sites in southeast Wales: Rapid field survey of selected sites*, GGAT Report No. **2004/019**
- Gabb G, 1988, 'Swansea: the much debated name', *Gower XXXIX*, 6-17
- Gerrard C, 2007, *Plots A14B and A17 at SAI: Archaeological Appraisal and Written Scheme of Investigation*, GGAT Report No. **2007/037**
- Gibbs M and Morris B, 1991, *Thomas Rothwell Views of Swansea in the 1790's*, ed. P Moore, Brown and Sons
- Griffiths R A, 1978, *Boroughs of Medieval Wales*, University of Wales Press, Cardiff
- Higgins J, 2008, *Excavations at the former David Evans store, Princess Way, Swansea: post excavation assessment*, GGAT Report No: **2008/030**
- Howell J K, 2000, *215-221 High Street, Swansea: archaeological assessment*, GGAT Report No: **2000/022**
- Howell J K and Dunning R, 2004, *Urban Waterfronts in south-east Wales: Phase 1*, GGAT Report No. **2004/075**
- Hughes S R, 2000, *Copperopolis: Landscapes of the Early Industrial Period in Swansea*, **RCAHMW**
- Jones W H, 1922, *History of the Port of Swansea*, W. Spurrell & Son.
- Morris B, 1982, 'The Earliest View of Swansea. 1678', in *Gower XXXIII*, 6-13
- Morris B, 1993, *Swansea Castle*, Swansea History Project, Swansea
- Oliver R, 2005, *Ordnance Survey Maps: a concise guide for historians*, CCS
- RCAHMW, 2000, *An inventory of the Ancient Monuments in Glamorgan Volume III-Part1b, Medieval Secular Monuments The Later Castles from 1217 to the present*
- Sherman A, 2006, *Plot A12, WISP Development, SAI Swansea Waterfront: archaeological watching-brief*, GGAT Report No. **2006/077**
- Sherman A, 2011, *Recently discovered trackways in Swansea Bay*, GGAT Report no. **2011/032**
- Soulsby I, 1983, *The Towns of Medieval Wales*, Phillimore, Chichester
- Williams G, 1990, *Swansea: an illustrated history*, Christopher Davies, Swansea

Websites

Welsh Biography online <http://yba.llgc.org.uk/en/s3-GREN-FEL-1750.html>

Welsh-Norwegian Society <http://www.ashgroveinn.co.uk/10.html>

Welsh Journals Online <http://welshjournals.llgc.org.uk>

Cartographic sources

South Wales and the border in the fourteenth century, 1932, W. Rees

Tithe map for the Parish of Swansea, 1843

Local Board of Health Plan, 1855

Ordnance Survey 1:2500, 1879, First Edition

Ordnance Survey 1:2500, 1899, Second Edition

Swansea Harbour and Docks 1917 P. W. Phillips **DD Sha 1/18**

Ordnance Survey 1:2500, 1919, Second Edition

Insurance Plan of Swansea, 1929, sheet 9, 1 inch: 200 foot scale **DD 2 319/1**

Soil Survey of England and Wales 1:250,000, 1983.

Ordnance Survey Explorer 1:25000

Appendix I Map Regression



Figure 3. Tithe map for the Parish of Swansea 1843 with development area (red)



Figure 4. Local Board of Health Plan 1855 with development area (red)

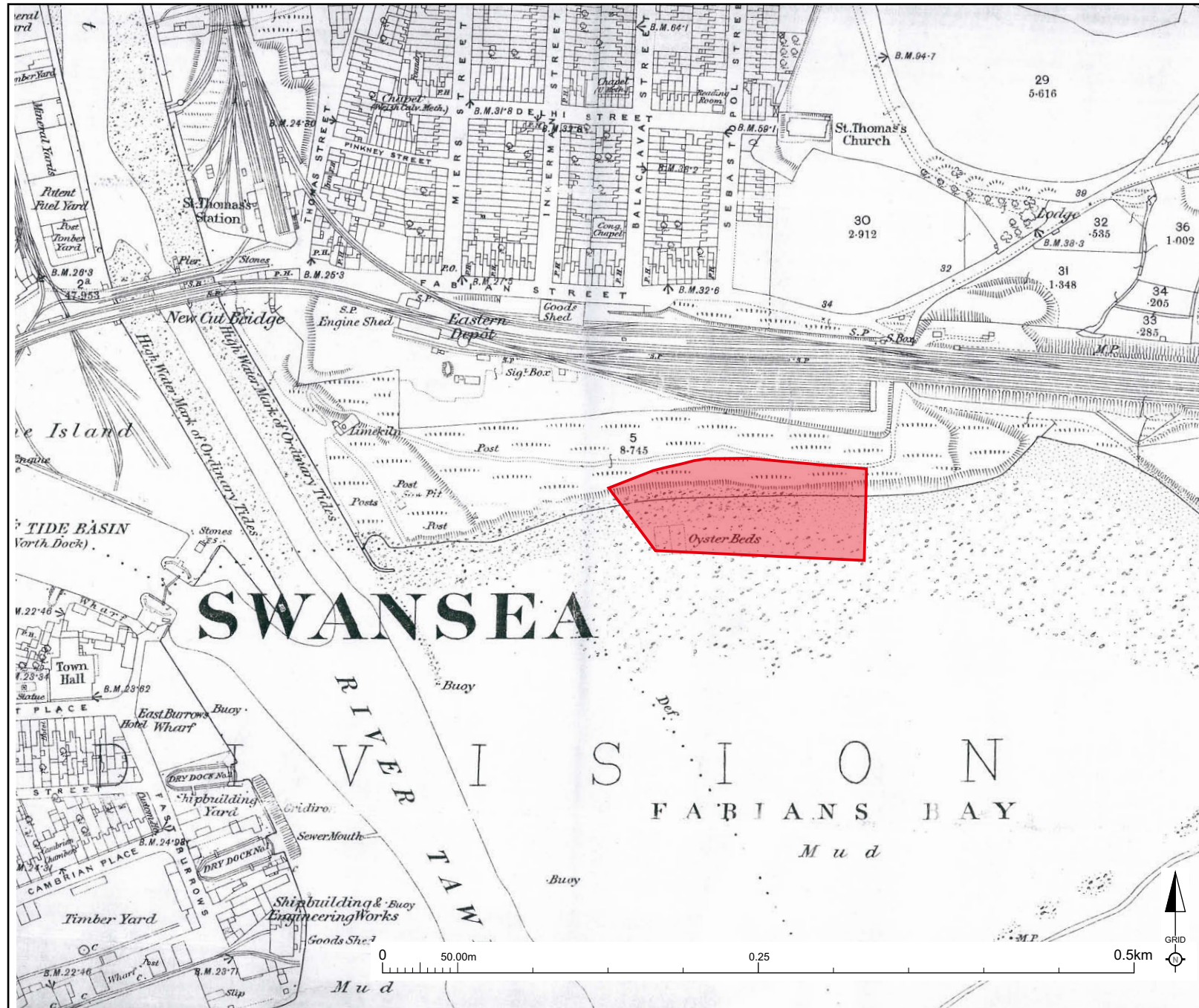


Figure 5. 1st edition (1879) OS map with development area (red)

Canolfan Glandwr, Prince of Wales Dock, Swansea: archaeological desk-based assessment

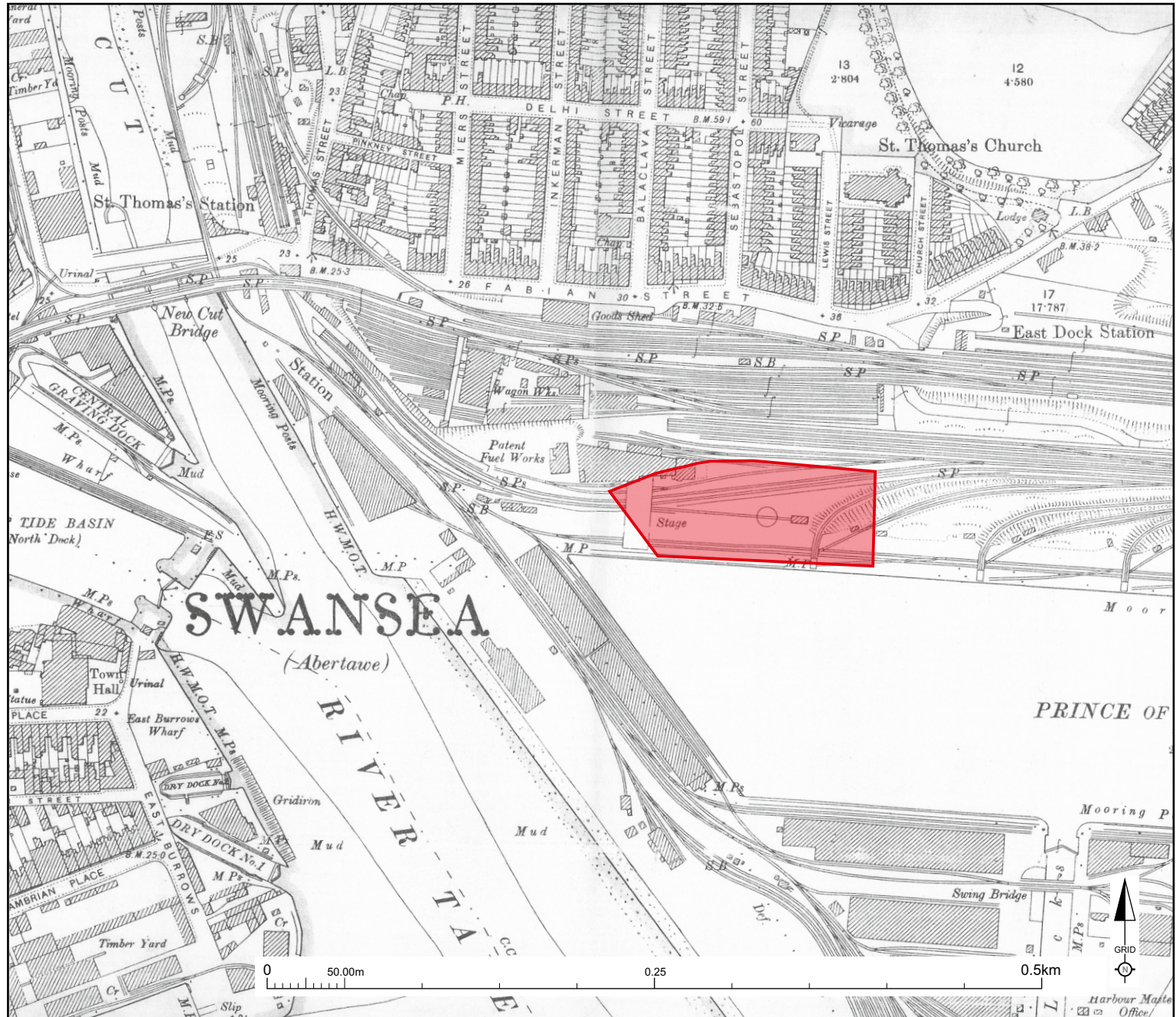


Figure 6. 2nd edition (1899) OS map with development area (red)

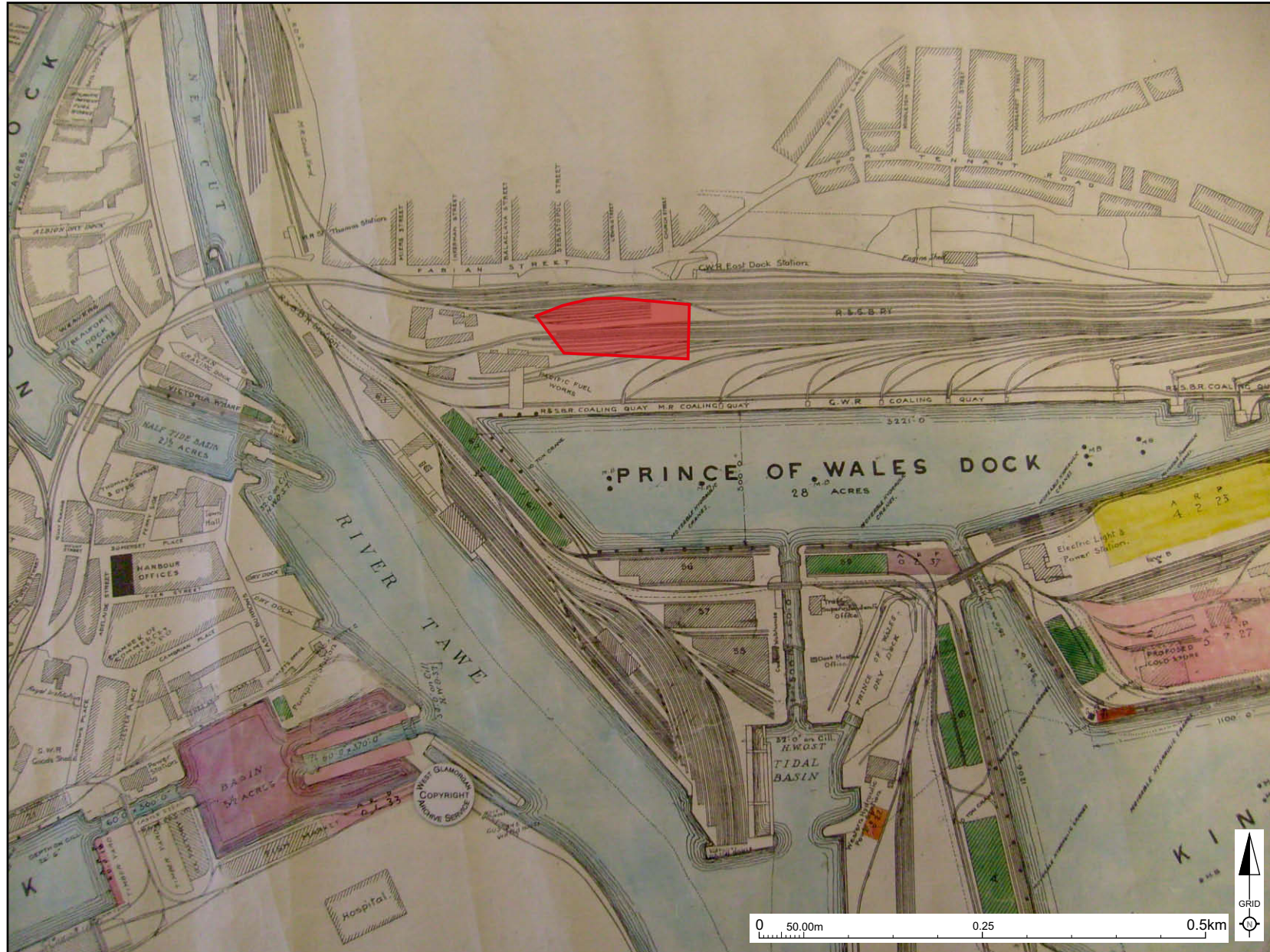


Figure 7. Swansea Harbour and Docks 1917 with development area (red)

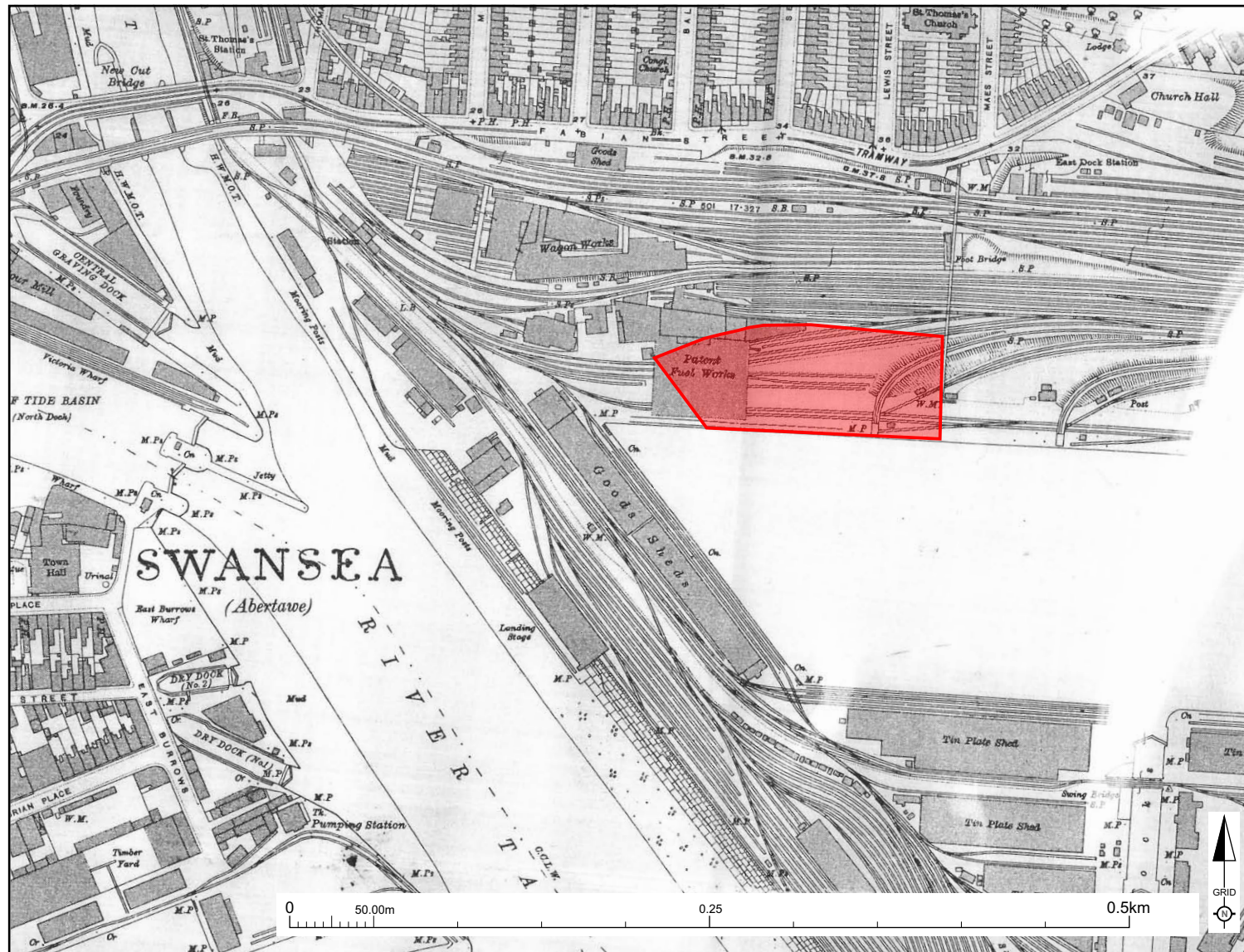


Figure 8. 3rd edition (1919) OS map with development area (red)

Canolfan Glandwr, Prince of Wales Dock, Swansea: archaeological desk-based assessment



Figure 9. Insurance Plan of Swansea 1929 with development area (red)

Appendix II

Aerial Photographs and Walkover Survey



Plate 1: Sortie RAF A3335 from 1939, showing the development area at the lower right



Plate 2: View to the northeast of the development area

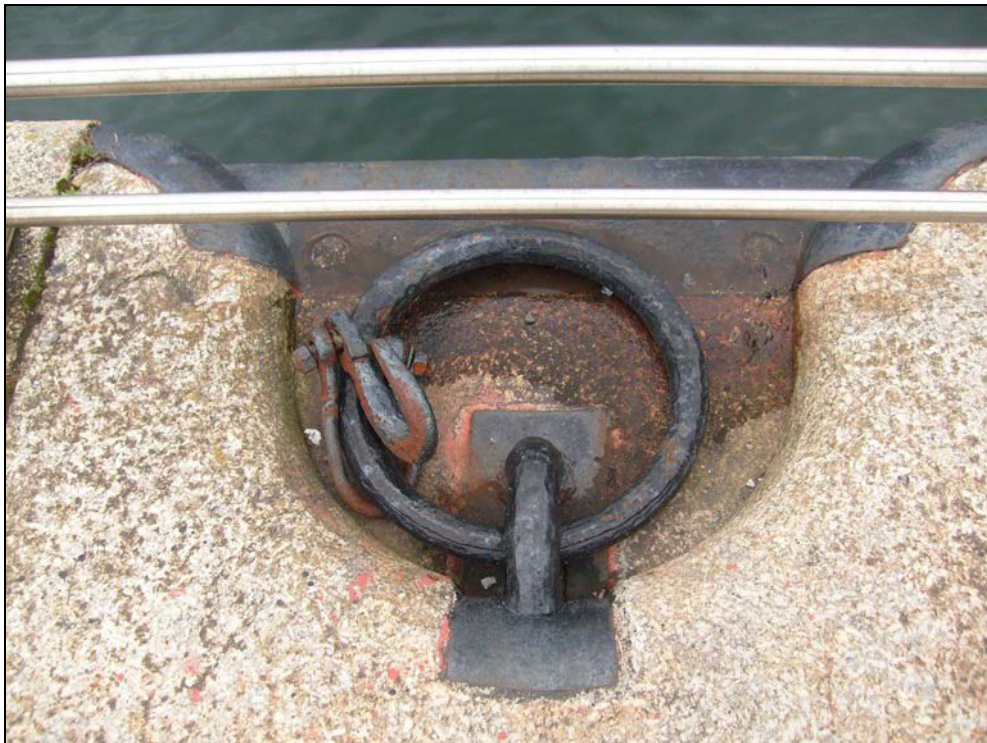


Plate 3: View to the south of mooring ring

Appendix III

Aerial Photographs with Coverage of the Evaluation Area

The following is a list of the aerial photographs with coverage of the study area held by the Central Registry of Air Photography for Wales. Four previously unrecorded sites were identified from aerial photographic coverage of the area.

Sortie	Scale	Air Survey Org.	Date	Frames
106G LA 242	1:10000	RAF	21/04/1945	3130
3G TUD T19 Pt 1	1:25000	RAF	03/08/1945	5120
106G UK 1275	1:4800	RAF	23/03/1946	5297-98
106G UK 1419	1:9900	RAF	15/04/1946	3229-31
106G UK 1625	Various	RAF	07/07/1946	6270-71
CPE UK 1815	1:4800	RAF	30/10/1946	5138-40
CPE UK 1989	1:4800	RAF	12/04/1947	5149-51 +5119-21
540 RAF 332	1:20000	RAF	13/05/1950	5018-19
58 RAF 863	1:50000	RAF	25/04/1952	5426-28
58 RAF 922	1:5000	RAF	22/07/1952	5060-61
58 RAF 3506	1:19999	RAF	21/04/1960	F22: 107
OS 62 14	1:24000	Ordnance Survey	14/04/1962	81-82
OS 63 069	1:25000	Ordnance Survey	24/05/1963	4-5
OS 67 091	1:7500	Ordnance Survey	10/05/1967	51
Meridian 54/68	Various	Meridian	27/7/1968	55/68: 190-92
Meridian 3/69	Various	Meridian	19/01/1969	5/69: 1
Meridian 49/70	1:6000	Meridian	21/06/1970	49/70: 110-11
Meridian75/70	1:10000	Meridian	23/09/1970	75/70: 49-50 + 166-7
OS 78 085	1:23000?	Ordnance Survey	11/06/1978	127-28
OS 78 127	1:16000	Ordnance Survey	18/08/1978	79-80
Meridian 6/81	1:10000	Meridian	16/04/1981	6/81: 119-2 + 116
OS 91 051	1:2500	Ordnance Survey	16/04/1991	79
OS 92 039	1:5500	Ordnance Survey	04/04/1992	117-20
Geonex	1:5000	Geonex(NRSC)	01/5/1992	Mosaic
OS 94 360	1:8300	Ordnance Survey	15/10/1994	91-92
OS 96 066	1:5100	Ordnance Survey	03/5/1996	8-9

Appendix IV

Gazetteer of archaeological interests

ID

00444w

Name St Thomas's Chapel**NGR** SS 66680 92940**Period** Medieval
Full description

The Chapel of St Thomas stood in what was formerly known as the Borough of Bettws, near the sea shore; tradition said it was destroyed by the sea or besandment. The cemetery was said to have been cut through when the salt works was made. The NGR for the medieval St Thomas' Chapel has been assigned based on documentary evidence from the 14th century and currently places it within the mud flats of the former Fabians Bay, now under the Prince of Wales Dock (Evans 2003-4).

Type

Church

Condition

Not known

Status

None

Rarity

Medium

Group association

Low

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

None

ID

00453w

Name Ferry**NGR** SS 66200 92900**Period** Medieval
Full description

Rees' 1932 map of 'South Wales and the border in the 14th century' shows a ferry crossing the Tawe (South West Sheet). The ferry is mentioned in William de Braose's charter of 1306, along with a quay. The ferry is likely to have been rope and windlass type and was located outside the South Gate.

Type

Ferry

Condition

Not known

Status

None

Rarity

Medium

Group association

Low

Historical association

Unknown

Confidence

Low

Value

C

Effect

None

ID

01149w

Name Tunnel

NGR SS 66290 93360

Period Post-medieval

Full description

Post-medieval tunnel known from an oral account recorded in the regional HER.

Type

Tunnel

Condition

Destroyed

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Low

Value

D

Effect

None

ID

01151w

Name St Thomas Well

NGR SS 66290 93360

Period Post-medieval

Full description

A post-medieval well is recorded in St Thomas. The shaft was cylindrical and stone lined, approximately 5ft diameter and 27 ft deep. The well-head was square with two sides constructed in brick and two sides were mortared stone. An iron pipe brought the water to the top, suggesting that it had been fitted with a pump. A path was known from the road to the well (Evans 2003-4).

Type

Well

Condition

Not known

Status

None

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

None

ID

01699.0w

Name Swansea Valley Railway

NGR SS 71224 13921

Period Post-medieval

Full description

The Swansea Vale Railway had its origins in a series of tramways built along the valley from the 18th century onwards. One tramway, built in 1819 from Llansamlet to Swansea harbour, may have been the scene of an early steam locomotion experiment in its first year, when there is some evidence that one of George Stephenson's engines was used. In the railway mania of the 1830s and 1840s schemes were discussed for a railway up the western side of the Swansea Valley, where most of the industries were located, but these were abandoned because of the cost. Instead a group of coal owners banded together to build a private mineral railway, which did not require an Act of Parliament, up the eastern side of the valley. Work began in 1845 and, after problems in the early years, an Act of Parliament was obtained in 1855. In the same year the railway reached Pontardawe, and carried up to 1000 tons of coal a day. In 1860 the first passengers were carried, and in 1861 the railway was extended to Ystalyfera. In 1876 the Midland Railway bought the line. Industries that were built close to the railway often had their own sidings. Passenger services on the Swansea Vale Railway were discontinued in 1950 and, as factories closed down and mines were worked out, freight diminished. In 1964 the line was shut down and the track lifted.

Type

Railway

Condition

Not known

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

High

Value

C

Effect

None

ID

01699.1w

Name St Thomas Station

NGR SS 66250 93130

Period Post-medieval

Full description

St Thomas Station was associated with the Swansea Valley Railway. The Station is shown on the 1st (1879), 2nd (1899) and 3rd (1919) edition OS maps but has since been demolished.

Type

Railway Station

Condition

Not known

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

01701.2w

Name St Thomas Terminus

NGR SS 66250 93130

Period Post-medieval

Full description

Post-medieval railway terminus at St Thomas Railway Station shown on the 1st (1879), 2nd (1899) and 3rd (1919) edition OS maps and is associated with St Thomas Railway Station (01699.1w).

Type

Railway Station

Condition

Not known

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

High

Value

C

Effect

None

ID

02657w/305555

Name Sjomanns Kirken

NGR SS 66424 93026

Period Post-medieval

Full description

Sjomanns Kirken is a Norwegian Mission Church, initially erected in Newport c1900 and moved to Swansea in 1910. The building comprises a Seaman's Mission at its west end and a Gothic style church at its east end. It is a low rendered building, formerly of corrugated iron with a gable entry. In 1966 the Norwegian Seamen's Mission in Bergen told the last minister, Pastor Somerset, to abandon the Mission and return to Norway. However, a Norwegian who had settled in Swansea, Eric Benneche, wrote to the Bishop of Bergen offering to run the church from the expatriate community's own resources. Permission was granted and the Bishop visited the church in person to present them with the key. Mr.Benneche was also allowed to officiate as a lay pastor at services, christenings, weddings and funerals. He was followed in 1968 by the Reverend Vivienne James who kept the church going for a further 30 years. When Pastor James retired in 1998 the lease on the church was not renewed and the last working Seamen's Mission Church in Britain closed for good. In 2004 it was carefully taken down and moved to a new location in Swansea's dockland where it was re-erected and completely restored (Welsh-Norwegian Society).

Type

Church

Condition

Moved

Status

None

Rarity

High

Group association

Low

Historical association

Certain-Medium

Confidence

High

Value

C

Effect

None

ID

02819.0w

Name Vale of Neath Railway - Swansea to Neath Extension

NGR SS 66590 93130 **Period** Post-medieval

Full description

The Vale of Neath Railway took over this coastal route that another company had promoted. The SWR had also tried to take it over. Passenger traffic opened in August 1863 using Wind Street Station. A new station opened at East Dock in March 1873. The Vale of Neath Railway eventually became part of the GWR.

Type	Condition	Status
Railway	Not known	None
Rarity	Group association	Historical association
Low	High	Certain-Medium
Confidence	Value	Effect
Medium	C	None

ID

03115.0w

Name Cambrian Dry Dock

NGR SS 66184 92811 **Period** Post-medieval

Full description

Cambrian Dry Docks is shown on the 1st (1879) edition OS map, and was also known as Harris Dry Dock No. 2, Commercial Dock No. 1 and the Corporation Dry Dock. The dock was filled in by the council in 1966 and is now the slipway to the Swansea Yacht Club. It was also the site of General Engineering & Electric Welding (Swansea) Ltd. founded by George Phillips Jones in 1926.

Type	Condition	Status
Dry dock	Not known	None
Rarity	Group association	Historical association
Low	Medium	Certain-Medium
Confidence	Value	Effect
Medium	C	None

Canolfan Glandwr, Prince of Wales Dock, Swansea: archaeological desk-based assessment

ID

05403w/301404/LB25064

Name J-Shed Warehouse**NGR** SS 66407 92974**Period** Post-medieval**Full description**

The warehouse dates to c1895. The 'J'-Shed is typical of those buildings constructed during the massive expansion of the South Wales docks generally at the end of the 19th century. It is situated directly alongside the Prince of Wales dock and backs onto King's Road, the main estate road into Port Tawe docks. Originally constructed as a grain warehouse, the property is a 'massive' two-storey brick built building with pitched slate roof over an 'open-plan' arched concrete intermediate floor supported on metal lattice columns.

Type

Warehouse

Condition

Intact

Status

LB II

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

High

Value

C

Effect

None

ID

13557/LB82482

Name Church of St Thomas**NGR** SS 66619 93243**Period** Post-medieval**Full description**

The Church of St Thomas is an Anglican church constructed between 1886 and 90 by Thomas Nicholson of Hereford. The church was built at the expense of the Grenfell family of Maesteg House (NPRN 19277) who were leading industrialists in Cornwall and Swansea.

Type

Church

Condition

Intact

Status

LB II

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

High

Value

B

Effect

None

ID

13558

Name Forward Movement Church

NGR SS 66789 93223

Period Post-medieval

Full description

The Forward Movement Church was built in the late 20th century style, with a long-wall entry.

Type

Chapel

Condition

Not known

Status

None

Rarity

Medium

Group association

Low

Historical association

Certain-Medium

Confidence

Low

Value

C

Effect

None

ID

270842

Name Observation Post

NGR SS 66748 92697

Period Post-medieval

Full description

Brick-built observation post overlooking the docks area and with a view out to sea. The post was used during World War II.

Type

Observation Post

Condition

Not known

Status

None

Rarity

Medium

Group association

Medium

Historical association

Possible-High

Confidence

Low

Value

C

Effect

None

ID

699/LB11728

Name The Flag Ship Building

NGR SS 66342 92979

Period Post-medieval

Full description

The Flag Ship is an industrial building of the late 19th century, probably built c1880 as an ice factory but enlarged very soon after for use as an engine house.

Type

Ice House

Condition

Damaged

Status

LB II

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

High

Value

B

Effect

None

ID

8966

Name Fabian's Bay English Independent Chapel

NGR SS 66444 93220

Period Post-medieval

Full description

The chapel was built in 1862 and rebuilt in 1875 by architect Thomas Thomas of Landore. It was constructed in stone, in a Gothic style. The chapel has a gable-entry and leaded windows.

Type

Chapel

Condition

Near intact

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

High

Value

C

Effect

None

ID

CG001

Name Oyster Beds

NGR SS 66479 93005

Period Post-medieval

Full description

Oyster beds are shown at the location only on the 1st (1879) edition OS map. The beds were used to breed oysters for consumption. At the time of this map the area was part of Fabians Bay, and was located near the high tide mark of the muddy bay. The beds may have been damaged or destroyed when the Prince of Wales Dock was constructed.

Type

Oyster Beds

Condition

Not known

Status

None

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

Minor

ID

CG002

Name Eastern Depot

NGR SS 66325 93149

Period Post-medieval

Full description

The Eastern Depot is shown on the 1st (1879) edition OS map. It has an associated engine shed at the given NGR, a Goods Shed at NGR SS 66406 93161 and a signal box to the south of the railway lines that run between the buildings. A possible railway turntable is visible to the southeast of the Engine Shed. The depot has been completely removed by the publication of the 1899 2nd edition OS map. The area has been completely overtaken by railway lines and sidings serving the Wagon Works (CG014), apart from the Goods Shed, which remains until the publication of the 1919 3rd edition OS map, but has since been demolished.

Type

Depot

Condition

Not known

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Low

Value

C

Effect

None

ID

CG003

Name Limekiln

NGR SS 66262 93088

Period Post-medieval

Full description

A limekiln is shown on the 1st (1879) edition OS map, but is not shown on subsequent mapping as it was probably demolished as part of the development of the Prince of Wales Dock.

Type

Limekiln

Condition

Damaged

Status

None

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

Medium

Value

D

Effect

None

ID

CG004

Name Saw Pit

NGR SS 66298 93033

Period Post-medieval

Full description

A saw pit is shown on the 1st (1879) edition OS map only. The saw pit was probably removed with the development of the Prince of Wales Dock.

Type

Saw Pit

Condition

Damaged

Status

None

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

Medium

Value

D

Effect

None

ID

CG005

Name Gridiron

NGR SS 66213 92824

Period Post-medieval

Full description

A gridiron is shown on the 1st (1879) and 2nd (1899) edition OS maps. The gridiron was probably associated with Cambrian Docks (03115.0w), as it would have been used to salvage particularly wooden ships. When a ship was no longer in use it was allowed to settle onto a gridiron to keep the hull clear of the sea bed and allow for the complete salvage of the hull. A Ship Building and Buoy Engineering works was located at the Cambrian Docks and probably used the gridiron.

Type

Gridiron

Condition

Unknown

Status

None

Rarity

Medium

Group association

Medium

Historical association

Certain-Low

Confidence

Medium

Value

D

Effect

None

ID

CG006

Name Foundry

NGR SS 66316 93329

Period Post-medieval

Full description

A foundry is shown on the 1st (1879) edition OS map. The structure is shown on subsequent mapping but was no longer marked as a foundry. Current mapping shows a works at the location.

Type

Foundry

Condition

Unknown

Status

None

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

Low

Value

C

Effect

None

ID

CG007

Name Lodge

NGR SS 66724 93221

Period Post-medieval

Full description

The Lodge was located at the southern entrance to Maesteg House NPRN 1977, outside and to the north of the development area at NGR SS 66592 93520. The house and lodge were joined via a tree lined avenue. A second lodge was located to the west of the house. The house was built by Pascoe St. Leger Grenfell (1798 - 1879). He was a member an industrialist family hailing from Cornwall. The house was situated at the foot of Kilvey Hill but both the house and the lodge has been demolished. Pascoe was an active humanitarian who built houses for his workers. He also founded Saint Thomas' Church (13557/LB82482) and supervised a school taught by Richard Gwynne. He was chairman of the Harbour Trust and active in the development of Swansea docks (Welsh Biography Online).

Type

Lodge

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

None

ID

CG008

Name Smithy

NGR SS 66842 93039

Period Post-medieval

Full description

A smithy is shown on the 1st (1879) edition OS map only. By the publication of the 2nd (1899) edition OS map the Prince of Wales Dock has been built at the location. There has been a proliferation of railway sidings built in the vicinity and a signal box has been constructed on the site. The location has been built over by Langdon Road in recent years.

Type

Smithy

Condition

Damaged

Status

None

Rarity

Low

Group association

Low

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

None

ID

CG009

Name Prince of Wales Dock

NGR SS 66710 92900

Period Post-medieval

Full description

The Prince of Wales Dock was incorporated in a Parliamentary Bill that became known as the Swansea Harbour Act of 1874. The construction of the dock began in 1879 and was officially opened by the Prince of Wales on the 18th October 1881, although it was not opened to shipping until June 1882. By the 1930s the dock was chiefly used in connection with various regular sailings to continental ports and had a deep-water area of twenty-eight acres, equipped with nine coal hoists, 35 cranes and 226,120 square feet of warehouse space (Boorman 1990, 66-67 and 76). Towards the end of the 20th century only the eastern end of the dock, known as the sand quay was in commercial use (Sherman 2006).

Type

Dock

Condition

Intact

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-High

Confidence

High

Value

C

Effect

Minor

ID

CG010

Name Stage

NGR SS 66459 93028

Period Post-medieval

Full description

A stage is shown on the 2nd (1899) edition OS map. The stage may have been used for loading trains with fuel from the Patent Fuel Works (CG011). By the publication of the 3rd (1919) edition OS map the fuel works has grown considerably and the stage has been extended to encompass the western extent of the development area.

Type

Stage

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Medium

Value

D

Effect

Major

ID

CG011

Name Patent Fuel Works

NGR SS 66491 93054

Period Post-medieval

Full description

A Patent Fuel Works is shown on the 2nd (1899) edition OS map to the immediate northwest of the development area and slightly within the development area at NGR SS 66491 93054. By the publication of the 3rd (1919) edition OS map the fuel works has grown considerably and the loading stage (CG010) has been extended to encompass the western end of the development area. The works produced patent fuel, which is a mixture of coals formed into briquettes or blocks. The fuel took its name from the fact that it was under patent in the late 19th century.

Type

Patent Fuel Works

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

Major

ID

CG012

Name Railway Turntable

NGR SS 66543 93025

Period Post-medieval

Full description

A railway turntable located near the end of a railway siding, is shown only on the 2nd (1899) edition OS map. The feature is also associated with a structure of unknown use (CG015) that may be an engine shed.

Type

Railway Turntable

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Possible-Low

Confidence

Low

Value

D

Effect

Minor

Canolfan Glandwr, Prince of Wales Dock, Swansea: archaeological desk-based assessment

ID

CG013

Name Coal Hoist

NGR SS 66573 92995

Period Post-medieval

Full description

A coal hoist is shown within the development area on the 2nd (1899) and 3rd (1919) edition OS maps. The hoist was accessed by rail using sidings off the main lines and was used to load ships moored at the dock with coal. There are many other similar structures shown on contemporary mapping of Swansea Docks. There are eight other hoists to the east by the publication of the 3rd (1919) edition OS map.

Type

Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Medium

Value

D

Effect

Minor

ID

CG014

Name Wagon Works

NGR SS 66383 93110

Period Post-medieval

Full description

A Wagon Works is marked on the 2nd (1899) and 3rd (1919) edition OS maps, the structures associated with the works do not appear on modern mapping as they have been demolished in more recent years. The wagon works would have specialised in the production and maintenance of non-passenger carrying railway rolling stock.

Type

Railway Wagon Works

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Medium

Value

C

Effect

None

ID

CG015

Name Structure 1

NGR SS 66564 93024

Period Post-medieval

Full description

A rectangular structure of unknown function is marked on the 2nd (1899) edition OS map only. The building is situated at the terminus of railway sidings and may be an engine shed. It is associated with a Railway Turntable to the immediate west (CG012), which is also only shown on the 2nd edition OS map.

Type

Building

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Possible-Low

Confidence

Low

Value

D

Effect

Major

ID

CG016

Name Structure 2

NGR SS 66599 93018

Period Post-medieval

Full description

A structure of unknown function is delineated on the 2nd (1899) and 3rd (1919) edition OS maps, but is not shown on modern mapping. The building is parallel and to the north of a railway siding running northeast to southwest.

Type

Building

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Possible-Low

Confidence

Low

Value

D

Effect

Major

ID

CG017

Name Structure 3

NGR SS 66581 92997

Period Post-medieval

Full description

A small structure of unknown function is delineated on the 2nd (1899) edition OS map, but is not shown on subsequent mapping. The building is situated in between two railway sidings.

Type	Condition	Status
Building	Damaged	None
Rarity	Group association	Historical association
Low	Low	Possible-Low
Confidence	Value	Effect
Low	D	Major

ID

CG018

Name Tin Plate Shed 1

NGR SS 66627 92806

Period Post-medieval

Full description

A Tin Plate Shed is shown on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. It is one of four Tin Plate Sheds in the locality, all of which have associated railway sidings. Tin Plate Sheds 1 and 3 each have a hydraulic crane to the immediate north at the dock edge for loading ships. None of the Tin Plate Sheds are shown on modern mapping, as they were demolished in the 20th century.

Type	Condition	Status
Goods Shed	Damaged	None
Rarity	Group association	Historical association
Low	Medium	Certain-Medium
Confidence	Value	Effect
Medium	C	None

ID

CG019

Name Tin Plate Shed 2

NGR SS 66644 92757

Period Post-medieval

Full description

A Tin Plate Shed is shown on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. It is one of four Tin Plate Sheds in the locality, all of which have associated railway sidings. None of the Tin Plate Sheds are shown on modern mapping, as they were demolished in the 20th century.

Type

Goods Shed

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

CG020

Name Tin Plate Shed 3

NGR SS 66794 92794

Period Post-medieval

Full description

A Tin Plate Shed is shown on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. It is one of four Tin Plate Sheds in the locality, all of which have associated railway sidings. Tin Plate Sheds 1 and 3 each have a hydraulic crane to the immediate north at the dock edge for loading ships. None of the Tin Plate Sheds are shown on modern mapping, as they were demolished in the 20th century.

Type

Goods Shed

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

CG021

Name Tin Plate Shed 4

NGR SS 66664 92714

Period Post-medieval

Full description

A Tin Plate Shed is shown on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. It is one of four Tin Plate Sheds in the locality, all of which have associated railway sidings. None of the Tin Plate Sheds are shown on modern mapping, as they were demolished in the 20th century.

Type

Goods Shed

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

CG022

Name Lock

NGR SS 66726 92729

Period Post-medieval

Full description

A lock is visible on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. The lock has since been infilled and is not seen on current mapping.

Type

Lock

Condition

Unknown

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

Canolfan Glandwr, Prince of Wales Dock, Swansea: archaeological desk-based assessment

ID

CG023

Name Prince of Wales Dry Dock**NGR** SS 66821 92702**Period**

Post-medieval

Full description

A dry dock is marked on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. There are a number of large buildings associated with the dock, particularly on the southeastern side. The 1929 Insurance Plan of Swansea shows one of these buildings to be a Machine Shop. Among the buildings on the opposite side is a Saw Mill. The dock has since been infilled and is not seen on current mapping, but the tidal basin feeding the lock and dry docks still remains intact but the associated buildings have been demolished.

Type

Dry Dock

Condition

Unknown

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

CG024

Name Goods Shed**NGR** SS 66457 92906**Period**

Post-medieval

Full description

A goods shed is shown on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. The shed has since been demolished and is not seen on current mapping. It appears to have been part of the J-Shed, which still stands (05403w/301404/LB25064).

Type

Goods Shed

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

CG025

Name Landing Stage

NGR SS 66385 92884

Period Post-medieval

Full description

A landing stage is visible on the 2nd (1899) and 3rd (1919) edition OS maps on the west side of the Prince of Wales Dock. The stage is not shown on modern maps and appears to have been removed.

Type

Landing Stage

Condition

Unknown

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Low

Value

C

Effect

None

ID

CG026

Name Harbour Master's Office

NGR SS 66755 92696

Period Post-medieval

Full description

A Harbour Master's Office is marked on the 2nd (1899) OS map only. The building appears to have been demolished by the publication of the 3rd (1919) edition OS map.

Type

Dock Master's Office

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Low

Value

C

Effect

None

ID

CG027

Name Swing Bridge

NGR SS 66732 92781

Period Post-medieval

Full description

A swing bridge is shown on the 2nd (1899) and 3rd (1919) edition OS maps on the south side of the Prince of Wales Dock. The bridge has been removed and is no longer visible on modern mapping.

Type

Swing Bridge

Condition

Damaged

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Low

Confidence

Low

Value

C

Effect

None

ID

CG028

Name East Dock Station

NGR SS 66700 93148

Period Post-medieval

Full description

The East Dock Station is delineated on the 2nd (1899) and 3rd (1919) edition OS maps. With the downturn in the prosperity of Swansea's industries the station was closed and removed.

Type

Railway Station

Condition

Destroyed

Status

None

Rarity

Low

Group association

Medium

Historical association

Certain-Medium

Confidence

Medium

Value

C

Effect

None

ID

CG029

Name Structure 4

NGR SS 66494 9304 **Period** Modern

Full description

Structure 4 (CG029) is shown on sorties dating to 1967 (OS 67 091, frame 51) and the structure has been demolished by 2006 (COWI).

Type

Building

Condition

Unknown

Status

None

Rarity

Low

Group association

Low

Historical association

Possible-Low

Confidence

Medium

Value

D

Effect

None

ID

CG030

Name Structure 5

NGR SS 66496 93006 **Period** Modern

Full description

In 1968 (Meridian 54/68, frame 191) Structure 5 (CG030) has been constructed and appears to be a hopper for loading sand onto lorries, it has been removed by 2005 (ACD 698558)

Type

Building

Condition

Unknown

Status

None

Rarity

Low

Group association

Low

Historical association

Possible-Low

Confidence

Medium

Value

D

Effect

None

ID

CG031

Name Structure 6

NGR SS 66568 93003

Period Modern

Full description

Structure 6 (CG031) is a sand bin identified from aerial photographic coverage of the area dating to 1968 (Meridian 54/68, frame 191). The bin has been removed by 2005 (ACD 698558).

Type

Building

Condition

Unknown

Status

None

Rarity

Low

Group association

Low

Historical association

Possible-Low

Confidence

Medium

Value

D

Effect

None

ID

CG032

Name Structure 7

NGR SS 66553 93080

Period Modern

Full description

Outside the development area a warehouse (Structure 7 (CG032)) is shown (OS 78 127, frame 80). The building is on an east west alignment. The structure is visible on coverage of the area until 2006 (COWI).

Type

Building

Condition

Unknown

Status

None

Rarity

Low

Group association

Low

Historical association

Possible-Low

Confidence

Medium

Value

D

Effect

None