

**BARNLAKE POINT, BURTON
PEMBROKESHIRE:
DESK BASED ASSESSMENT
(NGR SM 96900 05200)**



Prepared by DAT Archaeological Services
For: South Meadow Homes Ltd



DYFED ARCHAEOLOGICAL TRUST

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DESK BASED ASSESSMENT**

Gan / By

Edward Davies

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INVESTOR IN PEOPLE
BUDDSODDWR MEWN POBL

Ymddiriedolaeth Archaeolegol Dyfed Cyf
Neuadd y Sir, Stryd Caerfyrddin, Llandeilo, Sir
Gaerfyrddin SA19 6AF
Ffon: Ymholiadau Cyffredinol 01558 823121
Adran Rheoli Treftadaeth 01558 823131
Ffacs: 01558 823133
Epost: info@dyfedarchaeology.org.uk
Gwefan: www.archaeolegdyfed.org.uk

Dyfed Archaeological Trust Limited
The Shire Hall, Carmarthen Street, Llandeilo,
Carmarthenshire SA19 6AF
Tel: General Enquiries 01558 823121
Heritage Management Section 01558 823131
Fax: 01558 823133
Email: info@dyfedarchaeology.org.uk
Website: www.dyfedarchaeology.org.uk

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BARNLAKE POINT, BURTON, PEMBROKESHIRE: DESK BASED ASSESSMENT

SUMMARY

DAT Archaeological Services was commissioned by South Meadow Homes Ltd, to prepare a Desk Based Assessment to provide more information about the potential effects upon the historic environment of a proposed second phase of residential development at Barnlake Point, Burton, Pembrokeshire. This report will be used by planners to make an informed decision on the proposals in regards to archaeology and the historic environment.

The proposed housing development is located on brownfield land at NGR SM 96900 05200, on the north shore of the Cleddau river and to the east of Westfield Pill near Burton, Pembrokeshire. The proposed development comprises 24 residential housing plots and associated infrastructure, as well as the construction of sea and flood defences and landscaping.

The site lies within the Neyland Historic Landscape Character Area. A single Scheduled Ancient Monument lies within 750m of the site, a redan (gun mounting) dating to the period of the American War of Independence (late 18th century). This feature will not be affected by the development proposals. Three listed buildings of post-medieval date also lie within 750m of the development site, but again will not be affected by the proposals. Overall the proposals will have a negligible impact upon designated features of the historic environment.

Within the proposed development site are several known undesignated archaeological or historic sites, including an Ice Factory, a Lime Kiln, a concrete quay and a dock. These are all of 20th century date excluding the former lime kiln which is of at least early 19th century date. Study of cartographic sources also indicates that a large range of cottages formerly stood on the western side of the proposed development site shown on the 1840 Tithe map of Burton. These partially survived into the later 20th century. Other than the surviving dock on the western side and quay on the southern edge of the development area, all of these buildings and features have been previously demolished and no above ground remains survive. It is possible that below ground remains are present.

During the later 20th century material was imported onto the site area to level the site area. Made ground of up to 5.5m depth survives in places around the coastal perimeter of the site area, although in the centre of the site bed rock is visible at ground level. This imported material will have sealed any surviving below ground archaeological remains and may serve to protect the majority of the area from physical impacts of the development.

A possible ship wreck has also been noted directly to the west of the development site.

It is concluded that there is a low potential for the development proposal to impact on buried archaeological remains, except for on the western side of the development site where the remains of the former Ice Factory and earlier structures shown on the 1840 Tithe Map could survive. It is suggested that if any further archaeological mitigation is needed that a watching brief during construction would suffice.

1. INTRODUCTION

1.1 Project Proposals and Commission

- 1.1.1 DAT Archaeological Services was commissioned by South Meadow Homes Ltd, to produce a Desk Based Assessment to provide more information about the potential effects upon the historic environment of a proposed housing development at Barnlake Point. The resulting report will include recommendations for the nature of archaeological works prior to or during construction.
- 1.1.2 The proposed development is centred on brownfield land at NGR SM 96900 05200 which lies on the northern shore of the Cleddau river, to the east of Burton, on the opposite bank of the Westfield Pill from Neyland. It is envisaged that the construction of the proposed development, will include the excavation of footings for access roads, associated service trenches, as well as the construction or alteration of on-site sea and flood defences. .
- 1.1.3 This Assessment has been produced in accordance with a condition placed on planning permission by the Planning Services section of Dyfed Archaeological Trust (DAT).

1.2 Scope of the project

- 1.2.1 This desk-based assessment provides a rapid piece of work involving the use of readily available information to provide an assessment of the impact of the development proposals upon the historic environment.
- 1.2.2 The results are intended to identify the extent and character of the known and potential archaeological resource, to assess the likely and potential impacts of the scheme on that resource and, if required, to outline a possible programme of further works to mitigate those impacts. The assessment should be seen only as the first stage of the archaeological process and does not preclude the possibility that further archaeological input may be required prior to, or during, the proposed development.
- 1.2.3 The assessment included searches of resources held in the regional HER, Pembrokeshire Archives and other on-line resources. A site visit and walkover survey was also undertaken.
- 1.2.4 A study area of 750m radius centred on the site was used to obtain information on known the historic environment resource. This was considered sufficient based on the nature of the proposed development. This search area was agreed with the Planning Services section of DAT.

1.3 Abbreviations used in this report

- 1.3.1 All sites recorded on the regional Historic Environment Record (HER) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). Sites recorded on the National Monument Record (NMR) held by the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW) are identified by their National Primary Record Number (NPRN). Scheduled Ancient Monument (SAM).

1.4 Illustrations

- 1.4.1 Photographic images are to be found at back of the report. Printed map extracts are not necessarily reproduced to their original scale.

1.5 Timeline

- 1.5.1 The following timeline (Table 1) is used within this report to give date ranges for the various archaeological periods that may be mentioned within the text.

Period	Approximate date	
Palaeolithic –	c.450,000 – 10,000 BC	Prehistoric
Mesolithic –	c. 10,000 – 4400 BC	
Neolithic –	c.4400 – 2300 BC	
Bronze Age –	c.2300 – 700 BC	
Iron Age –	c.700 BC – AD 43	
Roman (Romano-British) Period –	AD 43 – c. AD 410	Historic
Post-Roman / Early Medieval Period –	c. AD 410 – AD 1086	
Medieval Period –	1086 – 1536	
Post-Medieval Period ¹ –	1536 – 1750	
Industrial Period –	1750 – 1899	
Modern –	20th century onwards	

Table 1: Archaeological and Historical Timeline for Wales

¹ The post-medieval and industrial periods are combined as the post-medieval period on the Regional Historic Environment Record as held by Dyfed Archaeological Trust

2. SITE LOCATION AND TOPOGRAPHY

- 2.1 The proposed development lies on the northern shore of the Cleddau and the east bank of Westfield Pill, to the west of Burton village, Pembrokeshire (NGR SM 96900 05200). The proposed site consists of brownfield land which is broadly sloping north to south, with steep slopes on both its western edge down to Westfield Pill and eastern boundary up to the neighbouring housing development; the northern boundary is shared with a public picnicking area, while the southern boundary is the Cleddau river. The village of Burton lies 1.5km to the east, while Neyland lies 0.5km to the west on the opposite bank Westfield Pill.



Figure 1: Location map based on the Ordnance Survey.

Reproduced from the 2003 Ordnance Survey 1:50,000 scale Landranger Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust, The Shire Hall, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AF. Licence No AL51842

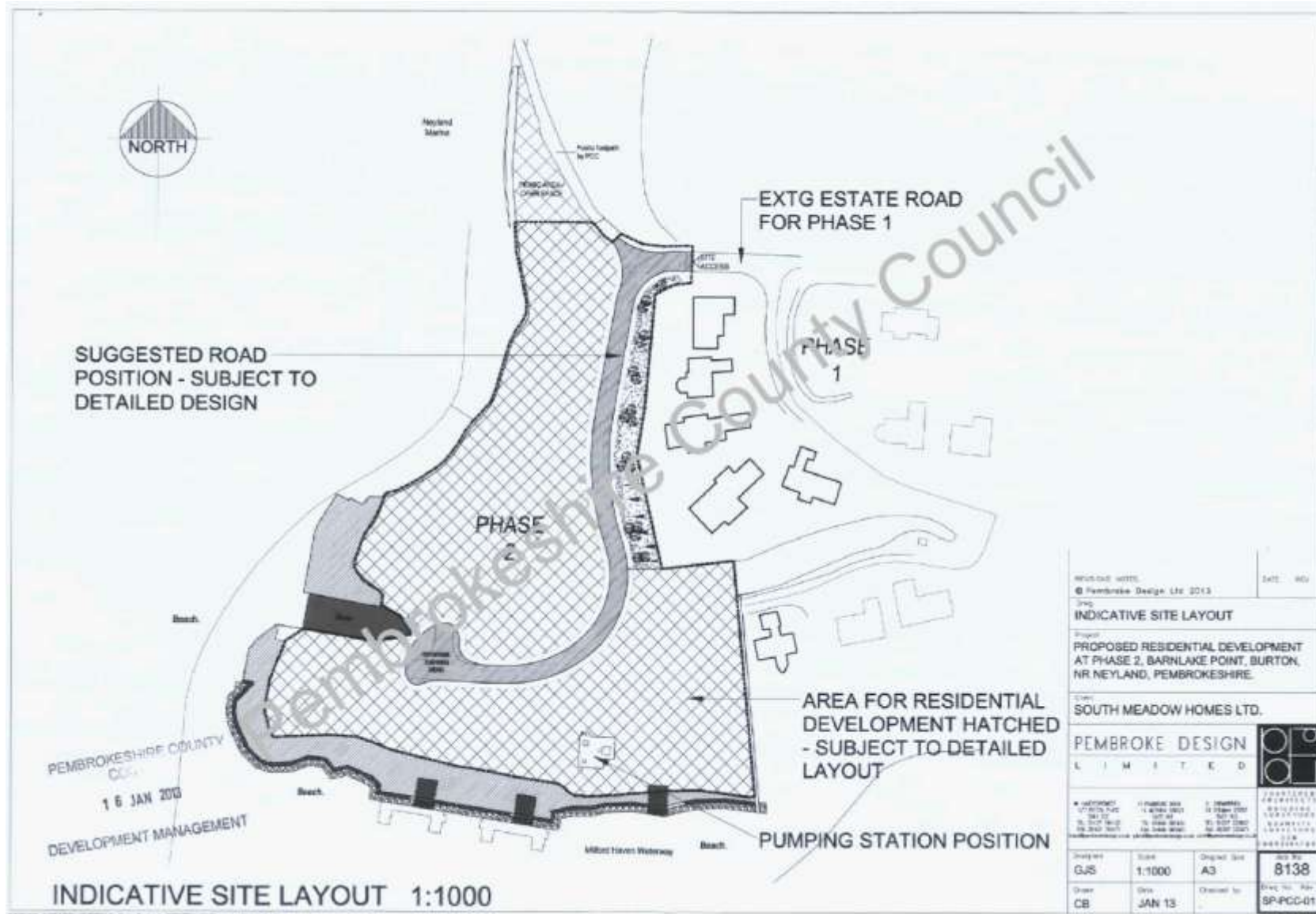


Figure 2: Proposed Site Layout Plan for Barnlake Point Phase 2 (taken from Excal 2011 report)

3 METHODOLOGY

Desk top study

- 3.1 Computer based and other resources within the Regional HER were consulted in the preparation of this document. Sufficient information was consulted to inform comment on the goals of the assessment. GIS layers were used to assess and illustrate what the likely effects of the proposals upon the historic environment might be.
- 3.2 Designated historic environment assets (Scheduled Ancient Monuments, Listed Buildings, Historic Landscape Characterisation Areas) were identified within a 750m radius centred on the proposed development.
- 3.3 Non-designated archaeological and historic sites were identified within a 750m radius centred on the proposed development. This area was considered sufficient to enable an assessment of the archaeological potential of the site area to be made.

Site Walkover Survey

- 3.4 A site visit was undertaken on the 11th November 2013. The visit comprised a limited walkover of the proposed development site. Photographs were taken and field observations recorded in note form.

4. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 The Historic Landscape

- 4.1.1 The proposed development lies within the boundaries of the Historic Landscape Categorisation Area of "Neyland-Llanstadwell-Burton Ferry" recorded on the Register of Landscapes of Outstanding Historic Interest in Wales (Cadw 1998). A Description of the HLCA is included to the rear of the report (Appendix 1).
- 4.1.2 No further designated historic landscape or historic conservation areas lie within 750m of the proposed development.

4.2 Scheduled Ancient Monuments (Figure 3)

- 4.2.1 There is one Scheduled Ancient Monument within the 750m radius of the proposed site, a military feature known as the Redan at Bath House. A redan is a type of naval shore defence for mounting a battery on, and this example is thought to date from the American War of Independence (1775-1783). This monument lies c. 0.5km to the southwest of the proposed development area.

SAM Ref	NGR	Summary	Period
PE452	SM 964 047	American War of Independence Redan at Bath House.	Post-Medieval/ Modern

Table 2: Scheduled Ancient Monuments
within 750m radius of proposed development

4.3 Listed Buildings (Figure 3)

- 4.3.1 There are three listed buildings within a 750m radius of the proposed site. All are located in the village of Neyland on the opposite bank of the Westfield Pill.

PRN	Grade	Site Name	Period	NGR
4509	II	Pillar box near Station House, LB no. 13011 (as shown on plan)	Post-medieval	SM 96564 04911
82529	II	Station House	Post-medieval	SM 96551 04913
82530	II	The War Memorial	Post-medieval	SM 96201 05353

Table 3: Listed buildings within a 750m radius of the proposed development.



Figure 3: Map showing Listed Buildings (blue) and the SAM (red) within 750m of the proposed development.

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4.4 Known Archaeological Remains

- 4.4.1 The following tables list the features that are recorded on the Regional Historic Environment Record (HER) and on the National Monuments Record (NMR) within 750m of the proposed site. The Regional HER records 48 sites of archaeological interest, the NMR records 17 sites, the vast majority of which are also recorded on the HER. The distribution of the sites recorded on the Regional HER is shown in Figure 4. Five of the HER entries, and 2 of the NMR entries are located within the area of the proposed development.
- 4.4.2 The known archaeological sites located within the proposed development boundary all relate to historic activity from the Post-medieval period onwards that have been recorded from cartographic and documentary sources. These are an Ice Factory (PRN 34975), a Lime Kiln (PRN 34547), a concrete quay (PRN 34986) and a dock (PRN 34976). There are also records for a former landing stage (PRN 34559) associated with the former ferry crossing over the Westfield Pill (PRN 34546) which lie immediately outside the development area but which are linked to the site. A further record located nearby (PRN 34842), is located in the wrong place and relates to a stream crossing point to the west of Neyland (PRN's 34535, 34536) at SM95880514.
- 4.4.3 All of the remaining sites within the 750m search radius, but outside of the development area relate to post-medieval and modern activity (Table 4). The majority of these sites are associated with the post-medieval and later development of Neyland. Very few sites are known on the eastern side of Westfield Pill.
- 4.4.4 There is no visible, above-ground evidence on site for any of the features noted in the HER apart from the dock (PRN 34976). This is still extant and appears to survive in very good condition. The other historic constructions and buildings recorded on the HER, such as the ice house are thought to have been demolished in the latter part of the 20th century, still being shown as extant on the Ordnance Survey map of 1975 (although this could have been based on earlier survey data), but not on the 1:2500 scale map of 1976. The buildings are shown on an aerial photograph dating to around 1946-47 (Photo 1). Of note on the photograph is a possible sunken vessel lying to the north of the Ice factory and Dock (west of the northern part of the proposed development area). This lies within the tidal part of Westfield Pill but it is not known if it still survives.



Photo 1: Aerial photo 17893 (1946/7), showing Barnlake Point. The Ice Factory and dock are clearly visible site features. North to top. Note the possible sunken vessel to the north of the Ice Factory and Dock

PRN	Site Name	Summary	Period	NGR
17854	Church	No further information	Post-medieval	SM96300540
17855	Chapel	No further information	Post-medieval	SM96380535
17856	Church	No further information	Post-medieval	SM96230535
17858	Church	No further information	Post-medieval	SM96460523
17859	Church	No further information	Post-medieval	SM96460503
21450	Farmhouse	A farmhouse forming part of a group of buildings marked on the OS 1" to 1 mile 1836, 1st and 2nd edition 6" OS maps and all subsequent editions. There appears to have been continuous occupation from at least the early 19th century to the present day.	Post-medieval	SM973057
24428	Battery	This battery - or gun emplacement survives with its bastion clearly delineated on the ordnance map. The building with is said to be contemporary and its cellars to still contain parts of the Magazine. Dated by Roger Thomas to the period of the American	Post-medieval	SM964047
34537	Chapel	Wesleyan Methodist chapel identified from 1st Edition OS. The chapel has been replaced by a modern bungalow. .	Post-medieval	SM96250490
34538	Landing stage	Landing stage identified from 1st Edition OS. There is no surviving evidence of this site. .	Post-medieval	SM96450469
34539	Blacksmiths workshop	Smithy identified from 1st Edition OS. There is no surviving evidence of this site. .	Post-medieval	SM96540477
34540	Landing stage	Landing stage identified from 1st Edition OS. There is no surviving evidence of this site. .	Post-medieval	SM96580476
34541	Slipway	Slipway identified from 1st Edition OS. Originally a wooden structure, part of Brunel Quay, later replaced in WWII by concrete structure, identified by Roger Thomas, RT253, Sunderlands were hauled out from it. Demolished in 1989. (Information obtained	Post-medieval	SM96680478
34542	Hydraulic table	Hydraulic table identified from 1st Edition OS. There is no surviving evidence of this site. .	Post-medieval	SM96780481
34543	Pontoon pier	Pontoon pier identified from 1st Edition OS. Two substantial timber driven uprights within the channel are all that remain of the pontoon. .	Post-medieval	SM96800487
34544	Railway terminus	South Wales Terminus identified from 1st Edition OS. The terminus is at the end of the railway line PRN 17844. The entire area has been landscaped and built upon, information panels are now erected covering the historical background of this area. BA &	Post-medieval	SM96690498
34545	Gas works	Gasworks identified from 1st Edition OS. There is no evidence of this site surviving. .	Post-medieval	SM96700528
34546	Ferry crossing	Ferry crossing identified from 1st Edition OS. All that is evident of this	Post-medieval	SM96830528

		crossing is a set of steps leading down to the channel on the Neyland side.		
34547	Lime kiln	'Old Limekiln' identified from 1st Edition OS. The area was very overgrown therefore no evidence of the lime kiln was seen.	Post-medieval	SM96880519
34548	Building	Small rectangular building alongside riverbank with trackway identified from 1st Edition OS. There is no evidence of this site surviving. .	Post-medieval	SM96780541
34558	Water tank	Two tanks identified from 2nd Edition OS. The tanks probably held water in association with the railway PRN 17844. There is no evidence of these surviving. .	Post-medieval	SM96770565
34559	Loading stage	Ferry loading stage identified from 1st Edition OS. This site was associated with the ferry crossing PRN34546. The loading stage and the crossing are now both disused.	Post-medieval	SM96820525
34832	Pontoon	Modern pontoon with rubble dump behind. .	Modern	SM96330478
34833	Hard	Hard identified by Roger Thomas, RT255. Hard approximately 50m long, constructed from concrete. Originally MOD, now used by Neyland Yacht Club. .	Modern	SM96390475
34834	Hard	Hard identified by Roger Thomas, RT254. Hard approximately 50m long, constructed from concrete. Originally MOD, no longer in use. .	Modern	SM96540474
34835	Military building	This building is within the battery site, PRN 24428, identified by Roger Thomas. Stone built, rendered, two storey building, now disused with openings blocked. Originally 19th century, now modified. .	Post-medieval	SM96500476
34836	Wreck	Alongside hard, perpendicular to shoreline-deliberate positioning. Squared ribs, possibly paired, pine/softwood, maximum protrusion 0.4m high. An assortment of iron and wooden pegs used to fix the softwood ceiling and hull planking, also copper nails se	Post-medieval	SM96570475
34837	Slipway	Modern concrete slipway alongside stone sea wall. .	Modern	SM96650485
34838	Hotel	The New South Wales Hotel was built in the 1850's, demolished in 1970 (information obtained from Neyland docklands tourist pannels). .	Post-medieval	SM96560487
34839	Custom house	The customs house was built approximately 1870 and demolished 1970, (information obtained from Neyland docklands tourist pannels). .	Post-medieval	SM96640487
34840	Quay	Stone built quay, built in 1850's as part of railway terminus, (information obtained from Neyland docklands tourist pannels). Roger Thomas identified this quay, RT314. The quay has been restored and landscaped for tourists now. .	Post-medieval	SM96730490
34841	Findspot	Rails from the original railway are now used as a fence along the quay side PRN 34840. The rails are Brunels design and Barlows rails, (information obtained from Neyland docklands tourist panels). .	Post-medieval	SM96710483
34842	Bridge	Modern stone and concrete bridge built in 1911. The public road goes	Modern	SM96880515

		over it. The bridge replaces a footbridge PRN 34535 and a ford PRN 34536. .		
34975	Ice factory	Ice factory, opened in 1906, demolished in 1975	Modern	SM96920523
34976	Dock	Substantial concrete boat shaped dock, built to load up trawlers with ice from factory PRN 34975.	Modern	SM96850523
34977	Weir	Modern stone weir to maintain water levels for marina higher up the pill. Extends full width of the pill and has a marker positioned at either end of the cill.	Modern	SM96840562
34978	Marina	Modern marina with many pontoons and jetties within Westfield Pill.	Modern	SM96810593
34984	Unknown	Modern concrete structure, now foundations only, function unknown.	Modern	SM96880559
34985	Trackway,Slipway	The trackway leads down from a steep slope onto the foreshore. Along the foreshore it is represented by a terrace, covered at high water. At the southern end the steep descent is concreted and functions as a slipway.	Post-medieval	SM96880558
34986	Quay	Concrete built quay-landing place for Pembroke ferry. Closed when Cleddau Bridge opened in 1970's.	Post-medieval	SM96910516
49662	Bridge	The Cleddau, or Milford Haven, Bridge is a high level box-girder bridge which crosses the Haven at a narrow point between Pembroke Ferry and Barnlake. It carries the A477 Trunk road. There is a supplementary bridge crossing Westfield Pill to the north-	Modern	SM9743404828
60458	House	Grade II listed house	Post-medieval	SM9655104913
60459	War memorial	Grade II listed war memorial	Post-medieval	SM9620105353
103284	Well	Well associated with Anchorage Cottage, recorded on the 1875 1st edition and 1908 2nd ed. Ordnance Survey maps. Not shown on mastermap, now in woodland (M.Ings, 2012)	Post-Medieval	SM97370530
103285	Well	Well recorded on the 1875 1st edition and 1908 2nd ed. Ordnance Survey maps. Marked as a spring on mastermap (M.Ings, 2012)	Post-Medieval	SM97420536
103286	Quarry	Quarries recorded on the 1908 2nd edition Ordnance Survey map and still shown on mastermap (M. Ings, 2012)	Post-Medieval	SM96720568
103287	Quarry	Quarries recorded on the 1908 2nd edition Ordnance Survey map and still shown on mastermap (M.Ings, 2012)	Post-Medieval	SM96690564
103288	Quarry	Quarry recorded on the 1880 1st edition and 1908 2nd ed. Ordnance Survey maps. Not shown on mastermap (M.Ings, 2012)	Post-Medieval	SM96680558

Table 4: HER sites within 750m of the proposed development, excluding listed buildings.

NPRN	PRN	Site Name	Summary	Period	NGR
32947	4509	Pillar box	Hexagonal cast-iron, 1865, designed by Penfold, produced by Cochrane and Co.	Post medieval	SM96570492
310436	60459	War memorial	White marble truncated short obelisk with draped top, set on a square pedestal on a square base. The memorial was unveiled in December 1930 in honour of the First world War dead of Neyland and Llanstadwell, an added tablet records the dead of WWII. Source: Cadw list description 2004. 2004.03.01/RCAHMMW/SLE	Post medieval	SM96200535
32061	34835	Bath house	No further information	Post medieval	SM96490476
310437	60458	House	Well-designed mid C19 house built c1857 on the site of the Stag Inn, as a residence for station masters and used as such until the closure of the railway in 1964, now a private residence. Source: Cadw list description 2004. 2004.03.01/RCAHMMW/SLE	Post medieval	SM96550491
11144	17854	Chapel	Memorial Congregational United Reformed Chapel was built in 1864 in the Simple Gothic style of the gable entry type. By 2010 this chapel had been converted for other use.	Post medieval	SM96300539
11145	17855	Chapel	Bethesda Baptist Chapel was built in 1851, rebuilt in 1863 (now the schoolroom) and rebuilt again in 1903. The present chapel, dated 1903 is built in the Gothic style with a gable-entry plan and flanking towers.	Post medieval	SM96380534
11146	17856	Chapel	Zion Presbyterian Chapel was built in 1861 and modified in 1871. The present chapel, dated 1861, is built in the Simple Round-Headed and Simple Lombardic/Italian style of the gable entry type.	Post medieval	SM96220536
11147	17858	Chapel	Neyland Methodist Chapel was built in 1877 in the Romanesque style with a gable-entry plan and leaded round-headed windows.	Post medieval	SM96470521
407063	34546	Ferry crossing		Post medieval	SM9689305264
407120		Chapel	Unidentified chapel on chapel row, Neyland. A 2 storey building with the lower walls built of rubble, upper walls of brick. Lower windows arched. Part of a terrace of 2 storey cottages. Now demolished. Source: black and white postcard, dated c1928.	Post medieval	SM96650516
407431	34975	Ice factory	The Ice Factory, Neyland was built in 1908 as part of a fish market. By the 1920s the fishing industry in Neyland had gone into decline, and the factory was sold c1935. The factory is not present on modern mapping. Sources: Cambria Archaeology: Historic landscape Characterization: Milford Haven Area; Sales Particulars, Pembrokeshire Record Office.	Post medieval	SM9689405202

408807	49662	Bridge	Cleddau Bridge spans the river Cleddau between Neyland and Pembroke Dock. It is a steel box-girder road bridge of 820 metres; built between 1967 and 1974. The bridge collapsed during construction on 2 June 1970, killing four men.	Modern	SM9733405179
408897	24428	Fort	American War of Independance redan, now a scheduled ancient monument. Recorded during RCAHMW aerial reconnaissance.	Post medieval	SM96490474
408898	34833 , 34834	Slipway	Two embarkation hards, Neyland West Hard/WN1 (A) and Neyland East Hard/WN2 (B), designed for loading two Landing Ship Tanks (LST) at a time for D-Day + 1 during the Second World War. The hards consisted of concrete roadways leading to a rectangular hard-standing above the high tide mark. Below on the foreshore was a rectangular hard made of inter-locking concrete blocks called 'biscuits'. WN1 is still used by Neyland Yacht Club.	20th Century	SM96450465
410382	34544	Railway station	No further information	19th Century	SM96690486
240250		Wreck	The lower timbers of a vessel are visible at low tide to the south of the gridiron at Neyland Point. Event and Historical Information: The vessel is currently unidentified, but it is possible that the hull was salvaged or dismantled on the gridiron. There are several small obstructions in the vicinity marked on the Admiralty Chart 3275 (dated May 1975).	Modern	SM9660804763
240324		Wreck	Archaeological remains associated with the abandonment of this vessel are not confirmed as present at this location, but may possibly be in the vicinity. Event and Historical Information: The SELA was a wooden brigantine built at Prince Edward Island in 1859. The vessel was hulked on the foreshore at Neyland to the east of the gridiron. It was removed early in 1984.	Modern	SM9660904758

Table 5: RCAHMW NMR sites within 750m of the proposed development.

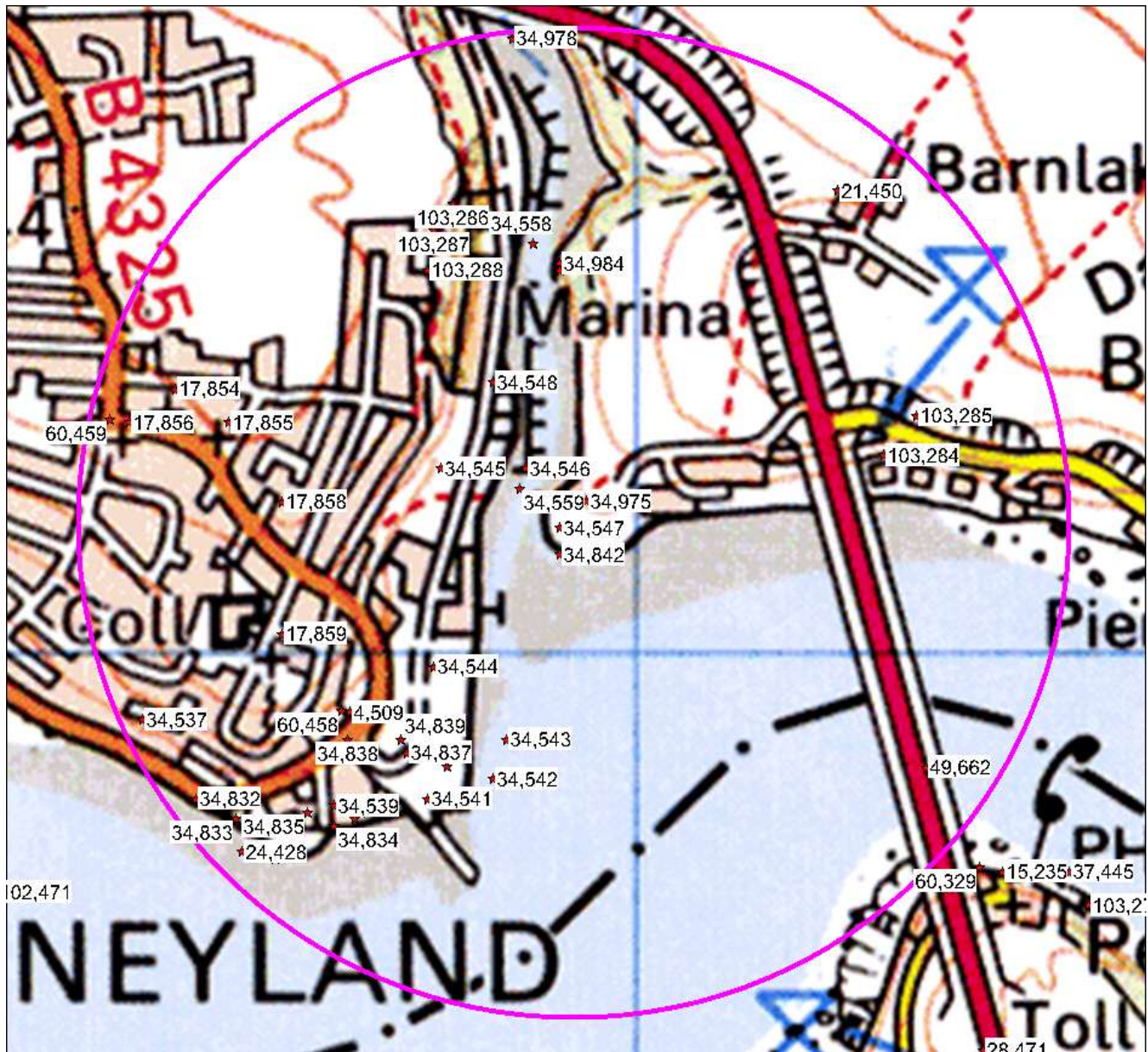


Figure 4: Map showing HER sites within 750m of the proposed development labelled with their PRN numbers.

Reproduced from the 2009 Ordnance Survey 1:50,000 scale Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust, The Shire Hall, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AF. Licence No AL51842

4.5 Historical Mapping

- 4.5.1 The earliest map source for the site area viewed as part of this assessment is the 1840 Burton Tithe Map (Figure 5). This plan shows the proposed development area at Barnlake Point as a series of houses and cottages set within gardens and in a wider agricultural landscape. The Tithe Apportionment records that all of the area shown on the extract (Figure 5) was owned by a Mrs Anne Barlow who also occupied the land. The apportioned areas include number 265 described as cottages, but which seems to incorporate a relatively large inverted U-shaped building with a small addition on its southeastern corner. Although the map is not to scale, the overlay of the approximate area of the proposed development indicates the extent of land reclamation from the Cleddau that happened since 1840.

Number	Description
262	Field
263	Field
264	Field
265	Cottages
266	Gardens
267	Field
268	Cottages and Gardens

Table 6: Tithe Apportionment Records



Figure 5: Extract of the 1840 Tithe Map of Burton, Pembrokeshire showing Barnlake Point and approximate development area location

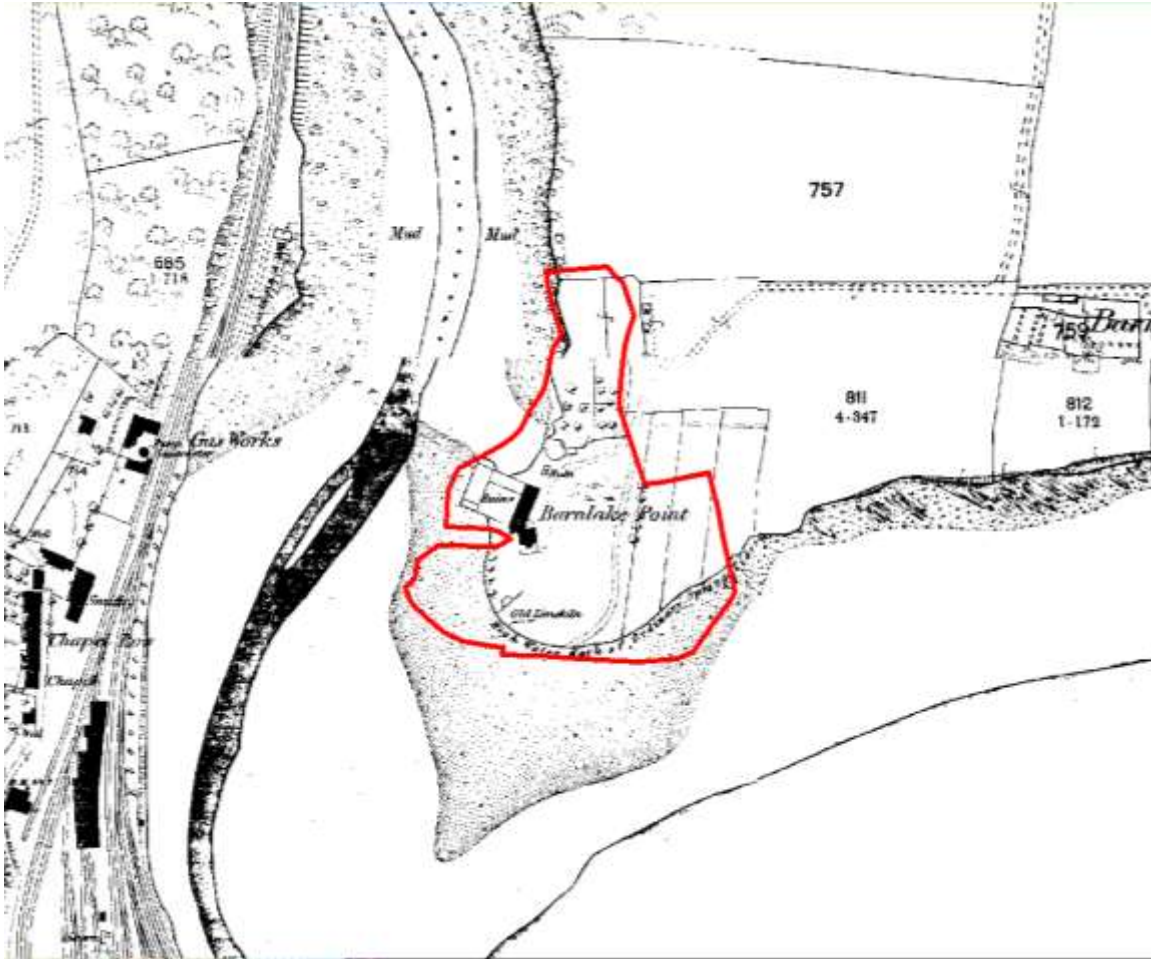


Figure 6: Extract of the First Edition Ordnance Survey Map of 1868/69

4.5.2 The first edition Ordnance Survey Map of 1868/69 (Figure 6) indicates a number of changes in the layout of the development area. The map indicates an 'old limekiln' in the southern part of the area not shown on the 1840 Tithe map. Also of note are the 'ruins' marked to the west of the larger structure indicated on the western side of the development area. The ruins, outlined in black, correspond with the large inverted U shaped structure shown on the 1840 Tithe Map. The small structure is also still indicated on the southeastern part of the surviving building. Other ruined buildings correspond with former buildings shown on the Tithe Map.

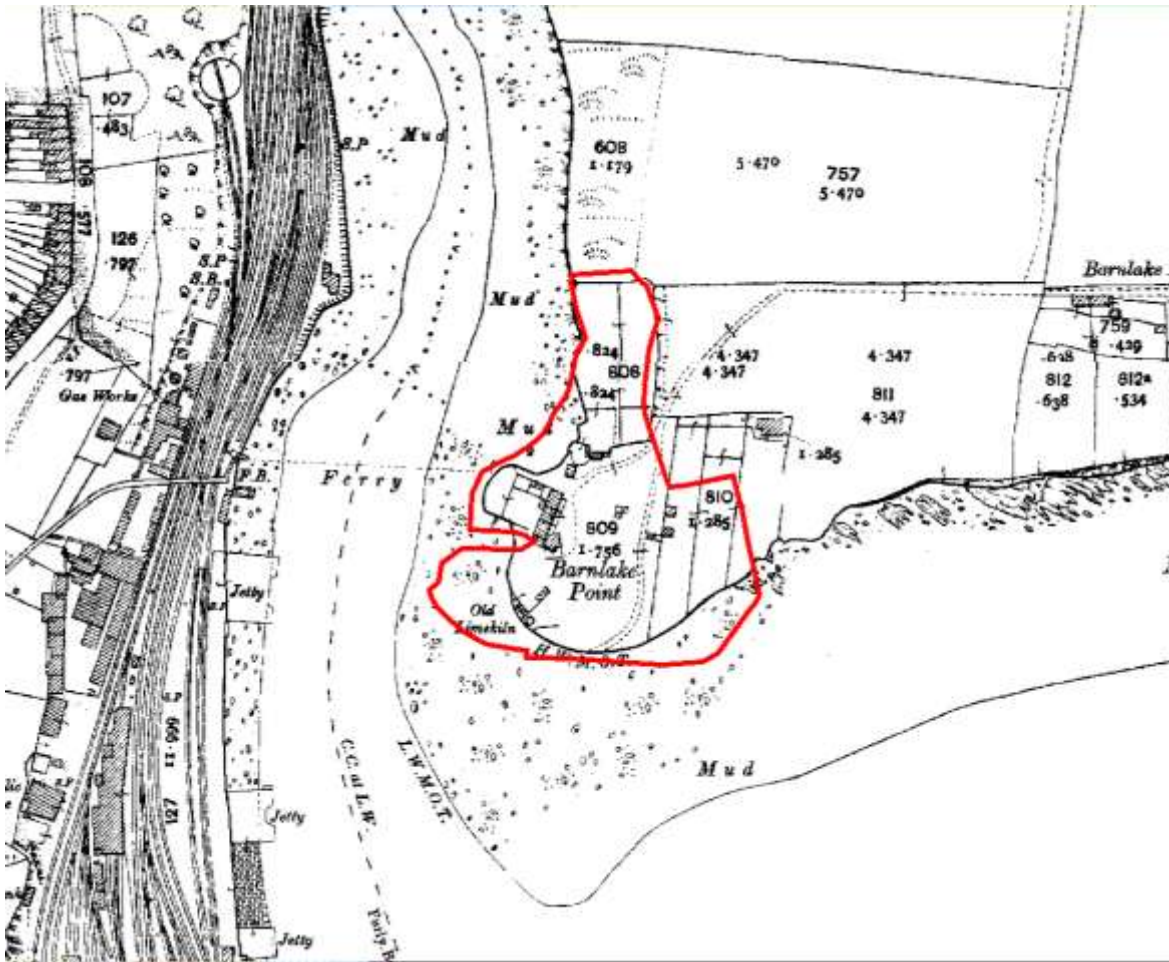


Figure 7: Extract of the Second Edition Ordnance Survey Map of 1906/08

- 4.5.3 The 1906/08 Ordnance Survey Map (Figure 7) shows very little change in the layout of the area from that of 1868/69 (Figure 6). Of note is the fact the map does not indicate the Ice Factory that was opened on 20th November 1908. This is likely to be due to the fact that the build had probably not started when the survey was carried out and was therefore not included. A few small structures had been added around the area of the 'old limekilns' and on the eastern side of the site area. As is the case for both the earlier maps, the coastline was slightly further inland than presently exists, indicating the extent of reclaimed land in the 20th century.
- 4.5.4 The 1:2500 scale map of 1967 (not illustrated but which can be seen in the Excal report of 2011) shows the Ice House, located on the southern side of the dock with the earlier buildings shown on the map of 1906/08 still present. Two further houses are also shown to the east of the end of the dock not shown on earlier maps. It is presumed that these were associated with the Neyland Fish Industry. It is uncertain if the dock was built at the same time as the jetty and Ice Factory or whether it was added at a later date (it is not clear if it is visible on early photographs of the area). It is clearly shown on the aerial photo 17893 of 1946 or 1947 (Photo 1).

- 4.5.5 The opening of the Ice factory was recorded in the Cardiff Times on Friday 21st November 1908 which read:

Neyland's New Industry, Ice Factory And Fish Market, Opening Yesterday.

The new ice factory and fish market at Neyland were formally opened on Monday by Lady Philipps, of Picton Castle, and Mrs Kingsford, of Pembroke Dock, respectively. The ice factory, which is situated at Barnlake Point, has a complete installation of electric light, and is fitted with the most modern labour-saving appliances, altogether suited in every way to meet the requirements of a modern fishing port. The new building is a red brick structure. It is built of the best material on a rock foundation, the work of construction having been carried out by Messrs Davies and Griffiths, Tenby. The plant which has been installed renders the factory one of the most up-to-date, and is capable of an output of 35 tons per day. Its storage capacity is 740 tons of ice, so that for at least 12 months a regular supply of ice to the trawlers trading to the port is assured. Each trawler takes 10 or 12 tons of ice each voyage. The fish market is a spacious building, capable of enlargement as the necessities of the port demand it. In order to enable trawlers to discharge their catches at any state of the tide the company has constructed a ferro concrete jetty, 180ft. long and 60ft. wide. The ice and water for the trawlers will be conveyed to the vessels over this jetty. The discharging appliances consist of hydraulic cranes supplied by the railway company. The charges at Neyland port compare most favourably with those at other fishing ports in the kingdom.

Genesis of Neyland Industry.

After a short prayer had been said by Archdeacon Williams, Sir Charles Philipps recalled the reasons which had brought into existence the Neyland fishing industry. Neyland, he said, had been hard hit by reason of the discharges from the dockyard and the removal of the Irish traffic to Fishguard. He denied that the new industry would have an injurious effect on Milford, contending that there was room in that magnificent harbour for two fishing ports. Neyland and Milford combined would not equal Grimsby.

The above extract was taken from the following website, on a page specifically discussing the fishing trawler 'Apley'.

<http://www.llangibby.eclipse.co.uk/milfordtrawlers/accidents%20&%20incidents/apley.htm>

4.6 Site Walkover Survey

- 4.6.1 The walkover confirmed that the site consists of a brownfield site. Relatively recent landscaping has occurred over the area as evidenced by the numerous young trees and the scrub growth on the site. The only standing building is a pumping station (indicated in Photo 2).
- 4.6.2 The dock (PRN 34976) is the only feature recorded on the HER that is still visible on site (Photo 3).
- 4.6.3 A concrete apron with slipways was constructed in the 1970's (background info provided by South Meadow Homes Ltd) when the site was landscaped and used as a fabrication yard. The physical remains of these works are still visible and represent a modern phase in the history of the site (Photo 4). The HER records these as a concrete built landing quay for the Pembroke Ferry which was closed in the 1970s when the Cleddau Bridge was opened (PRN34986) It is presumed they represent the same structure, and it is the interpretation of one or the other which is wrong, or that the landing quay was altered after the 1970s when it became disused.



Photo 2: View of the south of the site with the pumping station indicated.



Photo 3: The dock (PRN 34976), facing west.



Photo 4: Concrete apron and slipways linked to site use from the 1970's or the former landing quay for the Pembroke Ferry closed in the 1970s (PRN 34986)

5. IMPACTS OF THE PROPOSED DEVELOPMENT ON THE HISTORIC ENVIRONMENT

5.1 Physical impacts

- 5.1.1 The development will impact on remaining known features associated with 20th century fishing industry namely the dock (PRN 34976) and later 1970's shipping industry, in the form of the concrete apron mentioned above (Photo 4).
- 5.1.2 Buried archaeological remains associated with the buildings shown on the earlier cartographic sources, the old limekiln and the former Ice Factory are very likely to be present on the site.
- 5.1.3 Ground investigations undertaken in 2011 (Excal 2011), demonstrated made ground to a depth of up to 5m in areas across the development site whereas bedrock was exposed at the ground surface in the centre of the site area. Bedrock was also obviously exposed around the coastal edge of the site. The made ground is associated with land reclamation and disposal of waste material in the latter part of the 20th century, and has presumably been used to level the surrounds of the site area to the level of the central high point. It is possible that this material could seal earlier archaeological remains beneath around the coastal perimeter of the site. This would overlie the areas of the former buildings shown on the 1840 Tithe map as well as the lime kiln to the south. The footprint of the Ice Factory would lie both in the areas around the perimeter of the site and have extended into the higher central part of the area.
- 5.1.3 The dock (PRN 34976) is to be left structurally unaltered in the proposals.
- 5.1.4 The concrete slipways and apron / or the former landing quay for the Pembroke Ferry (PRN 34986) on the southern edge of the site are due to be removed as part of this development. A photographic survey of these structures may be necessary.

5.2 Potential for Hitherto Unknown Archaeological Remains

- 5.2.1 The archaeological potential for hitherto unknown archaeological sites to be present within the proposed development area is considered to be low; this is due to the known historic activity on site and the lack of earlier known remains within the search area.
- 5.2.2 The site area does lie at the mouth of Westfield Pill on the edge of the Cleddau. Such a location could have been seen as a favourable one for controlling or monitoring access to the Pill from the Cleddau although there is no evidence other than its location to substantiate this.
- 5.2.3 It is likely that earlier remains could be buried beneath the substantial depths of imported material associated with the use of the site in the 1970s which lies around the coastal perimeter of the site area. As bedrock is exposed in the centre of the development site it is uncertain whether any remains are present cutting through the bedrock.

5.3 Visual impacts

- 5.4.1 The site's will be a visual extension of neighbouring housing on its eastern boundary, and so will not present a negative visual impact on the Historic Landscape Character Area or any designated or undesignated sites within the vicinity.

5.5 Other Constraints

- 5.5.1 The site does not lie in an area of ancient woodland or within farmland within the Glastir scheme. The site is not a SSSI nor does it lie in a Special Area of Conservation, although it does lie directly adjacent to the Milford haven Waterway SSSI and the Pembrokeshire Marine Special Area of Conservation.

5.6 Conclusions

- 5.6.1 The development proposals are for a second phase of residential housing at Barnlake Point, Burton, Pembrokeshire. It is unlikely that the development would require substantial groundworks prior to construction. It is likely (although not confirmed) that foundation trenches cut into the made ground would be suitable and would not require a site strip to undisturbed ground / natural bedrock.
- 5.6.2 The majority of the proposed houses will lie around the coastal perimeter of the site to the west, southwest and south, in the areas where made ground is deepest. A few structures are proposed for the centre of the site area where bedrock is exposed at ground surface.
- 5.6.3 Boulders will be imported and placed around the coastal perimeter of the development site to protect the area from erosion. This would cover the existing edges of the site, although the impact from this work is uncertain. Further ground raising is proposed along the southern edge of the area and also to the west which it is presumed will require further imported material which will also serve to increase the depth of made-ground over any underlying remains in these areas (Figure 8).
- 5.6.4 The possible surviving remains of the Ice Factory and associated buildings, and those of the structures shown on the 1840 Tithe Map could all be present within the northwestern part of the site area. These would lie beneath the proposed footprints of house Plots 11 – 20 on Figure 8. It seems likely that the vast majority of these remains would have been cleared prior to material being imported onto the site and the levels raised. Any surviving remains may thus be sealed beneath a depth of made ground and it is uncertain if the depths of foundations required for the residential properties would disturb any of these remains. Where disturbance occurs it would be localised and not extensive.
- 5.6.5 The possible wreck site seen on aerial photograph 17893 (1946/7) lies outside of the proposed development area to the west of Plots 20 – 23 (Figure 8). It lies in the Westfield Pill channel in the area now used as a marina. The wreck is not visible on more recent aerial photographs which would indicate that it has either been removed, possibly when the marina was constructed, or has been buried beneath layers of silt and other material.

- 5.6.6 From the results of this desk-based assessment it is considered most likely that if any further archaeological requirements were to be placed as a condition on any forthcoming planning permission, they would require a watching brief during construction works. The watching brief might be best concentrated on the areas of Plots 11 to 20 where remains of the former Ice Factory and earlier buildings would be located.
- 5.6.7 The decision for any further programme of archaeological works lies with the Archaeological Advisor to the Local Planning Authority. Further information regarding construction design and depths of proposed groundworks, once finalised, should also be sent through to the archaeological advisors.

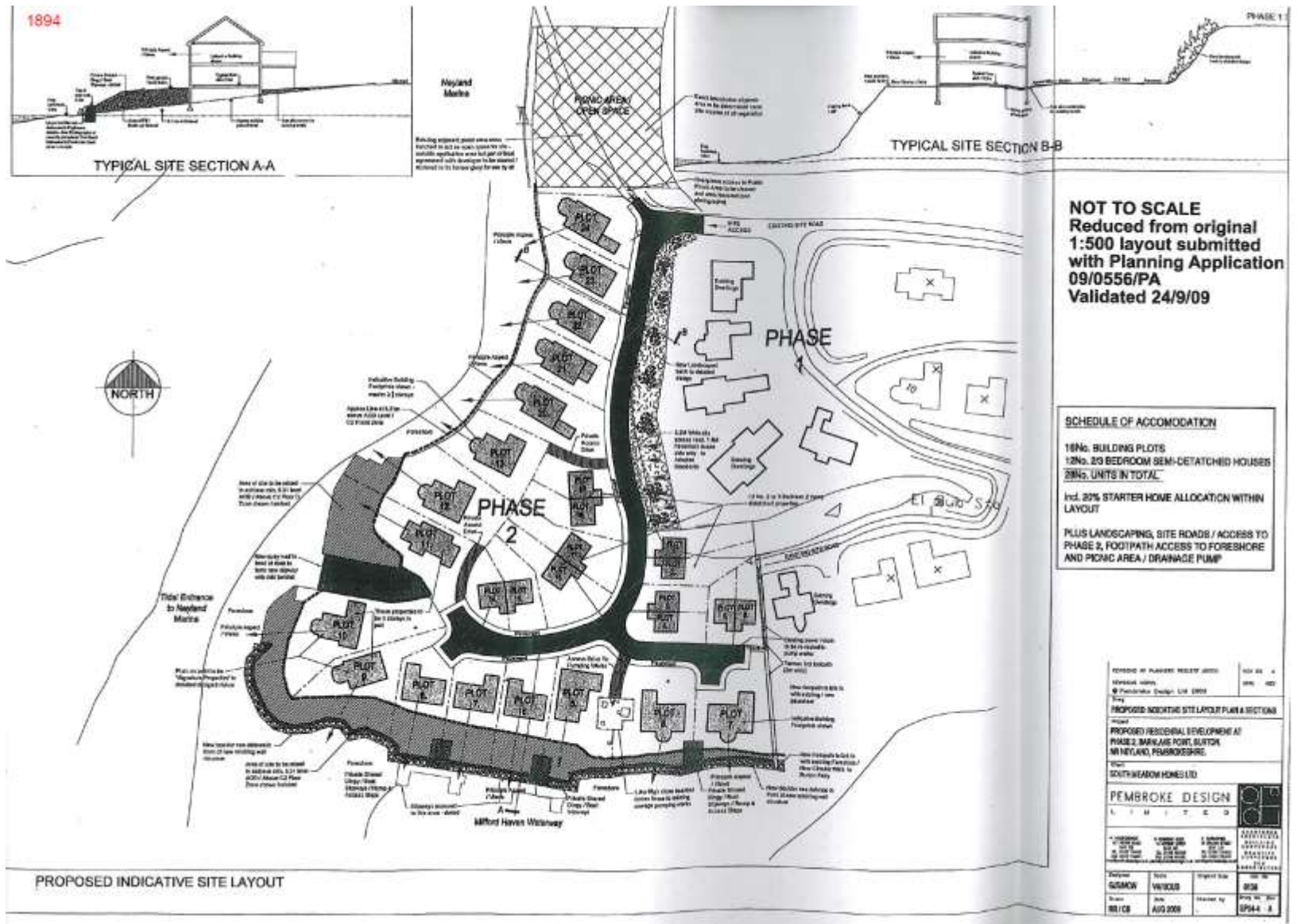


Figure 8: Indicative Site layout (taken from planning application information)

6. SOURCES

Published

Cadw 1998. *Register of Landscapes of Outstanding Historic Interest in Wales*.

Unpublished

Excal Ltd 2011 *Barnlake Point Residential Development, Burton, Milford Haven:
Interpretive report*

Database

Dyfed Archaeological Trust Historic Environment Record, housed with Dyfed Archaeological Trust in The Shire Hall, Llandeilo, Carmarthenshire, SA19 6AF

COFLEIN, online database for the National Monuments Record of Wales (NMRW), provided by The Royal Commission on the Ancient and Historical Monuments of Wales

Cartographic

Unknown	1842	<i>Burton Parish Tithe Map</i>
Ordnance Survey	1889	<i>1:2500 1st edition Pembrokeshire</i>
Ordnance Survey	1906	<i>1:2500 2nd edition Pembrokeshire</i>

Aerial Photographs

Next Perspectives	– digital aerial photographs held by the Dyfed Historic Environment Record.
Get Mapping	– digital aerial photographs held by the Dyfed Historic Environment Record.
17893	– Aerial photo run 1946/7

APPENDIX 1:

HISTORIC LANDSCAPE CHARACTER AREA DESCRIPTIONS

NEYLAND HLC AREA (Lying within Milford Haven Area)

Historic Background

This area lies on the north shore of the Milford Haven waterway and mainly comprises the small town of Neyland. The area is divided between the ecclesiastical parishes of Burton, and Llanstadwell whose parish church, mentioned in the 12th century and possibly of an earlier foundation, lies at the western edge of the area on the shore of the waterway. There is no recorded historic settlement around the church at Llanstadwell. However, a small settlement probably developed at Burton Ferry, at the eastern edge of this area, in the late medieval period to serve the ferry crossing to the south of the waterway. A bridge did not replace this ferry across the Haven until 1975. Burton Ferry occupied a detached portion of the Lordship of Pembroke. However, the majority of this character lay within the medieval Manor of Honeyborough. This comprised one knight's fee directly held of the Earls of Pembroke as their share of the Lordship of Haverford, and 2½ carucates held of the Barony of Walwyn's Castle 'by homage'. Great Honeyborough farm represents the manorial centre. In c.1600 the manor was shared between the Perrot, Bowen and Scourfield families, who were succeeded by the Batemans and the Taskers. After 1810 it was held by farming tenants. Neyland itself is of no antiquity. George Owen included 'Nailand' in his list of creeks in 1596, but there was no contemporary settlement. The present town lies across what were the village and fields of Great Honeyborough ('Townred of Honeyboro' on 18th century maps). This was an entirely agricultural community with an open-field or strip field system still in operation in the 18th century, although estate maps of 1759 and 1773 show that some of the strips were beginning to be enclosed by hedges.

Between 1751 and 1782 Neyland had become one of the largest herring ports in Wales, and in c. 1760 the Admiralty chose the site for the construction of their ships. Two ships were built in privately owned yards: the Prince of Wales in 1760 and the Triumph in 1784. Two forts were originally planned to defend these yards, but only a small water-line gun fort was constructed, and after spending £20,000 on the project the government withdrew their support. The dockyards continued in use building civilian ships, and further yards were opened later in the 18th century and in the 19th century. In the 19th century an average of two ships a decade were built at Neyland. Modest port facilities were also located here; a salt refining works was in operation in 1797 and imports of sugar and wool are reported in 1811. Estate maps of the late 18th century show that development was still small-scale, with just a handful of houses and other buildings on the east and west banks of Barnwell Pill. The opening of GWR's terminus at Neyland in 1856 marked the real beginning of the town. Old facilities were swept away and the population rapidly increased. A fixed pier constructed for an Irish ferry service was extended in 1857 when a second boat was added. Cattle stages, gasworks and a hotel were also constructed. Development of the port was constrained by objections from the Admiralty who feared that further piers and other installations would interfere with ships launched from Pembroke Dock. Transference of the Irish ferry service to Fishguard in 1906 led to Neyland reinventing itself as a fishing port: an ice factory and fish market were opened in 1908. By the 1920s this industry had gone into decline and Neyland was becoming a backwater; a process hastened by the closure of the railway in 1964 and of the ferry service to Hobbs Point in 1975, although the opening of a marina in Barnwell Pill and an industrial estate on the northern fringe of the town have provided employment.

The town of Neyland spread in conjunction with the growth of industry, first with housing development close to the shore line on both sides of Barnwell Pill, and in the 20th century with schools, dwellings and other developments on the gentle slopes to the north of the Milford Haven waterway.

Description and essential historic landscape components

Neyland is an urban historic landscape area. The oldest parts of this area comprise Great Honeyborough and settlements along the bank of the Milford Haven waterway at Hazelbeach, Llanstadwell, Neyland and Burton Ferry. Included is the medieval church of St Tudwal at Llanstadwell and the neighbouring Georgian house. The settlement along the shore is linear in character and consists mainly of mid 19th century and late 20th century houses. The main element of this area is Neyland itself. Its focus is the old railway terminus and the docks. Both of these have closed and little survives to indicate the former location of the terminus as a small industrial estate has been constructed over it. Barnwell Pill has been converted to a marina and is overlooked by modern housing constructed on the course of the old railway. Sections of the old quays and the remains of an 18th century waterline gun fort survive. Buildings close to quay and waterway date to the mid 19th century. Uphill of the quay and waterway, Neyland has developed organically, with no obvious traces of planning. Terraced, two storey houses comprise the main, 19th century housing type. These are generally cement rendered, probably stone-built, with slate roofs. Late 20th century housing in a variety of styles and materials fringes Neyland. Indeed modern development has encircled the former agricultural village of Great Honeyborough joining it in one settlement with Neyland. However, the village morphology at Great Honeyborough is preserved and buildings, including 19th century vernacular cottages and houses and an 18th century house with massive chimney, survive. Modern housing developments fringe the settlements along the waterway. Modern light industrial and commercial properties have been established on the edge of Neyland, in particular on or close to the main, modern road to the Cleddau Bridge. Archaeology is not a strong component of this area.

Neyland is a distinctive historic landscape area and contrasts with the neighbouring areas of dispersed farms and fields.

Sources: Jones 1996; Mason 1986; McKay n.d.; Owen 1897; Owen 1911; Owen 1918; Peters 1905; Rees 1957; Llanstadwell Third Part Tithe Map 1830; NLW PICTON CASTLE VOL 1; NLW MORGAN RICHARDSON DEPOSIT No. 1

BARNLAKE POINT, BURTON PEMBROKESHIRE: DESK BASED ASSESSMENT

RHIF YR ADRODDIAD / REPORT NO. 2013/74
RHIF Y DIGWYDDIAD/ EVENT RECORD NO. 105880

Rhagfyr 2013
December 2013

Paratowyd yr adroddiad hwn gan / This report has been prepared by:

Edward Davies

Swydd / Position: **Archaeologist**

Llofnod / Signature



.... Dyddiad / Date: 09/12/13

Mae'r adroddiad hwn wedi ei gael yn gywir a derbyn sêl bendith

This report has been checked and approved by:

James Meek

ar ran Ymddiriedolaeth Archaeolegol Dyfed Cyf.
on behalf of Dyfed Archaeological Trust Ltd.

Swydd / Position: **Head of DAT Archaeological Services**

Llofnod / Signature



Dyddiad / Date: 09/12/13

*Yn unol â'n nôd i roddi gwasanaeth o ansawdd uchel, croesawn unrhyw sylwadau
sydd gennych ar gynnwys neu strwythur yr adroddiad hwn*

*As part of our desire to provide a quality service we would welcome any comments
you may have on the content or presentation of this report*

