

**COMMODORE HOTEL, PEMBROKE
DOCK, PEMBROKESHIRE
HISTORIC ENVIRONMENT APPRAISAL
NGR SM 95985 03527**



Prepared by DAT Archaeological Services
For: Pembroke Design Ltd /
Mr Friday Abaja



DYFED ARCHAEOLOGICAL TRUST

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COMMODORE HOTEL, PEMBROKE DOCK, PEMBROKESHIRE: HISTORIC ENVIRONMENT APPRAISAL NGR SM 95985 03527

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COMMODORE HOTEL, PEMBROKE DOCK, PEMBROKESHIRE: HISTORIC ENVIRONMENT APPRAISAL

SUMMARY

DAT Archaeological Services was commissioned by Pembroke Design Ltd on behalf of Mr Friday Abaja, to prepare a Historic Environment Appraisal to provide more information about the potential effects of the proposed redevelopment at the Commodore Hotel in Pembroke Dock, Pembrokeshire upon the historic environment. The proposals include the redevelopment of the Commodore Hotel and adjacent stable block and the construction of three new apartment blocks on the western side of the hotel. This report will be used by planners to make an informed decision on the proposal with regards to archaeology and the historic environment.

The proposed development is located 70m southwest of the modern dockyard in Pembroke Dock (NGR SM 95985 03527). It is located within the Pembroke Dock Conservation Area and within the Pembroke Dock Historic Landscape Character Area. The Commodore Hotel and adjacent stable block, which are both proposed for redevelopment, are grade II listed buildings forming an important part of the surviving remains of the Georgian dockyard. The Commodore Hotel dates from the early 1830s.*

There is a single Scheduled Ancient Monument within the 300m search area used for this appraisal; that of Paterchurch tower, the probable remains of a medieval church. There are numerous listed buildings within the 300m search area, mostly listed at grade II and associated with the former naval dockyard. The Dyfed Historic Environment Record and the National Monuments Record also record a substantial number of known sites in the area, all, except Paterchurch tower, dating to the post-medieval or modern periods associated with the dockyard and later flying boat station.*

Potential impacts to the grade II listed buildings will come from their renovation and conversion. In the case of the hotel itself, this building has suffered from fire damage and is presently in a poor state of repair, so renovation would be beneficial. The exact extent of conversion works and how this would impact upon the interior of the stable blocks is uncertain and beyond the scope of this appraisal, but should overall be beneficial for the future of the building. The impacts of the settings of the various designated features within the area from the construction of new apartment blocks is considered low due to the proposed design and scale of the development.*

It is judged that there is a low to moderate potential for buried archaeology to be present within the proposed location of the new apartment blocks and landscaping/car park areas. These could include medieval and post-medieval activity, although are most likely to be of 19th century and later date associated with the dockyard. The potential for remains of earlier dates to be present is unknown.

It is very likely that further archaeological work would be needed at the site, to include building recording of the Commodore Hotel and stable block as well as more detailed research into their histories. It is also possible that evaluation may be needed in advance of construction to determine the presence or absence of buried archaeological remains within the proposed areas of the new apartment blocks.

The decision for any further programme of archaeological works lies with the Archaeological Advisor to the Local Planning Authority.

1. INTRODUCTION

1.1 Project Proposals and Commission

- 1.1.1 DAT Archaeological Services were commissioned by Pembroke design Ltd on behalf of Mr Friday Abaja to prepare a Historic Environment Appraisal to provide more information about the potential effects of the proposed redevelopment of the Commodore Hotel in Pembroke Dock, Pembrokeshire, upon the historic environment. The resulting report will enable the planners to make an informed decision on the proposal as regards to archaeological and historic environment issues.
- 1.1.2 The proposed development is located 70m southwest of the modern dockyard in Pembroke Dock (NGR SM 95985 03527) (Figure 1).
- 1.1.3 The appraisal has been produced in accordance with a generic brief supplied by the Planning Services section of Dyfed Archaeological Trust.
- 1.1.4 The redevelopment includes a planning application/ conservation area consent and listed building consent (refs 14/0429/PA and 14/0430/LB).

1.2 Scope of the Project

- 1.2.1 The appraisal is presented as a fulfilment of a Written Scheme of Investigation (Appendix 1) working to a brief provided by the archaeological advisors to the planning authority (the Planning Services section of Dyfed Archaeological Trust). This appraisal is not a full desk-based assessment of the potential historic environment resource. Rather, it is a more rapid piece of work involving readily available information to assess the historic environment potential.
- 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 appraisal should be seen only as the first stage of the archaeological process and does not include the possibility that further archaeological input may be required prior to, or during, the proposed development.
- 1.2.3 The proposed redevelopment area lies within the planning jurisdiction of Pembrokeshire County Council.
- 1.2.4 The historic environment appraisal was limited to the resources held in the regional HER, a site visit and on-line resources.
- 1.2.5 Considering the potential size and nature of the proposed development a 300m radius search area was considered sufficient with which to evaluate visual effects on designated archaeological sites and elements of the historic environment. A 300m radius search area was used to establish buried archaeological potential using information held on the Dyfed Historic Environment Record and the RCAHMW National Monuments Record. The search areas were confirmed with the archaeological advisors to the planning authority (Dyfed Archaeological Trust – Planning Services).

1.3 Abbreviations

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). Altitude is expressed to Ordnance Datum (OD). Compass readings are shortened to NW, NNW, ESE etc. References to cartographic and documentary evidence and published sources will be given in brackets throughout the text, with full details listed in the sources section at the rear of the report.

1.4 Illustrations

1.4.1 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. LOCATION AND TOPOGRAPHY

- 2.1 The location of the Commodore Hotel is 70m southwest of the present-day dock yard at Pembroke Dock, Pembrokeshire (NGR SM 95985 03527) (Figure 1).
- 2.2 The proposed development lies within the boundaries of the nineteenth century naval dockyard where there are still many buildings remaining from that time, including the Commodore Hotel itself.
- 2.3 The development area is bounded by Port Road to the south, Admiralty Way to the east, White's Farm Way to the north and the plot boundary to the west. The former hotel car park lies on the northern side of the hotel within the development plot which is laid to tarmac.
- 2.4 The Commodore Hotel is presently unoccupied and in a bad state of repair following fire damage, although the roof has since been replaced on the hotel building. The building is in a poor state of repair and was not entered during this appraisal.
- 2.5 The grounds to the west of the hotel were inaccessible during the site visit as they have been secured to prevent access. It was possible to view the area through the fence which indicated it was mostly laid to tarmac or concrete through which many shrubs (mostly buddleia) had now started to grow.
- 2.6 It was not possible to access the stable block during the site visit and only the western façade was visible.
- 2.7 The land has a gentle slope to the south, but is generally level.

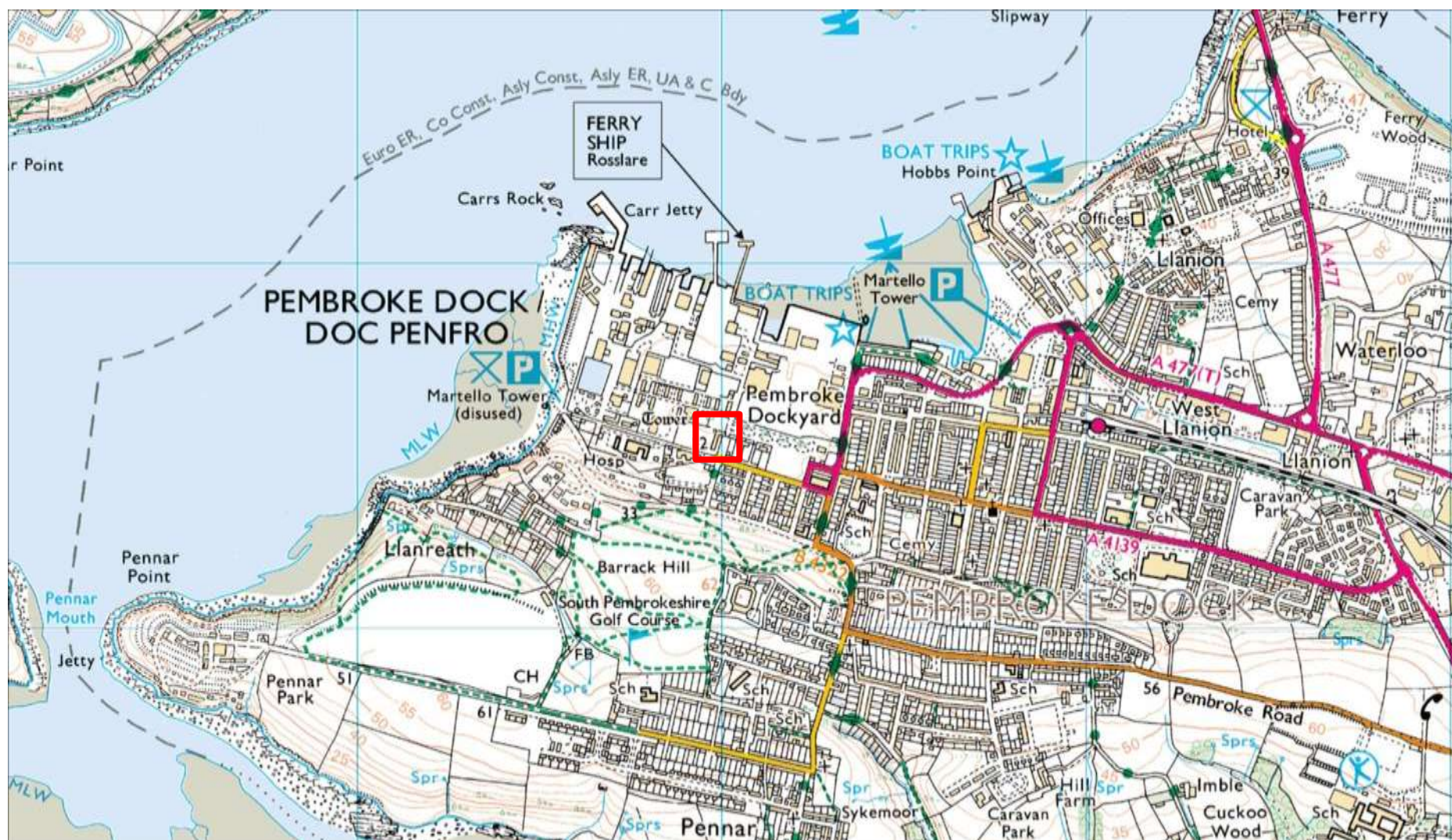


Figure 1: Location map based on the Ordnance Survey. Commodore Hotel within red box

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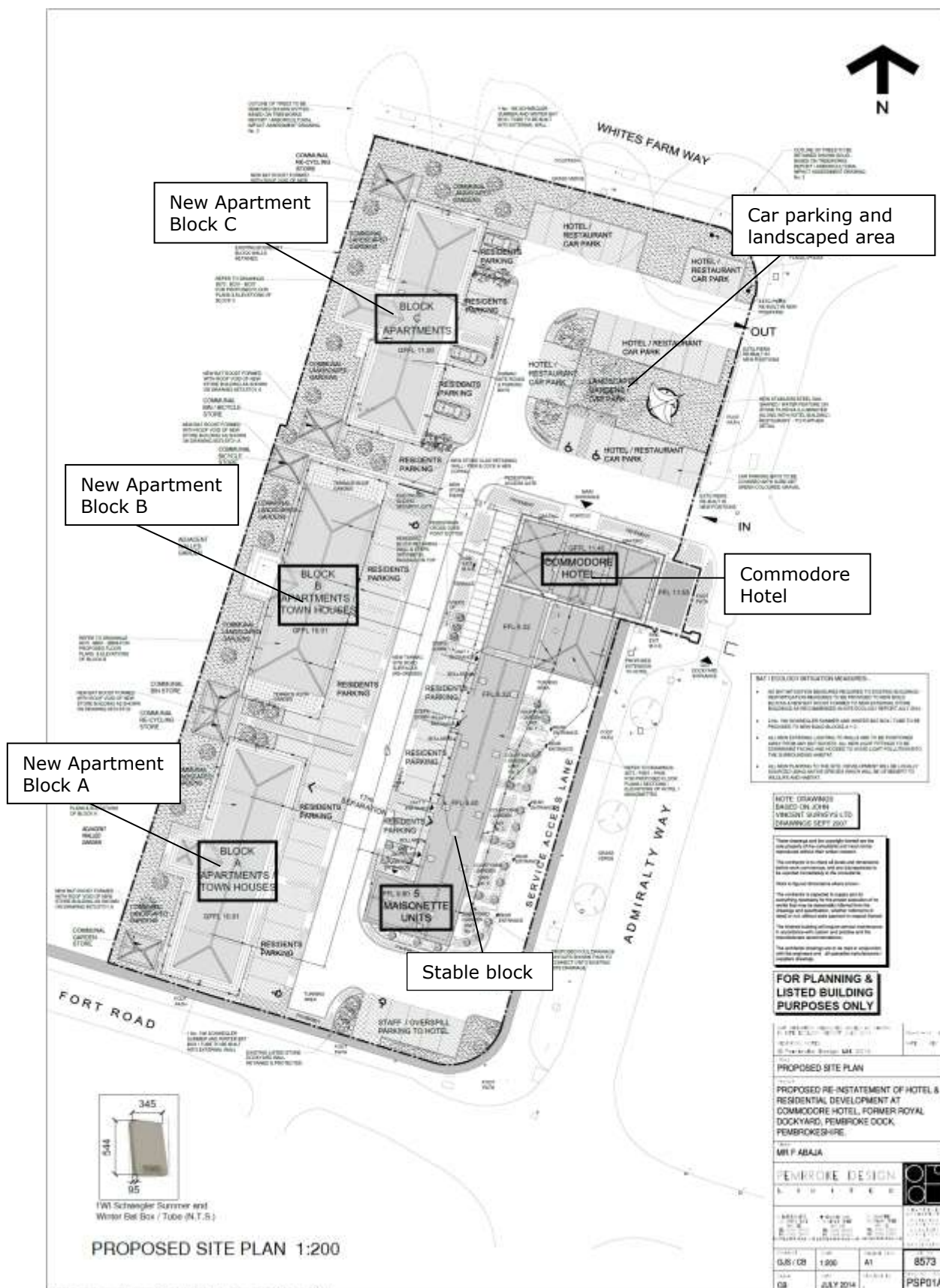


Figure 2: Development proposal plan from planning application (not to scale)

3. METHODOLOGY

- 3.1 This Historic Environment Appraisal followed the required methodology laid out in the written scheme of investigation which was prepared in response to a generic brief prepared by DAT Planning Services (Appendix 1).

Desk Top Study

- 3.2 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.
- 3.3 Designated historic environment assets (Scheduled Ancient Monuments, Listed Buildings, Historic Landscape Characterisation Areas, Historic Parks and Gardens) were identified within a 300m radius centred on the proposed development. The potential visual effect of the proposed development on the settings of the designated sites within this area was then evaluated.
- 3.4 Non-designated archaeological and historic sites were identified within a 300m radius centred on the proposed development site. This area was considered sufficient to enable an assessment of the archaeological potential of the site area to be made.

Site Walkover Survey

- 3.5 A detailed site visit was undertaken on the 4th December 2014. The visit comprised a walkover of the proposed development site and the surrounding area. 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 redevelopment area lies within the boundary of the Pembroke Dock registered historic landscape, No. 306 as recorded on the Register of Landscapes of Outstanding Historic Interest in Wales (Cadw 1998). The important characteristics of this area are cited as being nineteenth century naval dockyards and the nineteenth century grid-pattern planned town. Included in this area are many nineteenth century worker and town houses (Appendix 2 for full description).
- 4.1.2 The area lies within the Milford Haven Waterway Landscape of Outstanding Historical Interest. Pembroke Dock is included in this landscape due to its historic importance as a Naval Dockyard from 1814 onwards.
- 4.1.3 The area lies within the extensive Pembroke Dock Conservation Areas, which includes the Dockyard itself, main body of the town with workers terraces and other associated 19th century and later buildings and also the site of the Defensible Barracks on the high ground above the Dockyard.
- 4.1.4 No registered Park or Garden lies within a 300m radius of the proposed development.

4.2 Scheduled Ancient Monuments

SAM Ref	Site Name	Period	NGR
PE380	Paterchurch Tower, Pembroke Dock	Medieval	SM 95763 03558

Table 2: Scheduled Ancient Monuments within 300m of the proposed development site (Figure 2).

- 4.2.1 There is only one scheduled ancient monument within 300m of the Commodore Hotel redevelopment site, the medieval Paterchurch Tower (PE380) (Figure 2). This lies around 200m to the west of the proposed redevelopment site. Unfortunately the tower was not accessible at the time of the site visit (located within a locked area belonging to Pembrokeshire County Council). There is no clear view of the tower from the Commodore Hotel or the surrounding roads due to tree cover and the presence of the dockyard wall (although the upper crenellations of the tower may just be visible from the road to the south). The tower is presently surrounded by waste ground, trees and scrub.
- 4.2.2 The tower is described as the 'substantial, but altered remains of a chapelry to Pembroke St Mary parish, with no recorded history. However, appears to have had burial rights - adjoining land was still known as the 'Cemetery' in 1925, when 'burials have been met with during trenching operations' (RCAHM 1925, 288). The chapel appears to have been forgotten by 1800 (ibid.). It appears to have been dedicated to the 'Celtic' St Patrick, but there is no current evidence for an early medieval date.
- 4.2.3 More recent assessment of the Paterchurch Tower suggests that it may have been domestic and may have formed part of a medieval mansion, ruinous by the early 19th century. Records indicate a manor in this area in the 15th century occupied by David de Patrickchurch. The tower is of three storeys, with a vaulted chamber to each floor and has a castellated parapet.

4.3 Listed Buildings (Figure 2; Table 3)

- 4.3.1 There is one grade I listed building within the 300m search area, which is the Paterchurch Tower (SAM PE380; LB ref 14341) discussed above.
- 4.3.2 There are eleven grade II* listed buildings within the 300m search area. These include the Commodore Hotel (ref 14379) itself and the long stable range to the south of the building (ref 14380), both of which are to be redeveloped as part of the proposals. The attached piers and lodging buildings which formed the entrance to the dockyard are also grade II* listed (ref 14378).
- 4.3.3 The Commodore Hotel was built between 1832 and 1834 and was originally built as the Captain Superintendent's House. The Listing description for the building is as follows:

Situated to west of Dockyard gates and abutting the W entrance lodge.

Exterior: 1832-4 house built for the Captain-Superintendent of the Royal Dockyard, designed to match No 1, The Terrace, opposite. Tooled squared limestone with hipped slate roof and two stone ridge stacks. Basement and three-storey four-window range with cornice and low parapet. Plinth and first-floor sill band. Upper windows are one 12-pane sash, two casement pairs and one blind recess; first-floor has 12-pane sashes, with one inserted window between first two, and ground floor has recessed arched openings, three small-paned windows and C20 door with fanlight in third bay. Three-window end walls, those on E wall above lodge (listed separately) are mostly blind with one 12-pane sash, those on W wall including exposed basement storey make a four-storey elevation, with arched openings to former ground floor. Fenestration variously altered. Three storey SW service wing in rubble stone with square stone for upper floor and S end stack.

Stable Range: Long rubble stone two-storey stable range attached to service wing. Three ridge stacks and various 12-pane sashes over some nine bays, stable entry was towards right end, with loft over. A coach house, added after 1858, is in short W return with big ashlar arch facing N and two 12-pane sashes over. Previously coach-house was in S gable end.

Interior: Mostly altered, some plain plasterwork in NW ground floor room. No apparent evidence of the structural ironwork used in the earlier Nos 1-3 The Terrace.

History: Edward Holl planned a house for the civilian Master of the yard 1817-18; but this was not built until the Navy Board was combined with the Admiralty Board in 1832, and then to a different plan (though based on Holl's design for No 1 The Terrace) to form a symmetrical composition. The first Captin-Superintendent was appointed in 1832 (although he died before the house was completed). A date of 1834 was said to have been found on a removed wooden porch.

Grade II as part of an important late Georgian formal group at the Dockyard.*

- 4.3.4 All of the 19th century buildings associated with the dockyard to the east and north of the Commodore Hotel are grade II* listed: Dockyard Gates (ref 14377); Piers And Lodges (ref 14378); No 3, The Terrace (ref 14381); Former Guard House (ref 6436); The Old Storehouse (ref 6441); No 1, The Terrace (Formerly Listed Together With The Commodore Club) (ref 6454); No 2, The Terrace (ref 6455); and the Former Dockyard Chapel (ref 6458). The former Dockyard Chapel was previously a Scheduled Ancient Monument, which has been de-scheduled. It is now used as the home of

the Pembroke Dock Sunderland Trust and the Pembroke Dock Heritage Centre.

- 4.3.5 The remainder of the Listed Buildings are all grade II listed and represented by lesser structures such as the dockyard wall or garden walls and outbuildings or later additions to the dockyard. These are The Dockyard Walls (ref 14376); No. 4, The Terrace (ref 6457); Coach-House To Rear Of No. 3, The Terrace (ref 6456); Sunderland House (ref 6442); Former Captain Superintendent's Office (ref 6435); No. 1, Hangar And Annexes (ref 14387); No. 5, The Terrace (ref 14386); Coach-House Building To Rear Of Nos. 1 And 2 The Terrace (ref 14385) and the garden and walls to the rear of Nos. 1, 2 and 3, the Terrace (refs 14382, 14383 & 14384).

Listed Building No.	Grade	Site name / location	NGR	Distance to site
14341	I	Paterchurch Tower, The Dockyard	SM 95763 03558	218m W
14376	II	The Dockyard Walls, The Dockyard	SM 95695 03556	285m W
14377	II*	Dockyard Gates, The Dockyard	SM 96028 03524	49m E
14378	II*	Piers And Lodges (Formerly Listed With Dockyard Wall), The Dockyard	SM 96014 03529	35m E
14379	II*	The Port Hotel (Formerly Listed As The Commodore Club), The Dockyard	SM 95998 03533	19m E
14380	II*	Long Stable Range To S, The Dockyard	SM 95991 03507	26m SSE
14381	II*	No 3, The Terrace, The Dockyard	SM 96074 03501	99m E
14382	II	Garden Walls To Rear Of No 1, The Terrace The Dockyard	SM 96040 03494	71m ESE
14383	II	Garden Walls To Rear To No 2, The Terrace, The Dockyard	SM 96060 03474	99m ESE
14384	II	Garden Walls To Rear To No 3, The Terrace, The Dockyard	SM 96087 03477	120m ESE
14385	II	Coach-House Building To Rear Of Nos. 1 And 2 The Terrace, The Dockyard	SM 96031 03470	79m SE
14386	II	No 5, The Terrace, The Dockyard	SM 96123 03486	151m E
14387	II	No 1, Hangar And Annexes, The Dockyard	SM 96105 03676	193m NE
6435	II	Former Captain Superintendent's Office, The Dockyard	SM 96025 03602	86m NNE
6436	II*	Former Guard House, The Dockyard	SM 96036 03636	120m NNE
6441	II*	The Old Storehouse (Formerly Listed As Main Stores Of R Hayes Investments Ltd), The Dockyard	SM 96025 03742	217m N
6442	II	Sunderland House (Formerly Listed As Building Occupied By Offices Of Govan Davies Estates Ltd), The	SM 96061 03730	216m N
6454	II*	No 1, The Terrace (Formerly Listed Together With The Commodore Club)	SM 96038 03521	60m E
6455	II*	No 2, The Terrace, The Dockyard	SM 96063 03504	88m E
6456	II	Coach-House To Rear Of No 3, The Terrace (Formerly Listed As Stone Structure At SE End Of Rear Garden).	SM 96075 03456	121m ESE
6457	II	No 4, The Terrace, The Dockyard	SM 96113 03489	140m E
6458	II*	Former Dockyard Chapel (Formerly Listed As Premises Occupied By Pembroke Motor Museum)	SM 96280 03484	305m E

Table 3: Listed buildings within 300m of proposed development site (Figure 2)

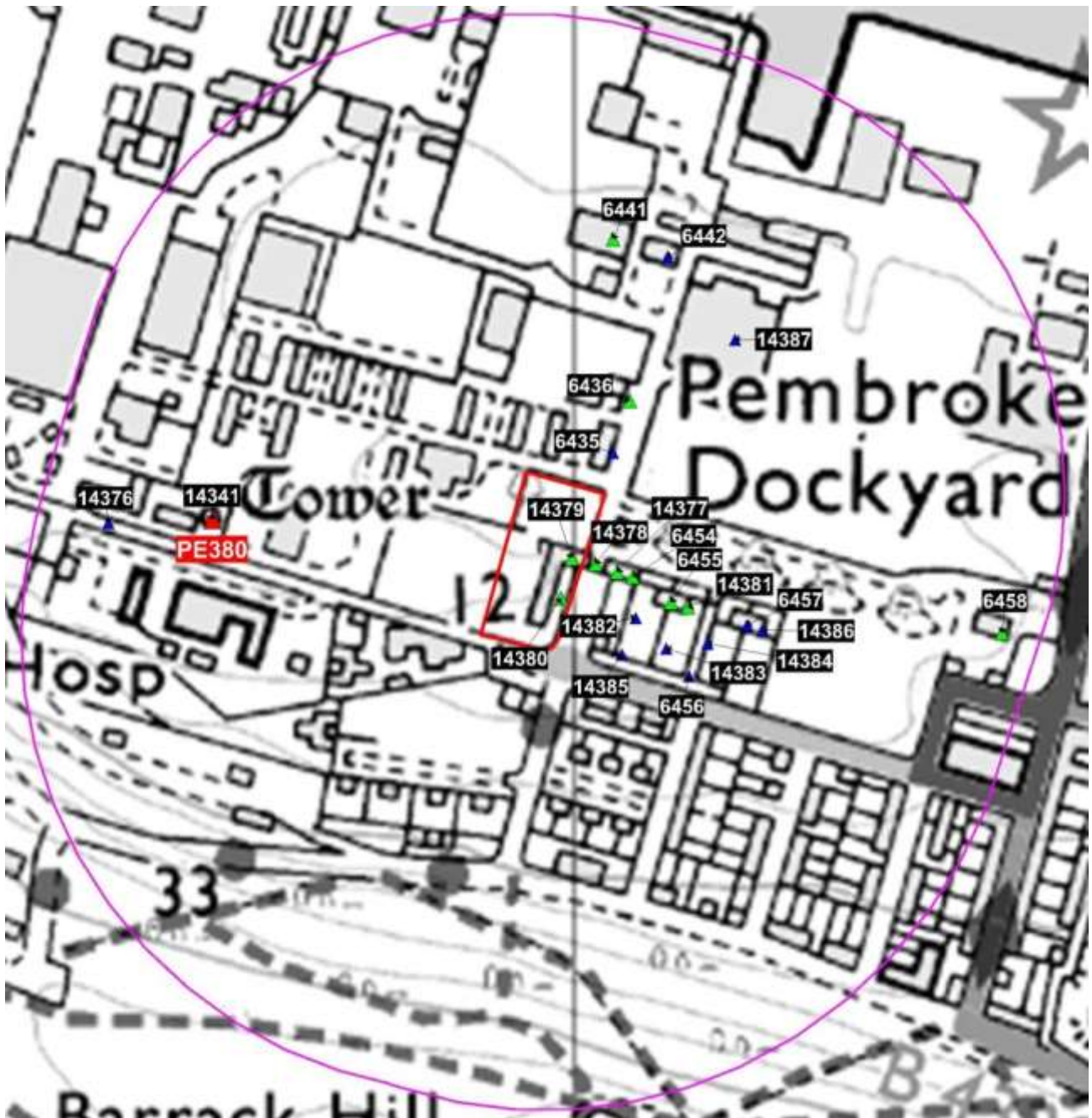


Figure 2: Map showing scheduled ancient monuments and listed buildings within 300m of the proposed development site (table 3). In Red text – SAM; red triangle – grade I LB; green triangle – grade II* LB; blue triangle – grade II LB.

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4.4 Known Archaeological Remains

4.4.1 Table 4 lists the designated and non-designated archaeological and historical assets that are recorded in the Regional HER and the NMR, within 300m of the proposed development site. The distribution of the HER sites is recorded in Figure 3.

PRN/ NPRN	Site name	Summary from HER and NMR	Period	NGR	Distance to site
4514	Royal Dockyard	Timber Pond	Post Medieval	SM 9598 0378	255 N
7214 22656	Richard Hayes Joinery Dept And Butlers Stores	Shop building.	Post Medieval	SM 9602 0372	195 N
7215	Richard Hayes Investments Ltd Offices	Storehouse	Post Medieval	SM 9602 0372	195 N
7224 34317 34318	Royal Dockyard	Dockyard. 1812 to present large rectangular enclosure containing shipbuilding slips dry dock offices stores etc. RJC Thomas 27-11-93. TA Prior's engraving depicts the north east gun tower, ship building sheds and guard ships.	Post Medieval, Modern	SM 960 037	175 N
26209	RAF Pembroke Dock	1940-44, Air Defence, Barrage Balloon, now demolished. Central cable loop set in a concrete block, encircled at 45 degree intervals by eight concrete tethering blocks.	Modern	SM 9585 0379	295 NNW
26764	Royal Dockyard 5 The Terrace	c1817, Officers Married Quarter, now flats. Three storey, Semi-detached pair of houses, limestone ashlar. Eight bay, elevation, end bays recessed, entrances in returns. Ground floor windows are round headed with rusticated archivolt.	Post Medieval	SM 9612 0348	145 E
26789	Royal Dockyard Pembroke	c1903, Dockyard, Power House. One and a half storey, double piled, brick built, gabled slate roof, with louvered ventilators running full length of ridge, six bay east and west elevations.	Modern	SM 9571 0363	295 W
26799	Royal Dockyard Pembroke	Military Building. Dockyard.	Modern	SM 9570 0356	290 W
27000	Royal Dockyard Pembroke	Military Building. Dockyard.	Modern	SM 9572 0357	270 W
28410	Royal Dockyard Pembroke	Military Building. Dockyard.	Unknown	SM 9573 0356	260 W
28411	Royal Dockyard Pembroke	Military Building. Dockyard.	Unknown	SM 9575 0355	235 W
28427 308217	RAF Pembroke Dock	Flying Boat Station. Pembroke Dock was transferred to the Air Ministry from the Admiralty in 1930 and to begin with there were no hangars, sheds or slipways to accommodate the first flying boats based there.	Modern	SM 9620 0365	245 ENE

28428 127657	RAF Pembroke Dock	Grade II listed building No. 14387. Aircraft Hangar built c1934 for the seaplane station at Pembroke Dock. 'B' Type hangar with flat roofed annexes, located on the north, west and south wall. Roof has a saw tooth design.	Modern	SM 9611 0368	195 NNE
28430	RAF Pembroke Dock	Pre-second World War Workshop located to the north of the seaplane hangars at Pembroke Dock. Single storey 5 bay red brick building with a gable above the hipped slate roof, built against an earlier brick building.	Modern	SM 9613 0373	250 NNE
28431	RAF Pembroke Dock	Military Building. Post 1944, Hut, single storey, 12 bay, timber framed, timber clad, corrugated zinc sheeting gabled roof. Standard steel windows, one per bay in north wall.	Modern	SM 9607 0375	240 N
28432	RAF Pembroke Dock	c1930, Taylors Shop, Single storey, rendered brick rectangular plan, hipped slate roof.	Modern	SM 9604 0354	55 E
28434	RAF Pembroke Dock	c1935, Squash Court, now derelict. One and a half storey, brick built, rectangular plan. Flat concrete roof with brick parapet, gabled glass skylight located in roof over court.	Modern	SM 9625 0346	275 E
28435	RAF Pembroke Dock	c1933, Other Ranks Dining Room, now demolished. Single storey, 'H' plan, brick built, gabled roofs. Rear ranges have been demolished. Building now demolished.	Modern	SM 9592 0359	90 NW
28440 127669	RAF Pembroke Dock	c1934, Institute, present use workshop. Two storey, brick built, neo-classical style, gabled slate roof.	Modern	SM 9595 0369	165 N
28441	RAF Pembroke Dock	A single T2 Hangar at Pembroke Dock. As described by RJC Thomas. Reclad in its entirety.	Modern	SM 9575 0370	290 WNW
28442	RAF Pembroke Dock; Afton Court Nos 1-6	1933, Other Ranks Barrack Block, present use flats. Two storey, seven bay, brick built, gabled roof with central pendiment.	Modern	SM 9597 0361	85 N
28443	RAF Pembroke Dock; Benton Court Nos 1-6	1933, Other Ranks Barrack Block, present use flats. Two storey, seven bay, brick built, gabled roof with central pendiment.	Modern	SM 9593 0362	110 NNW
28444	RAF Pembroke Dock; Canton Court Nos 1-6	1933, Other Ranks Barrack Block, present use flats. Two storey, seven bay, brick built, gabled roof with central pendiment.	Modern	SM 9589 0363	140 NW
28445	RAF Pembroke Dock; Dayton Court Nos 1-6	1933, Other Ranks Barrack Block, present use flats. Two storey, seven bay, brick built, gabled roof with central pediment.	Modern	SM 9585 0364	175 NW
28446	RAF Pembroke Dock; Eaton Court Nos 1-6	1933, Other Ranks Barrack Block, present use flats. Two storey, seven bay, brick built, gabled roof with central pediment.	Modern	SM 9582 0365	205 WNW
28447	RAF Pembroke Dock; Filton Court Nos 1-10	1933, Other Ranks Barrack Block, present use flats. Two storey, nine bay, brick built, gabled slate roof pediment to	Modern	SM 9581 0361	195 WNW

		main elevation. Neo-clasical style.			
28448	RAF Pembroke Dock; Gorton Court Nos 1-10	1933, Other Ranks Barrack Block, present use flats. Two storey, nine bay, brick built, gabled slate roof pediment to main elevation. Neo-clasical style.	Modern	SM 9578 0362	225 WNW
28449	RAF Pembroke Dock; Southampton Row No 1	c1935, Flying Boat Base, Officers House, present use domestic residence.	Modern	SM 9594 0337	165 S
28450	RAF Pembroke Dock; Southampton Row No 3	c1935, Flying Boat Base, Officers House, present use domestic residence.	Modern	SM 9592 0337	170 S
28451	RAF Pembroke Dock; Southampton Row No 5	c1935, Flying Boat Base, Officers Quarters/House, present use domestic residence.	Modern	SM 9588 0338	180 SSW
28452	RAF Pembroke Dock; Southampton Row No 7	c1935, Flying Boat Base, Officers House, present use domestic residence.	Modern	SM 9586 0338	195 SW
28453	RAF Pembroke Dock; Melville Terrace No 4	c1935, Flying Boat Base, NCO's Quarters/House, present use domestic residence.	Modern	SM 9597 0343	100 S
28454	RAF Pembroke Dock	c1935, Flying Boat Base, Air Raid Shelter, now derelict. Parabolic, pre-fabricated bolted concrete sections, earth covered semi-sunken.	Modern	SM 9595 0371	185 N
28455	RAF Pembroke Dock	c1935, Flying Boat Base, Ration Store, now derelict. Single storey, brick built	Modern	SM 9589 0359	115 WNW
28460	RAF Pembroke Dock; Catalina Avenue Nos 1-4	c1934, Flying Boat Base, NCO's Quarters, present use domestic residence.	Modern	SM 9602 0343	105 S
28461	RAF Pembroke Dock; Catalina Avenue Nos 6-8	c1934, Flying Boat Base, NCO's Quarters, present use domestic residence.	Modern	SM 9605 0342	125 SSE
28462	RAF Pembroke Dock; Sunderland Avenue Nos 2-12	c1950, Flying Boat Base, Married Quarters, present use domestic residence. Six semi detached house.	Modern	SM 9603 0339	145 S
28463	RAF Pembroke Dock; Sunderland Avenue Nos 1-11	c1950, Flying Boat Base, Married Quarters, present use domestic residence. Six semi detached house.	Modern	SM 9601 0336	170 S
28464	RAF Pembroke Dock	c1945, Flying Boat Base, Latrine/Toilet, Single storey, rendered brick, single pitch corrugated asbestos roof, porched doorways in west and east walls.	Modern	SM 9626 0347	280 E
28663	Royal Dockyard Pembroke	c1912, Hospital, Married Quarters/House, present use flats. Two storey, brick construction, 'L' plan.	Modern	SM 9587 0349	120 W

28664	Royal Dockyard Pembroke	c1912, Hospital, Surgery, present use disused. Single storey, brick construction, rectangular plan, hipped slate roof.	Modern	SM 9586 0350	125 W
35097	Pembroke Dock	Hospital identified by Roger Thomas, RT329.	Post Medieval	SM 9586 0348	130 W
36880	Paterchurch	Cemetery. At least 28 skeletons were discovered close to Pater Church (PRN 3261) during the excavation of construction trenches for the foundations of the dockyard wall.	Post Medieval	SM 957 035	285 W
36881	Paterchurch	Cemetery. Re-burial site. At least 28 skeletons were discovered (PRN 36880) close to Pater Church (PRN 3261) during the excavation of construction trenches for the foundations of the dockyard wall.	Post Medieval	SM 957 035	285 W
59229 30026	Paterchurch Tower, The Dockyard	Grade I listed tower, No. 14341.	Post Medieval	SM 95763 03558	225 W
59264 34336	The Dockyard Walls, The Dockyard	Grade II listed walls, no. 14376.	Post Medieval	SM 95695 03556	290 W
59265 404779	Dockyard Gates, The Dockyard	Grade II* listed gates, no. 14377.	Post Medieval	SM 96028 03524	45 E
59266	Piers And Lodges (Formerly Listed With Dockyard Wall), The Dockyard	Grade II* listed piers and lodges, no. 14378.	Post Medieval	SM 96014 03529	30 E
59267	The Port Hotel (Formerly Listed As The Commodore Club), The Dockyard	Grade II* listed hotel, no. 14378.	Post Medieval	SM 95998 03533	15 ENE
59268	Long Stable Range To S, The Dockyard	Grade II* listed stable, no. 14380.	Post Medieval	SM 95991 03507	20 S
59269 34332	No 3, The Terrace, The Dockyard	Grade II* listed house, no. 14381.	Post Medieval	SM 96074 03501	90 E
59270	Garden Walls To Rear Of No 1, The Terrace The Dockyard	Grade II listed walls, no. 14382.	Post Medieval	SM 96040 03494	65 ESE
59271	Garden Walls To Rear To No 2, The Terrace, The Dockyard	Grade II listed walls, no.14383.	Post Medieval	SM 96060 03474	90 ESE
59272	Garden Walls To Rear To No 3, The Terrace, The Dockyard	Grade II listed walls, no.14384.	Post Medieval	SM 96087 03477	115 ESE
59273 88093	Coach-House Building To Rear Of Nos 1 And 2 The Terrace, The	Grade II listed coach-house, no.14385.	Post Medieval	SM 96031 03470	75 SSE

	Dockyard				
59274 34334	No 5, The Terrace, The Dockyard	Grade II listed house, no.14386.	Post Medieval	SM 96123 03486	145 E
60322 32124	Former Captain Superintendent's Office, The Dockyard	Grade II listed office, no. 6435.	Post Medieval	SM 96025 03602	85 NNE
60323 126421	Former Guard House, The Dockyard	Grade II* listed guardhouse, no.6436.	Post Medieval	SM 96036 03636	120 NNE
60326 34329	The Old Storehouse (Formerly Listed As Main Stores Of R Hayes Investments Ltd), The Dockyard	Grade II* listed stores, no.6441.	Post Medieval	SM 96025 03742	220 N
60327 22653	Sunderland House (Formerly Listed As Building Occupied By Offices Of Govan Davies Estates Ltd), The	Grade II listed offices, no.6442.	Post Medieval	SM 96061 03730	215 N
60338 30298	No 1, The Terrace (Formerly Listed Together With The Commodore Club)	Grade II* listed club, no.6454.	Post Medieval	SM 96038 03521	55 E
60339 34332	No 2, The Terrace, The Dockyard	Grade II* listed house, no. 6455.	Post Medieval	SM 96063 03504	80 E
60340 34333	Coach-House To Rear Of No 3, The Terrace (Formerly Listed As Stone Structure At Se.End Of Rear Garde	Grade II listed stone structure, no. 6456.	Post Medieval	SM 96075 03456	115 ESE
60341 34334	No 4, The Terrace, The Dockyard	Grade II listed flat, no. 6457.	Post Medieval	SM 96113 03489	135 E
60342 13329	Former Dockyard Chapel (Formerly Listed As Premises Occupied By Pembroke Motor Museum)	Grade II* listed former chapel, no. 6458.	Post Medieval	SM 96280 03484	300 E
103271	Water tank	Covered tank recorded on the 1908 2nd edition Ordnance Survey map.	Post Medieval	SM 9597 0330	230 S
103272	Reservoir	Reservoir shown on the 1908 2nd edition Ordnance Survey map.	Post Medieval	SM 9591 0334	200 S

<i>34330</i>	Pembroke Dockyard Tool Store	Office	Post Medieval	SM 9598 0378	255 N
<i>88089</i>	Cumby Terrace, Pembroke Dock	House	Post Medieval	SM 96065 03369	180 SSE
<i>88088</i>	Princes Street, Pembroke Dock	House	Post Medieval	SM 96141 03345	240 SE

Table 4: HER and NMR sites within 300m of the proposed development (NMR data in *italics*) (Figure 3)

- 4.4.2 The records held on the HER and NMR all relate to the post-medieval dockyard and its later uses by the RAF in the 20th century, many records specifically relating to its use as the flying boat station. Many of these duplicate the listed building records. Other features relate to ancillary structures and later buildings and features within the dockyard.
- 4.4.3 The records relating to Paterchurch are both assigned to the post-medieval period and include references to the finding of 28 skeletons associated with the church during the construction of the dockyard wall. These are more likely to be of medieval date. These are the only records relating to the area pre-dating the dockyard.

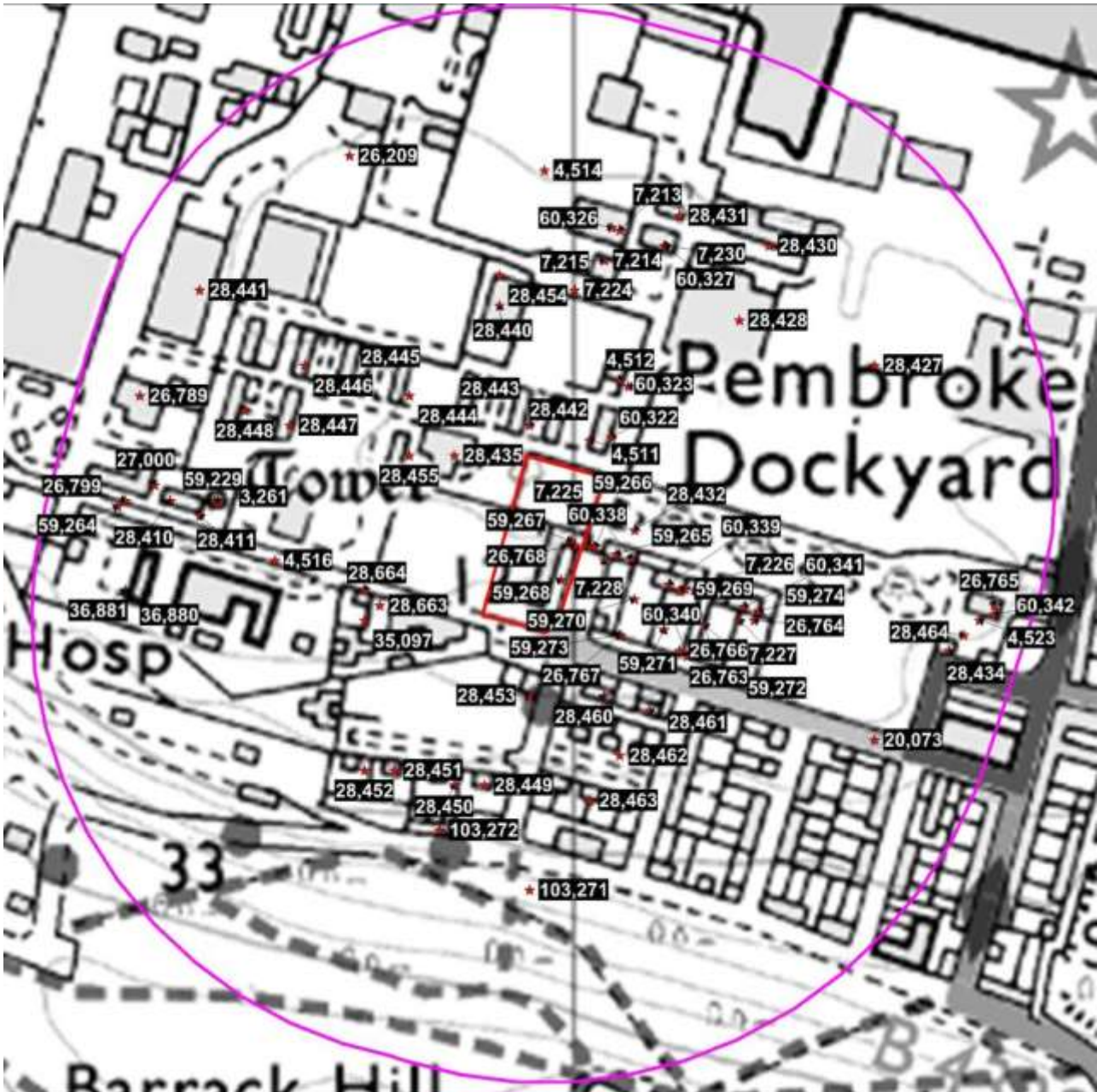


Figure 3: Map showing distribution of archaeological sites recorded on the Historic Environment Record within 300m of the proposed development site (Table 4)

Reproduced from the Ordnance Survey 1:25,000 scale Landranger Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust Ltd., The Shire Hall, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AF. Licence No 100020930

4.5 Historic Mapping

- 4.5.1 Within the scope of this rapid assessment it was not possible to view maps pre-dating the 1839 (Figure 5), although extracts of estate maps and other sources were viewed on the internet (not reproduced).
- 4.5.2 Although wider area maps of Milford Haven and the general region covered the site area, prior to the docks it was only Paterchurch Point that is shown, for example the 1758 Map of Milford haven from the Scot's Magazine which indicates 'Patter Ch Pt' and a number of buildings around 'Patter Ch'. It is presumed that before the dockyard the coastline lay roughly on a similar line to that which exists today along the western side of the dockyard and on a similar alignment along its northern edge where the dockyard was built in 1814. It is presumed that the area was used for launching boats prior to 1814, although to what scale is unknown, and this is one of the reasons that Paterchurch Point was used as the location for the docks. The rocky promontory at the northwestern end of the dockyard and the area of Carrs Rock perhaps created a relatively sheltered coastline to the east.



Figure 5: Extract of the 1839 Tithe Map of St Mary's Parish, Pembroke and approximate position of the Commodore Hotel

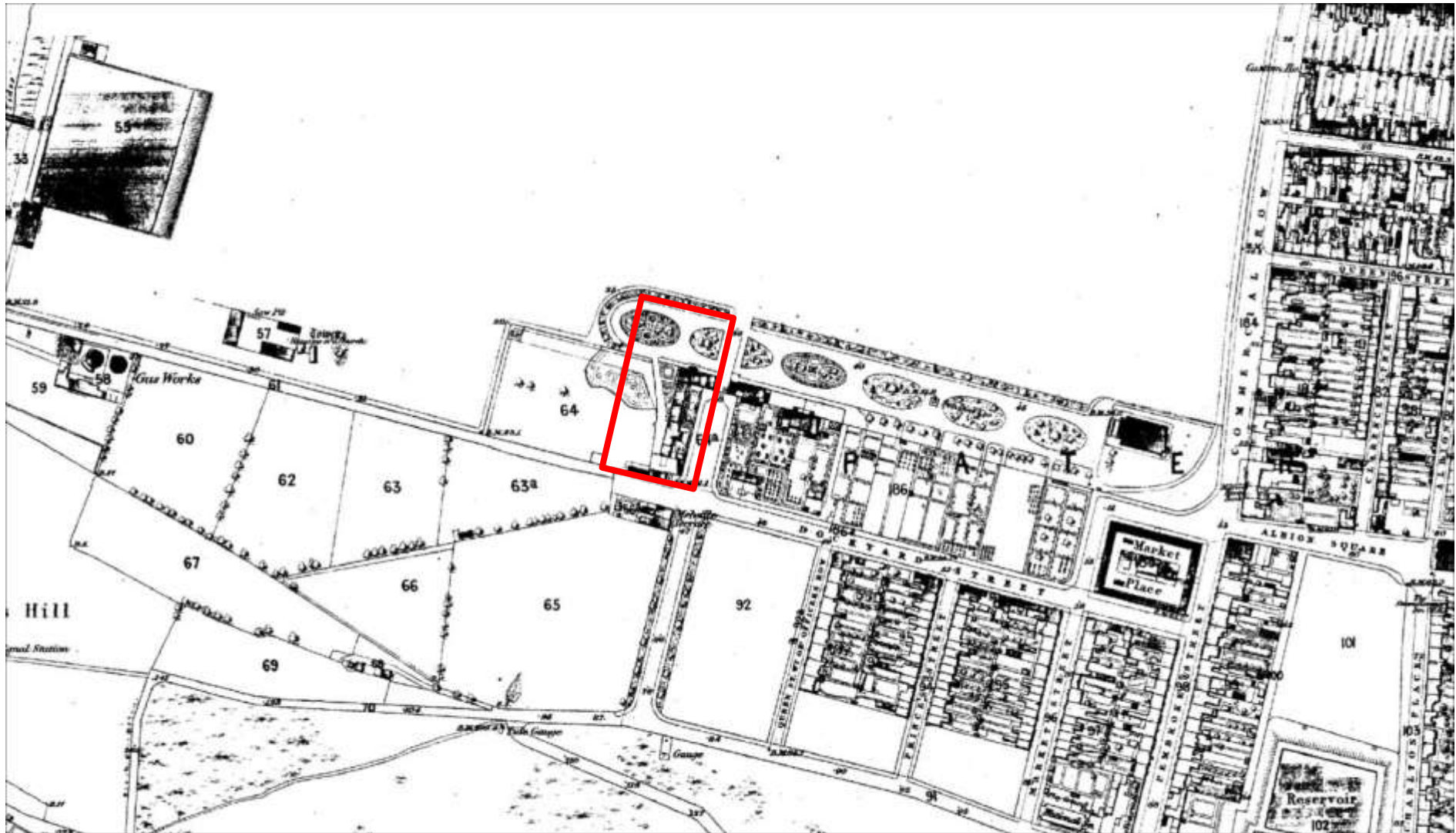


Figure 6: Extract of the 1:500 Ordnance Survey map of Pembroke, 1864 with proposed redevelopment area highlighted

- 4.5.3 By the time of the 1839 Tithe Map (Figure 5), the Royal Navy Dockyard had been constructed and was in use. Details of the dockyard are left off such maps as partly they were not relevant to land ownership and tithes, but also to avoid espionage or providing secret or sensitive information to the nation's enemies. The 1839 map shows darker blocks between roads to the south and east of the dockyard, representing the workers housing constructed for dockyard workers. The road leading into the dockyard is shown heading to the north leading to the site of the Commodore Hotel, but any further detail is left off.
- 4.5.4 The 1864 1:500 Ordnance Survey maps of Pembroke (Figure 6) include more details regarding the dockyard than the tithe map, although only the non-military buildings are included (including the Commodore Hotel and Paterchurch tower). The map indicates that the row of buildings along The Terrace are all present by that time and all have associated formal garden layouts on their northern side, the majority of which have now been removed, although remnants may survive beneath the car parking area to the south of the hotel and on the northern side of The Terrace road.

4.6 Site Walkover Survey

- 4.6.1 The site walkover survey was carried out on 4th December 2014. For health and safety reasons the Commodore Hotel was not entered. Unfortunately the grounds had been securely sealed off and so access to these areas was also not possible, although a relatively good view could be made of the eastern side of the area through the fence.
- 4.6.2 The Hotel was significantly damaged by fire in 2006 which destroyed most of its interior and the whole of the roof (Photos 1 to 3). The building has been reroofed following the fire through grants from Welsh Government, but the interior has not been renovated.



Photo 1: The Commodore Hotel following fire in 2006 (photograph supplied by Pembroke Design Ltd)



Photo 2: The Commodore Hotel following fire in 2006 (photograph supplied by Pembroke Design Ltd)



Photo 3: The Commodore Hotel following fire in 2006 (photograph supplied by Pembroke Design Ltd)

- 4.6.3 The building is presently boarded up on all windows, except for a few on its eastern façade. It is obviously derelict and in a bad state of decay internally (Photos 4 & 5).



Photo 4: Southern façade of Commodore Hotel, 4th December 2014



Photo 5: Eastern façade of Commodore Hotel, 4th December 2014

- 4.6.4 It was not possible to determine if the stable block behind the hotel had been damaged by the fire or if that structure is still relatively intact internally (Photo 6)



Photo 6: Eastern façade of stable block to rear of Commodore Hotel, 4th December 2014 showing overgrown nature of the yard area to the west



Photo 7: Northern façade of Piers and Lodge adjacent to the Commodore Hotel, 4th December 2014

4.6.5 Views of the hotel from the north were mostly obscured by the Dockyard Wall (Photo 8).



Photo 8: View from the north towards the Commodore Hotel and stable block with roof lines and upper storey of hotel visible, 4th December 2014



Photo 9: View along The Terrace from Nos. 1 and 2 with Commodore Hotel the last building just visible on the right of the photo, 4th December 2014

4.6.6 As noted within the listing description for the Commodore Hotel, it forms part of an important late Georgian formal group of buildings within the northern side of the dockyard wall (Photos 9 & 10), incorporating the adjacent No 1 The Terrace, Nos 2 & 3 and Nos 4 & 5 (foreground of Photo 9).



Photo 10: View east from Commodore Hotel along the Avenue

5. IMPACT OF PROPOSED DEVELOPMENT ON THE HISTORIC ENVIRONMENT

5.1 Redevelopment Proposals

- 5.1.1 The proposed redevelopment of the Commodore Hotel site can be summarised as follows (taken from the Design and Access Statement submitted with the planning applications):

The proposals entail some sensitive internal remodelling of the old rear wing of the listed building shell (formerly stables), but essentially will also involve the main hotel at the front, and self-contained cottages to the rear complete with 3 new blocks of apartments and townhouses within the grounds (including affordable housing), along with car parking, an amenity space and landscaping, forming a mixed use development.

The proposals seek to restore the existing buildings to their former glory, and to provide high quality contemporary blocks within the grounds that are complimentary to the sites conservation area status and seeks to address the affordable housing allocation for this town.

- 5.1.2 From an archaeological and historic environment perspective the potential impacts from the redevelopment proposals will come from:

- Internal and external works within the Grade II* Listed Commodore Hotel;
- Internal and external works within the Grade II* Stable Block to the rear;
- Construction of new apartment blocks involving groundworks which could expose, damage or destroy any underlying archaeological remains;
- Construction of new access roads, service installation, landscaping etc which could also impact on buried archaeological remains;
- Impacts to the setting of surrounding listed buildings and the Dockyard Conservation Area.

5.2 Physical Impacts

- 5.2.1 Physical impacts could arise from internal and external alteration of the grade II* listed buildings. Original features may be removed or hidden and alterations to layouts of the building may be necessary. It should be noted that the hotel building has been significantly fire damaged but it is uncertain how much this has impacted upon the internal layout or original features within the building.

- 5.2.2 The construction of the new apartment blocks and associated infrastructure and services will involve below ground works which could potentially expose, damage or destroy any underlying archaeological remains. At this stage there is no known archaeology within the development site (excluding the building themselves) which would be affected by such groundworks.

5.3 Buried Archaeological Potential

- 5.3.1 The general area is known to have had medieval settlement associated with Paterchurch and potentially a small harbour or port was present here, becoming the impetus for the 1814 dockyard to be built here. Whether settlement or associated activity extended into the development area is uncertain, due to the lack of detailed records of the area prior to the

dockyard being built. The potential for remains of medieval or post-medieval date to be present is considered to be low/moderate.

- 5.3.2 The potential for remains of earlier dates is unknown.
- 5.3.3 The potential for remains associated with the dockyard, including former small outbuildings, garden walls or remains of formal garden layouts is considered to be moderate to high.

5.4 Palaeo-environmental Potential

- 5.4.1 The redevelopment area lies close to the coast on low lying ground, which could potentially be relatively waterlogged at depth. Should archaeological remains be present, there is a potential that palaeo-environmental remains could be present which would be of significance if associated with medieval settlement.

5.5 Visual Impacts

- 5.5.1 The redevelopment area lies within the Pembroke Dock Conservation Area and the Pembroke Dock Historic Landscape Character Area. One of the main elements of the proposals is to redevelop the Commodore Hotel, a grade II* listed building which is in a very poor state of repair. The restoration of this building would be seen as very positive and a beneficial impact to both the building itself, surrounding listed buildings, the Conservation Area and HLC area. The proposed redevelopment and renovation of the stable blocks to the rear of the hotel would also be considered beneficial (although full details of internal changes have not been considered at this stage).
- 5.5.2 The proposals include the erection of three new apartment blocks which are proposed to be designed to create complimentary structures to the hotel and surrounding structures. Cadw's response to the proposals (dated 04/09/2014, available via the Pembrokeshire County Council Planning Application website) included the following statement regarding the new build '*The proposed development will add additional buildings into the character area but, in general will conform with the identified important characteristic of the historic landscape.*' This suggests that Cadw would be generally in favour of the proposals.
- 5.5.3 The setting of the scheduled ancient monument of Paterchurch tower is unlikely to be affected by the development proposals due to development and vegetation cover between the tower and the proposed new apartment blocks. With the design proposals the overall appearance of this dockyard area would be substantially unchanged (perhaps even improved with renovation of the hotel).

5.6 Summary of Impacts

- 5.6.1 The summary of impacts considered as part of this historic environment appraisal would be as follows, assuming appropriate mitigation is implemented both in the design of the redevelopment and also in terms of further archaeological works that are likely to be required (discussed below).
 - Impacts to grade II* listed Commodore Hotel – beneficial, as will refurbish this neglected and fire damaged building;

- Impacts to grade II* listed stable block – beneficial as will enable the building to be maintained, although it is uncertain the extent of alterations that might be required within the building or whether any original features of interest survive;
- Impacts to the setting of surrounding listed buildings, scheduled ancient monument, conservation area and HLC area – beneficial in terms of the renovation of the hotel and negligible or minor negative impact from the construction of the new apartment blocks;
- Impacts to potential buried archaeological remains – the construction of the new apartment blocks could expose, damage or destroy any underlying archaeological remains which could date from the medieval period onwards.

5.6.2 It is considered likely that further archaeological works will be required prior to redevelopment of the site to mitigate any negative impacts from the development. This is likely to take the form of building recording works within the Commodore Hotel and the stable blocks prior to renovation (assuming safe) to record the buildings in their present state and record any original features within. An initial buildings appraisal would be recommended followed by an appropriate detailed level of recording. This should include more detailed historical research into the buildings.

5.6.3 It is possible that an archaeological trial trench evaluation may be required within the footprints of the proposed new apartment blocks to determine the presence or absence of archaeological remains and determine their date, character, state of preservation, depth and significance if present. It is possible that more detailed excavation could be required before development commences in the event that significant remains are found to be present.

5.6.4 The decision for any further programme of archaeological works lies with the Archaeological Advisor to the Local Planning Authority.

6. SOURCES

Published

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

Database

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

Cartographic

St Mary's Parish, Pembroke Parish Tithe Map and Apportionment 1839

Ordnance Survey 1864 *1:500 Ordnance Survey, Pembrokeshire*

Ordnance Survey 1895 *1:2500, 1st edition OS, Pembrokeshire*

Ordnance Survey 1908 *1:2500, 2nd edition OS, Pembrokeshire*

**APPENDIX 1:
PROPOSED REDEVELOPMENT OF THE COMMODORE HOTEL,
PEMBROKE DOCK, PEMBROKESHIRE:
HISTORIC ENVIRONMENT APPRAISAL:
WRITTEN SCHEME OF INVESTIGATION**

1 INTRODUCTION

- 1.1 This written scheme of investigation presents a proposed methodology for a historic environment appraisal for the redevelopment of the Commodore Hotel and development of three additional apartment blocks, Pembroke Dock, Pembrokeshire (NGR SM 95985 03527). The appraisal has been requested by Pembroke Design Limited on behalf of Mr Friday Abaja to support the planning application for the proposals being submitted to Pembrokeshire County Council.
- 1.2 The proposed development will include the refurbishment of the Commodore Hotel and conversion of the attached stable blocks (both grade II* listed buildings), the demolition of dilapidated outbuildings and the construction of three new apartment blocks.
- 1.3 A generic brief for the required historic environment appraisal has been prepared by the archaeological advisors to the local planning authority, Planning Services of Dyfed Archaeological Trust. This document outlines the proposed methodology that will be used to undertake the appraisal and provide the information required in support of the planning application for the development.
- 1.4 The appraisal will be a primarily desk-based study of the site area, identifying any known archaeological or historical sites within the site and its environs, identifying potential setting impacts on scheduled ancient monuments or listed buildings in the vicinity, identifying any historic landscape areas that may be affected by the proposals and assessing the potential for hitherto unknown archaeological remains to be present within the proposed development area.
- 1.5 An indication of what further archaeological works might be required, if any, will also be prepared.
- 1.6 The specification is in accordance with the *Standard and Guidance for Archaeological Desk-Based Assessments* (Chartered Institute for Archaeologists (CIfA), 1994, revised 2001 & 2008).
- 1.7 The Trust always operates to best professional practice. DAT Archaeological Services has its own Health and Safety Policy, and all works are covered by appropriate Employer's Liability and Public Liability Insurances. Copies of all are available on request.
- 1.8 ***Dyfed Archaeological Trust is a CIfA Registered Archaeological Organisation.***
- 1.9 ***All permanent staff members of DAT Archaeological Services are CSCS² registered.***

² Construction Skills Certification Scheme (Health and Safety Tested)

2. AIM AND OBJECTIVES OF THE PROJECT

2.1 This document provides a scheme of works for:

The preparation of a historic environment appraisal for the proposed redevelopment of the Commodore Hotel, Pembroke Dock, Pembrokeshire (NGR SM 95985 03527). The report will assess the potential impact the development may have on any known or potential underlying archaeological remains, the existing buildings, and an assessment of the wider impact of the redevelopment on the wider historic environment. The assessment shall be presented within a report which will be submitted with the planning application and listed building consent for the development.

- 2.2 Provision of a written scheme of investigation to outline the methodology by which DAT Archaeological Services will undertake appraisal.
- 2.2 To identify any known archaeological remains and assess the potential of any hitherto unknown archaeological deposits within the location of the water treatment works and any associated infrastructure.
- 2.3 To identify any known historic environment features within the wider area that could be affected indirectly by the proposed works.

3. HISTORIC ENVIRONMENT APPRAISAL METHODOLOGY

- 3.1 The historic environment appraisal will involve the preparation of a stand-alone report. The report will be prepared using relevant information from a number of sources, and will comprise a number of elements, including:
- Dyfed Archaeological Trust Historic Environment Record data and other relevant information (including a review of online information held on the RCAHMS Coflein site) – **300m search area**;
 - Identification of any Scheduled Ancient Monuments, Listed Buildings, Conservation Areas or Historic Landscape Areas within or in the vicinity of the site area from information held by Dyfed Archaeological Trust, CADW and CCW – **300m search area**;
 - Readily available bibliographic information, cartographic material and photographs (including aerial photographs) held at the Trust;
 - A review of historic maps;
 - Relevant web-based information;
 - Site visit and walkover survey;
 - Assessment of the archaeological potential of the area; and
 - Assessment of likely impacts on any identified remains (or potential remains) or setting issues and likely requirements, if any, for further stages of archaeological work.
- 3.2 The proposed site visit would be undertaken to provide an assessment of the presence of any visible archaeological remains within the development area and its visibility from nearby cultural heritage features. Photographs will be taken of the site area and its environs and these will be used within the report.
- 3.3 A 300m search area for designated and undesignated sites will be used to determine the presence of historic environment features within the site location and vicinity of the proposed redevelopment – as agreed with the

archaeological advisors to the planning authority. This will identify HER sites, SAMs, Listed Buildings and Historic Landscape Characterisation areas etc.

- 3.4 The following will be considered when preparing the assessment, although in some cases no such features may be present and will thus not be considered further:
- a. Scheduled Ancient Monuments {SAMs} and their settings;
 - b. Non-scheduled ancient monuments and their settings;
 - c. Listed buildings and their settings;
 - d. Non statutory Buildings of Local Importance, where this information is readily available and relevant to the proposed development;
 - e. Registered Parks and Gardens and their essential settings;
 - f. Registered Historic Landscapes;
 - g. Non-registered historic landscapes;
 - h. Buried archaeological potential;
 - i. Palaeo-environmental potential;
 - j. Hedgerows and field patterns;
 - k. Ancient woodland;
 - l. Place-name evidence;
 - m. Newly identified sites of historic importance;
 - n. Cumulative impacts, e.g. wind turbines in close proximity;
 - o. Any Tir Gofal / Glastir interests or requirements (where relevant); and
 - p. LANDMAP and landscape characterisation information.
- 3.5 A report will be prepared on the results of the assessment. This report will include information on known sites within and in the vicinity of the proposed development site. Maps of known archaeological and historical sites will be presented in the report. Photographs will be used where appropriate.
- 3.6 The report will be fully representative of the information gained from the above methodology, even if there should be negative evidence. The report will include the following:
- a) A concise non-technical summary of the appraisal results.
 - b) The report will contain at least one plan showing the site's location in respect to the local topography.
 - c) The report should list all the sources consulted.
 - d) Where necessary, the report will also contain suitably selected plans and maps (including historic maps) of significant archaeological features.
 - e) Written descriptions of all archaeological features observed during the site visit.
 - f) Statement of the local and regional context of the historic assets identified. Consideration, where appropriate, of the national Research Agenda.
 - g) An assessment of the relative value or significance of each recognised historic asset.

- h) An impact assessment of the proposed development on the potential archaeological resource.
- 3.7 Once completed, a copy of the report will be submitted to the LPA for the consideration of their archaeological advisers. A further copy of the report should be provided to the Dyfed Archaeological Trust for deposition within the Regional Historic Environment Record (HER).
- 3.8 Where appropriate, a summary report on any new significant archaeological discovery will be submitted for publication to a national journal (e.g. Archaeology in Wales) no later than one year after the completion of the work.
- 3.9 Although there may be a period during which client confidentiality should be maintained, the report and the archive should normally be deposited in the appropriate repository not later than six months after completion of the work.

4 STAFF

- 4.1 The project will be managed by J Meek MCIFA, Head of DAT Archaeological Services.
- 4.2 The report and site walkover survey will be undertaken by James Meek and Alice Day of DAT Archaeological Services.

5. HEALTH AND SAFETY

- 5.1 All permanent members of DAT Archaeological Services staff are CSCS³ registered.
- 5.2 DAT Archaeological Services will carry out a health and safety risk assessment prior to the site walkover survey to ensure that all potential risks are minimised.
- 5.3 All relevant health and safety regulations must be followed where advised by the client.
- 5.4 As the site visit will likely be undertaken by a single archaeologist, it may be necessary to implement lone working procedures and contacts.

³ Construction Skills Certification Scheme (Health and Safety Tested)

**APPENDIX 2: MILFORD HAVEN AREA HISTORIC LANDSCAPE
CHARACTERISATION: PEMBROKE DOCK, HISTORIC
LANDSCAPE CHARACTER AREA SUMMARY**

Grid Reference: SM 963 034

Area in Hectares: 455

Historic Background

During the medieval period this area, a small peninsula situated in St. Mary's Parish, Pembroke, lay within the Manor of Kingswood with Golden, which was a demesne manor of the lordship of Pembroke. Arable land-use is recorded in detailed accounts from the 14th century and 15th century, with issues from wheat, beans, peas, barley and oats. However, meadowland, sheep and wool are also recorded, along with profits from cloth-processing – two fulling-mills were established during the 15th century. Income was also derived from the ferry that crossed the waterway to Burton. This was not replaced by a bridge until the later 20th century. During the post-medieval period the area became part of the Bush estate. The partial construction of a fort at Paterchurch in 1758 did not alter this area's agricultural aspect, as shown on estate maps of 1772 and 1813, although it would seem that as with most inlets on the Haven small-scale ship building was being carried out at Bentlass on the Pembroke River and at Pembroke Ferry. The Admiralty's decision to relocate their dockyards from Milford Haven to a new site at Paterchurch in 1812 marked the beginning of the new town of Pembroke Dock. Growth was rapid. An estate map of 1848 titled 'Town of Pater' shows the grid pattern of the embryonic town. Many of the plots are shown occupied, but many others are awaiting development. Indeed, a later hand has annotated the map with the names and types of buildings that were subsequently built. The naval dockyards were opened in 1814, extended in 1830-32 and again in 1844. In 1832 a stone pier at Hobbs Point was opened and later an Hotel and stables for Irish steam packet passengers; this service having been transferred from Milford Haven. As part of the overall defence for Milford Haven several large installations were constructed within this area in the mid 19th century, including a large 'star' fort and two gun towers on the foreshore by the dockyards. In 1864, the first train ran from Pembroke Dock to Tenby. The line was later extended into the dockyards. Civilian shipbuilding yards on Water Street, Front Street and Lower Meyrick Street all operated in the 19th century, as well as a substantial yard at Jacob's Pill on the Pembroke River. This last installation was opened in 1874 and closed in 1884, when it was converted to an isolation hospital. Late in the 19th century a torpedo stores was established at Pennar Point and submarine mining experiments were carried out on the river here. The dockyards were one of the world's most important naval shipbuilding centres, with over 260 ships launched in its 112 year life. The development of larger ships, culminating in the dreadnought class, signalled the end of the dockyards. The Admiralty was unwilling to invest in new facilities, and in 1907 men were laid off. The dockyard was abruptly closed in 1926. In 1930, the establishment of a RAF flying-boat base in the eastern part of the former dockyard provided some employment until its closure in 1959. During the early and mid 20th century other military installations were located in this area including barracks, oil and ammunition stores. More recently, a ferry service to Ireland has been operating at a new base in the former dockyard. The town of Pembroke Dock expanded in conjunction with the military and industrial development, at first close to the dockyards and at Pennar, and then, in the 20th century, outside this historic town core.

Description and essential historic landscape components

Pembroke Dock is an urban historic landscape character area. It is centred on the 19th century and early 20th century naval dockyards, and smaller private

shipbuilding yards. The naval dockyards are surrounded by a high defensive wall and flanked by two 19th century gun towers. Large parts of the yard are now given over to modern industry, including the Irish ferry port, but several large stone buildings in the Georgian tradition close to the dock's entrance provide a strong architectural signature. Several of the original docks also survive as do a collection of 20th century military structures, including two large hangars built for flying boats. Pembroke fort, originally constructed on an open hillside overlooking the dockyards is now surrounded by development. The 19th century town is built in a grid pattern, and this, together with the survival of many wide streets of contemporaneous houses and other buildings, provides a strong architectural signature. The combination of a planned street pattern and high survival rate of contemporaneous houses and other buildings provides Pembroke Dock with a coherent historic character that is rarely matched in other Welsh towns. These 19th century dockyard worker houses are generally of two storey terraces, cement rendered, and broadly in the Georgian tradition. The social and economic landscape of the town is manifest in details such as the larger 'foreman' houses that stand at the ends of terraces. Three storey houses on some street corners in the commercial centre emphasise the importance of certain road intersections. At Pennar overlooking the dockyards to the south the grid pattern of wide streets is maintained, but here terraces of single-storey cottages provide a very distinctive, if not unique, aspect to the town. In all there are 125 listed buildings within the town. There is not a great deal of later 19th century and early to mid 20th century housing, but later 20th century housing and other buildings testify to intensifying growth in this period. Several of the 20th century military installations have been redeveloped into offices and light industrial estates; many have been demolished and the land restored. The Cleddau Bridge, which replaced a ferry, has rejuvenated the northern side of the town. It is here that much of the light industry is located. A golf course lies within this area.

This historic landscape character area is defined to the west, north and east by the sea. On the other side it neighbours farmland. However, it is likely that Pembroke Dock will soon merge with Pembroke as only a few fields separate them.

Sources: Carradice 1991; Findley 1875; Jack 1981; Owen 1918; Peters 1905; Price 1986; St Mary's Pembroke Tithe Map 1841; PRO D/BUSH/6/26; PRO D/BUSH/6/27; PRO D/BUSH/6/40;

COMMODORE HOTEL, PEMBROKE DOCK, PEMBROKESHIRE: HISTORIC ENVIRONMENT APPRAISAL

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Llofnod / Signature Dyddiad / Date **19/11/14**

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**

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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

