

LLANELLI RAILWAY GOODS SHED: ARCHAEOLOGICAL APPRAISAL SS 50979 99363



Prepared by
Dyfed Archaeological Trust
For: Llanelli Railway Goods Shed Trust



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LLANELLI RAILWAY GOODS SHED: ARCHAEOLOGICAL APPRAISAL

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LLANELLI RAILWAY GOODS SHED: ARCHAEOLOGICAL APPRAISAL

SUMMARY

An archaeological appraisal was undertaken by DAT Archaeological Services on behalf of the Llanelli Railway Goods Shed Trust for redevelopment of the derelict Llanelli Railway Goods Shed and adjoining land and old offices. The redevelopment hopes to create a new facility which will include a community hub, arts centre, workshops, offices, café and heritage centre. This report will be used by planners to make an informed decision on the proposal with regards to archaeology and the historic environment.

The Llanelli Railway Goods Shed is located at NGR SS 50979 99363, alongside the main railway line just east of Llanelli Station, which is at the southern edge of Llanelli town centre in Carmarthenshire.

The buildings are grade II listed as 'Goods Shed and Offices at Llanelli Railway Yard' (LB no 11967). The goods shed was built between 1875 and 1878, after the style of Isambard Kingdom Brunel, for the South Wales Railway, as part of the economic expansion of the tinsplate industry. It represents a style of architecture typical of the Great Western Railway in that period, but few examples of it remain.

The proposed redevelopment does not lie within the boundaries of or near to any Historic Landscape Categorisation Area. There are no registered parks or gardens or Scheduled Ancient Monuments within sight of the goods shed area. LANDMAP values the cultural area of industrial regeneration around the goods shed as outstanding. The shed is also part of another cultural LANDMAP area, the Heart of Wales Line, given high value. The redevelopment of the site would complement both of these settings.

There are two listed buildings within 0.5km of the proposed site. They are both grade II listed: Caersalem Baptist Chapel, and Highfield, a villa that used to be inhabited by the manager of the former Tin Plate Works. Both of these two registered sites are out of sight of the goods shed.

The only archaeological site recorded that pre-dates the medieval period is a Bronze Age artefact found 0.4km away from the site. The remaining sites are of post-medieval date, and one is modern. None of them will be significantly impacted upon by the proposed redevelopment.

Historic Mapping shows the industrial expansion of the area occurring between 1842 and 1880. Over subsequent years, additions to the goods shed can be seen, including offices and, later, a large steel-framed extension at the east end. Railway lines were added to the goods yard after the removal of Ty-isaf house. These lines were later taken up after the decline of the tin-plate boom in Llanelli.

A site walkover survey was undertaken on the 2nd of March 2016. The inside of the goods shed was observed to be in the poor state of repair described by Stainburn Taylor in detail in their 2003 Conservation Assessment. In the basement, a series of small geotechnical pits showed a sub-surface stratigraphy of ash, clay, building rubble in places, then gravel. The gravel could be the natural storm beach deposit known for this area.

It is concluded that there could be physical impacts to known archaeology within the development site, from internal and external alteration of the grade II listed building, and from groundworks that may disturb post-medieval and industrial remains.

No visual or setting impacts of any significance have been identified within the appraisal that would affect any archaeological or historical designated sites. Inter-visibility with nearby listed buildings is non-existent.

It is most likely that a scheme of building recording works within the goods shed and offices will be needed prior to any renovation, 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.

It is considered probable that a watching brief may be required during any groundworks associated with the redevelopment. The decision for any further programme of archaeological works and its scope lies with the Archaeological Advisor to the Local Planning Authority, namely the Development Management department of Dyfed Archaeological Trust.

1 INTRODUCTION

1.1 Project Proposals and Commission

- 1.1.1 DAT Archaeological Services were commissioned by the Llanelli Railway Goods Shed Trust to prepare an archaeological appraisal for the proposed redevelopment of the derelict Llanelli Railway Goods Shed and adjoining land and old offices. Built sometime between 1875 and 1878, the goods shed is one of the few surviving examples in Wales. The redevelopment hopes to create a new facility which will include a community hub, arts centre, workshops, offices, café and heritage centre. This report will be used by planners to make an informed decision on the proposal with regards to archaeology and the historic environment.
- 1.1.2 The Llanelli Railway Goods Shed is located at NGR SS 50979 99363, alongside the main railway line just east of Llanelli Station, which is at the southern edge of Llanelli town centre in Carmarthenshire.
- 1.1.3 The appraisal has been produced in accordance with a generic brief supplied by the Development Management section of Dyfed Archaeological Trust.

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 (Development Management department 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 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 lies within the planning jurisdiction of Carmarthenshire County Council.
- 1.2.4 The archaeological 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 redevelopment, a 0.5km radius search area was considered sufficient with which to evaluate visual effects on designated archaeological sites and elements of the historic environment (Scheduled Ancient Monuments, registered Historic Landscapes, registered Parks and Gardens and Listed Buildings). A 0.5km radius search area was also used to establish the presence of non-designated archaeological sites and buried archaeological potential using information held on the Dyfed Historic Environment Record and the RCAHMW National Monuments Record.

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). 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 Llanelli Railway Goods Shed is located at NGR SS 50979 99363, alongside the main railway line just east of Llanelli Station, which is at the southern edge of Llanelli town centre in Carmarthenshire (Figures 1-4).
- 2.2 The study area occupies almost completely flat ground. To the south it is also flat and occupied by the main Swansea – London railway line and beyond that by terraced housing. To the north the ground rises slightly and is also the site of terraced housing.
- 2.3 The underlying solid geology of the site consists mainly of sandstone of the Hughes Member unit of the Westphalian epoch. At the west end of the site the bedrock is the mudstone, siltstone and sandstone of the Swansea Member unit, also of the Westphalian epoch. The bedrocks are overlain by superficial deposits of Devensian Till (Diamicton) at the north side of the site, and Raised Storm Beach sand and gravel at the south of the site. Geological information has been obtained through the British Geological Survey mapping portal.

3 METHODOLOGY

- 3.1 This Historic Environment Appraisal followed the required methodology laid out in the written scheme of investigation (Appendix I), which was prepared in response to a generic brief prepared by the Development Management department of Dyfed Archaeological Trust.

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 appraisal. 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 0.5km radius centred on the goods shed NGR SS 50979 99363. The potential visual effect of the proposed redevelopment 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 0.5km radius centred on the proposed redevelopment 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 site visit was undertaken on the 2nd of March 2016. The visit comprised a walkover of the proposed redevelopment site and the surrounding area and also incorporated looking at the wider area for views looking back to the proposed development location from designated and other sites. Photographs were taken and field observations recorded in note form.

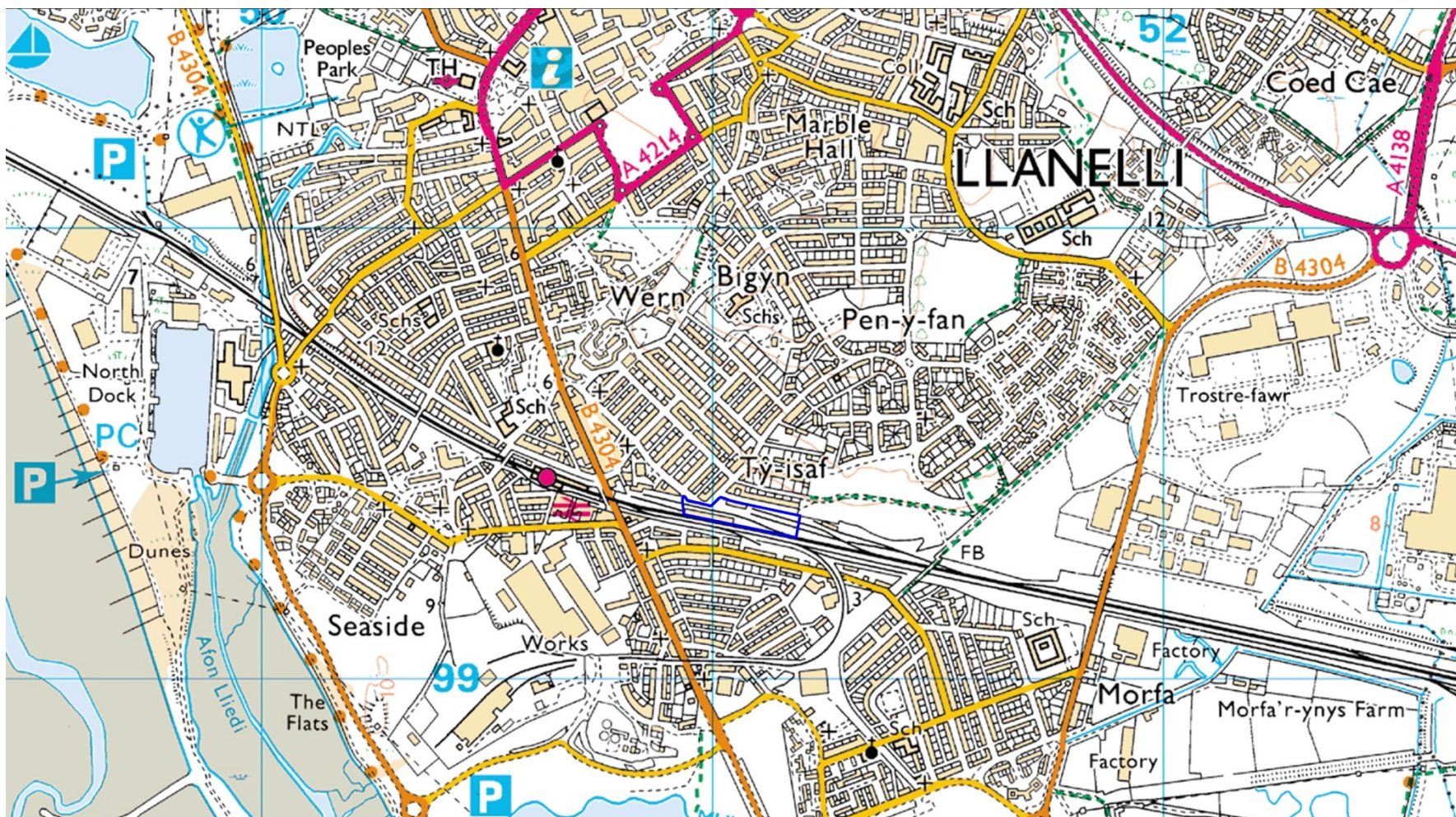


Figure 1: Location map based on the Ordnance Survey (proposed redevelopment site outlined in blue)

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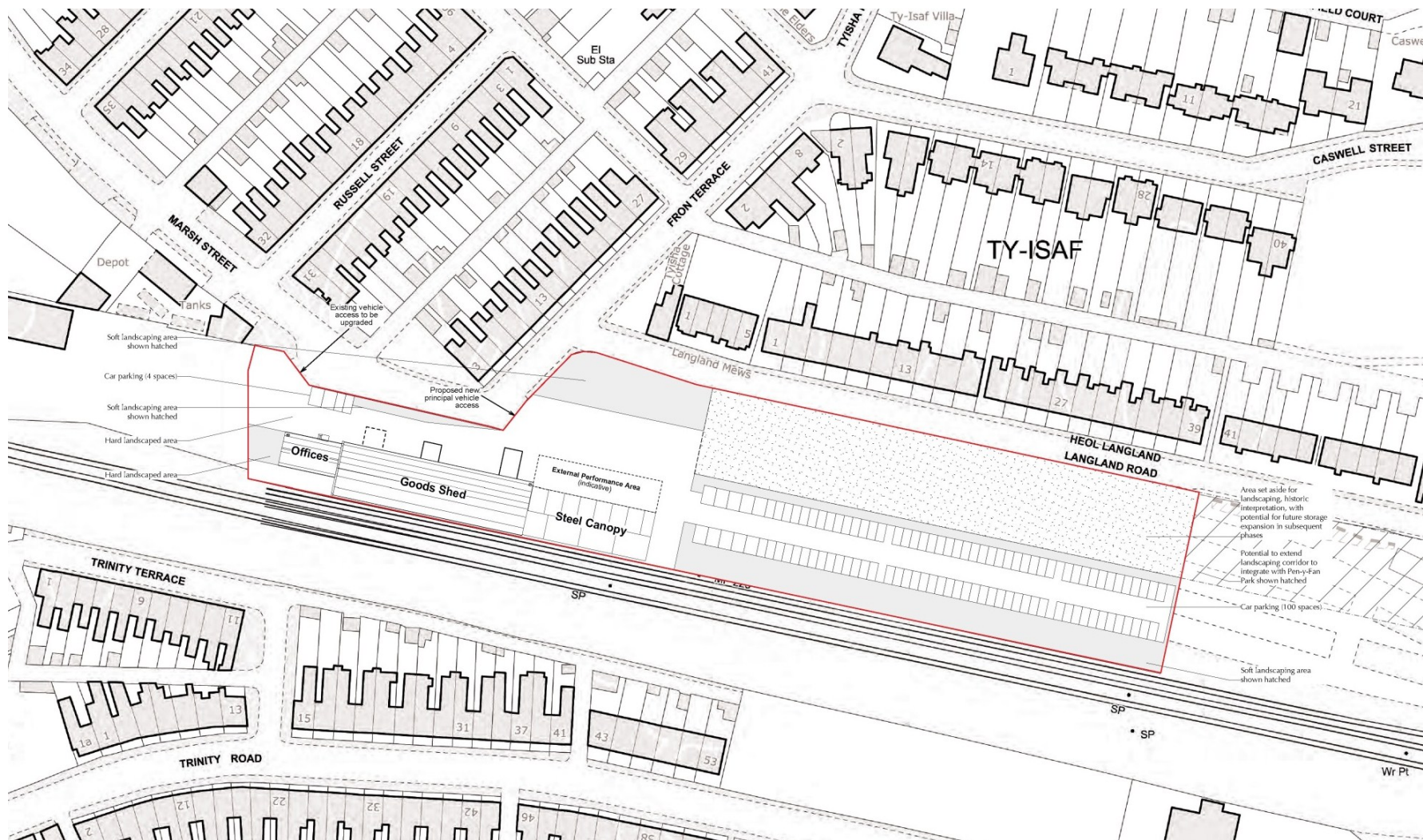


Figure 2: Proposed site plan for the redevelopment (outlined in red), supplied by the client. Close-ups are shown in Figures 3 and 4.

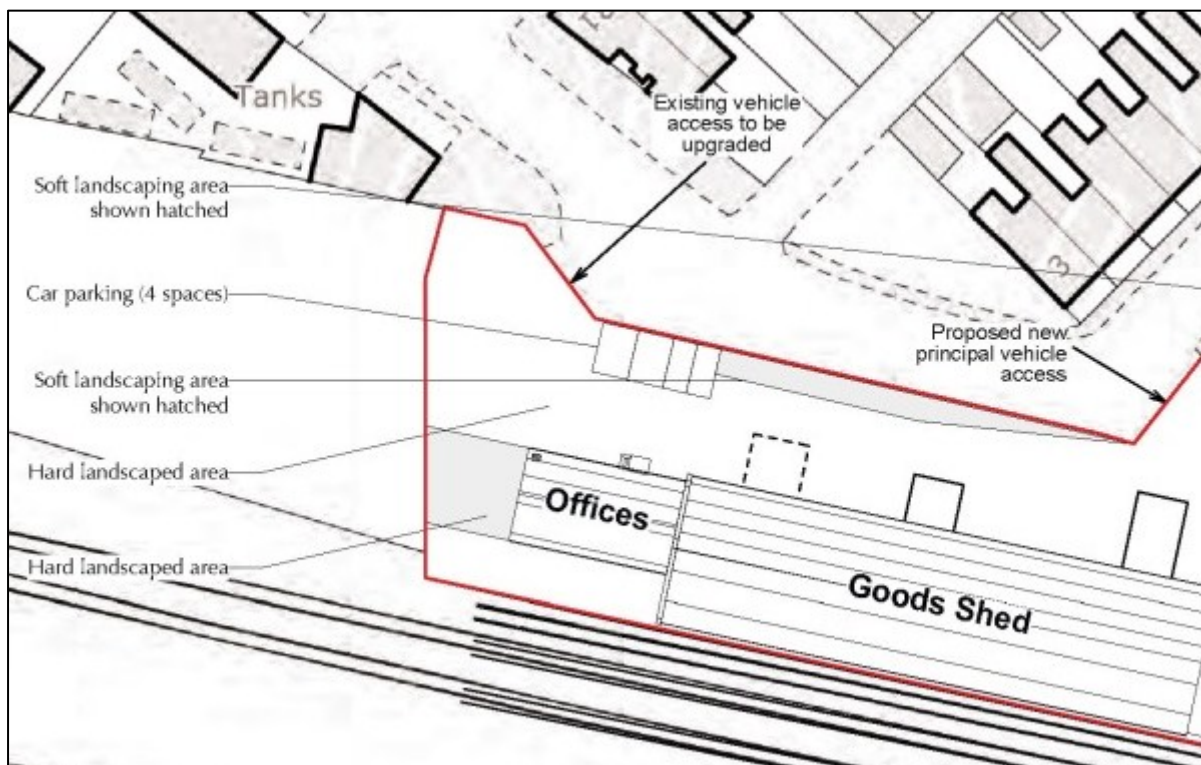


Figure 3: Close up of current plans for the west end of the site (plan supplied by client)

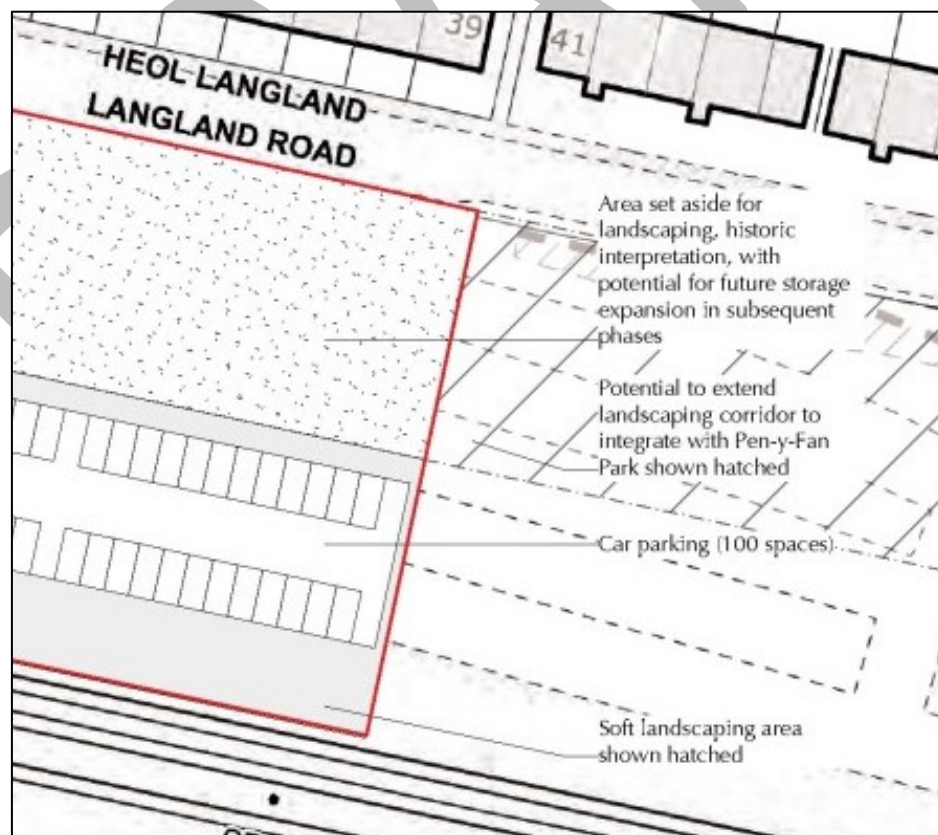


Figure 4: Close up of current plans for the east end of the site (plan supplied by client)

4 HISTORICAL, LANDSCAPE AND ARCHAEOLOGICAL BACKGROUND

4.1 Archaeological and Historic Background

4.1.1 The following history of Llanelli is summarised from Poucher (2009):

Little is known of the history and development of Llanelli prior to its rapid industrial-led expansion in the 18th and 19th centuries. Although prehistoric archaeology in the immediate area is scarce this does not preclude prehistoric human activity within the study area. In the 1st century AD the Romans arrived in the area, establishing a fort at nearby Loughor. A Roman road may have passed through Llanelli. St Elli/Ellyw (after whom Llanelli is named) was a 7th century Celtic saint, which may be an indication of a pre-Norman religious foundation. There is no indication of the extent of activity surrounding any religious sites. The (medieval) castle² is first mentioned in 1190 when it was destroyed, and again in 1215. There are several descriptions of Llanelli as a small town in medieval and Post-medieval times.

Although coal mining had been underway for centuries, the quality and availability of Llanelli coal attracted other large industries to the area during the early 19th century including copper, iron, lead, tin and brick works. This also led to the creation of extensive docks and a network of canals of tramways throughout the Llanelli area. A general industrial decline from the 1970s onwards resulted in the eventual closure of many of Llanelli's industries.

4.1.2 The Llanelli Railway Goods Shed and offices are grade II listed as 'Goods Shed and Offices at Llanelli Railway Yard' (LB no 11967). In the Dyfed HER they are recorded as 'Station Road' (PRN 24564) and in the NMR they are known as 'Railway Yard and Goods Shed, Llanelli' (NPRN 34724).

4.1.3 The following is an extract from the 1989 CADW listing description:

"Reached through a yard entry immediately north of the level crossing in Station Road. The goods shed lies parallel to the main Swansea to Carmarthen railway lines, approx. quarter of a mile E of the passenger station. The goods shed was part of the original South Wales Railway opened in 1852 and probably designed by Isambard Kingdom Brunel, supervising engineer for S W Railway and GWR. Office block extended and cast iron eastern shed added after 1905."

4.1.4 The Llanelli Railway Goods Shed Trust website³ includes the following historical background for the structure (partly taken from the Stainburn Taylor Conservation Assessment 2003):

"The South Wales Railway opened in stages from 1850, the line through Llanelli being opened on 11th October 1852. The final part of the route to Fishguard was postponed and instead, a terminus built at Neyland for the Irish traffic. It was not until 1906 that the extension to Fishguard was eventually built.

"The Great Western Railway undertook a very large programme of investment in the 1870s, rebuilding many stations and improving the goods facilities to accommodate the increasing traffic, and also to attract more business. Proposals for rebuilding of both the station and goods shed at Llanelli appeared in the early 1870s, perhaps, coincidentally with the removal of the broad gauge. However, they were more likely to have been driven by the substantial increase in demand, particularly for goods facilities for the tinplate industries of the area.

² The medieval castle (known as Old Castle) comprises the remains of a medieval motte and bailey partially submerged within the reservoir of the former Old Castle Tinplate works. SAM CM323

³ <http://www.llanellirailwaygoodsshedtrust.org.uk/history.html> accessed March 2016

"Llanelli was to become one of the most important centres for tinplate in the world, and the Great Western Railway had an ideal opportunity to capitalise on the growth of the industry in the Llanelli and surrounding area.

"The improvement of rail facilities at Llanelli entailed redeveloping the existing South Wales Railway station site to accommodate a larger station. Prior to the works to the station taking place, the contract for erecting the new goods shed was let first and the building completed by 1875.

"Goods traffic in its pre – World War II pattern generally declined on the railways and the need for the traditional goods sheds at stations became less as modernisation of rolling stock and methods such as containerisation and bulk traffic were promoted. Thus many of the smaller goods facilities were abandoned, and during the 1960s and 1970s were demolished, sometimes to make way for a different type of commercial development.

"Llanelli, however, is believed to be unique in South Wales in retaining its goods shed whereas those other stations on the line have had their, often Brunel-designed, goods sheds demolished.

"Furthermore, the Llanelli shed was probably unique in its size and importance when built by comparison with other goods sheds along the line. None would have been similar to that at Llanelli since no investment on the same scale took place.

"Although a few of the goods sheds built by the Great Western Railway during their massive expansion programme in the 1870s still survive, none of them are in this part of South Wales. The goods shed at Llanelli represents a style of architecture typical of the Great Western Railway in that period, but few examples remain."

- 4.1.5 The website also relates the significant historical event occurred that occurred at the goods shed in Llanelli on August 19th 1911: *"A large crowd had gathered at the station in support of a strike held by railwaymen. Troops were sent to ensure trains were not held up, and in the ensuing disorder the Riot Act was read and two bystanders were shot and killed. This sparked a riot in the area which involved the looting and burning of wagons at the Goods Shed and tragically resulted in four people being killed in the explosions that followed."* This event is one of importance to many members of the local community and inextricably linked to the goods shed.

- 4.1.5 The conservation assessment made of the site in 2003 provided the clear evidence that the goods shed was actually built between 1875 and 1878, after Brunel's shed of 1852 was demolished (Stainburn Taylor 2003). The following extracts from the same report describes the significance of the building in spite of its later date:

"The goods shed is sited on the former South Wales Railway that ran from Chepstow to Fishguard. It is associated with the nearby station buildings with both groups of buildings dating from a growth in the tinplate industry that was centred on Llanelli. The goods shed was the only one of the sheds on the line that was rebuilt as part of the economic expansion of the tinplate industry. It is believed that all of the other sheds, albeit of earlier date in construction, have been demolished. The goods shed remains as an example of a particular type of functional railway building."

"The goods shed at Llanelli represents a style of architecture typical of the Great Western Railway in that period, but few examples of it remain."

"The goods shed and the station are part of an area of Llanelli that visually date from the same mid-nineteenth century period with the streets adjoining the goods yard being lined with terraced worker's housing.....it is important in the historical context of.....this area of Llanelli."

- 4.1.5 The conservation assessment also described the goods shed in detail, including its condition and the changes made to the building since its construction (Stainburn Taylor 2003).

4.2 The Historic and Environmental Landscape

The proposed redevelopment site does not lie within the boundaries of any Historic Landscape Character (HLC) areas recorded on the Register of Landscapes of Outstanding Historic Interest in Wales (Cadw 1998). No HLCs lie within 0.5km of the site boundary. No registered park or garden lies within 0.5km of the proposed redevelopment site. The site does not lie within 0.5km of any environmental designated areas.

4.3 LANDMAP

- 4.3.1 LANDMAP is a database held by National Resources Wales. It is a GIS (Geographical Information System) based resource where landscape characteristics, qualities and influences upon it are recorded and evaluated into a nationally consistent data set. The goods shed is situated within the following Landscape Aspect Areas:

- 4.3.2 Llanelli Historic Landscape CRMRTHL39585, summarised as follows:

Major urban development of Llanelli. Significant archaeological interests include Buried-dry, Relict-Stone Monuments, Industrial Archaeology, Relict-Earthworks and Buildings & Structures. Value: High.

- 4.3.3 Llanelli Cultural Landscape CRMRTCL024:

Former prominent industrial town now undergoing wholesale regeneration. The town of Llanelli developed as a direct result of the coal and metal industries. The town also has one of the elite European rugby clubs, the Llanelli Scarlets. Llanelli and its surrounding area supports the greater proportion of the population of the study area, and over time has been subject to a wider range of external influences than many other parts of Carmarthenshire. The Millennium Coastal Park is the largest land reclamation project in Britain. Value: Outstanding.

- 4.3.4 Heart of Wales Line Cultural Landscape CRMRTCL006:

Well-established 19th century railway, originally built as a transport link between the south-western and central parts of Wales and now primarily a leisure route. Extending for 121 miles, it passes through some of the most beautiful country in Wales and is now heavily promoted as a visitor attraction in its own right. Value: High.

- 4.3.5 Llanelli Visual and Sensory Landscape CRMRTVS378:

Largest urban area in Carmarthenshire, strong industrial past now being re-developed especially around coast - Millennium Coastal Park etc. Also contains a scattering of historic buildings that reflect the area's prosperous past. Value: Low.

4.4 Scheduled Ancient Monuments and Listed Buildings

- 4.4.1 There are no Scheduled Ancient Monuments within a 0.5km radius of the proposed redevelopment area.
- 4.4.2 There are two listed buildings within 0.5km of the proposed site (Figure 5). They are both grade II listed:

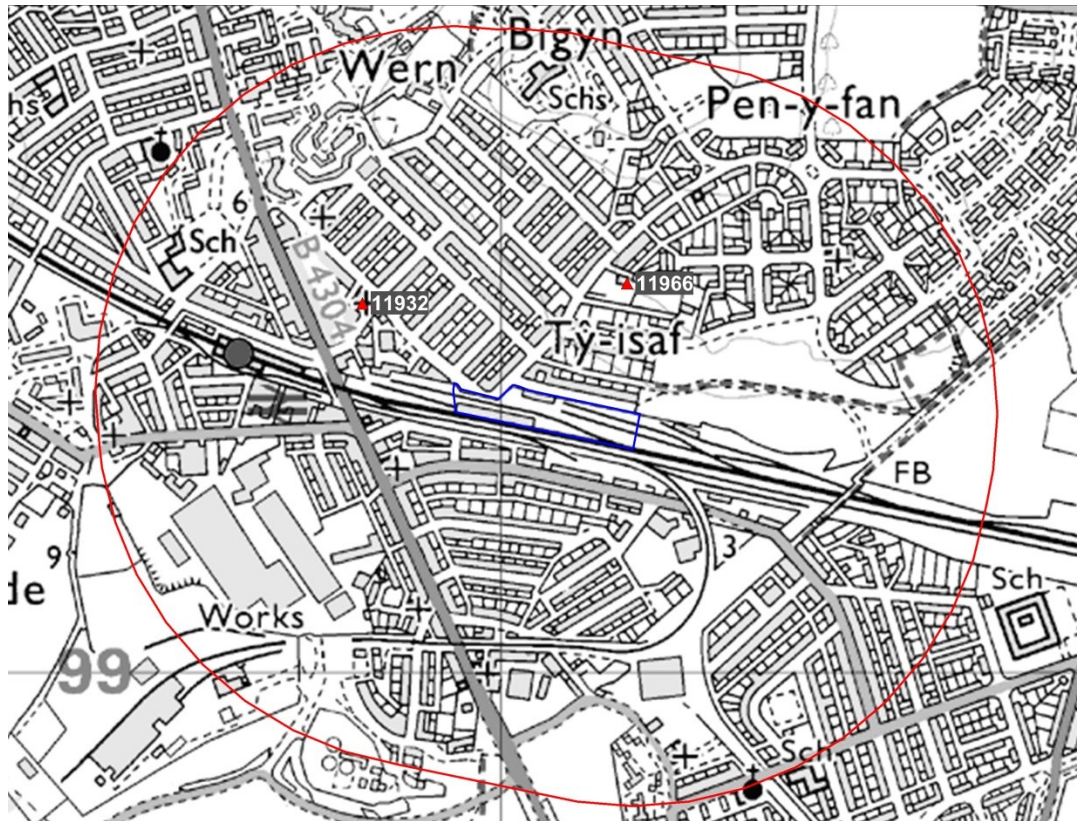


Figure 5: Listed buildings (both grade II) within 0.5km of the proposed redevelopment site

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- 4.4.3 Caersalem Baptist Chapel, including schoolroom & forecourt railings, Marsh Street (LB no. 11932; NGR SS5080599518) was built in 1893 in the sub-classical, Italianate style with a gable entry. The chapel closed in the mid to late 1990s.
- 4.4.4 Highfield, Ty-Isha Road (LB no. 11966; NGR SS5117699546) is a villa that used to be inhabited by the manager of the former Morfa Tin Plate Works. Built in about 1865, it is a two storey house set in a large garden off Ty-issa Road with a service court to the rear.
- 4.4.5 Neither of these two registered sites will have their settings impacted upon by the proposed redevelopment as they are out of sight of it and the goods shed will not be changing in dimensions.

4.5 Known Archaeological Remains

- 4.5.1 Table 2 lists the designated and non-designated archaeological and historic assets that are recorded in the Regional HER and the NMR within a 0.5km radius of the proposed redevelopment site. The Regional HER records twenty sites of archaeological interest, ten of which are also recorded in the NMR. A further seven other sites are recorded only in the NMR. The distribution of these sites is recorded in Figure 6.
- 4.5.2 Two of the sites recorded in the HER and NMR have already been discussed because they are listed buildings.
- 4.5.3 The majority of the remaining sites are of post-medieval date, and one is modern. None of them will be significantly impacted by the proposed redevelopment.
- 4.5.4 The only archaeological site recorded that pre-dates the medieval period is PRN 2075, a Bronze Age artefact found at St Paul's Vicarage: *A spearhead of igneous rock that has been flaked all over, with a triangular blade. It is thought to be an imitation of a bronze tanged dagger.* This find demonstrates the very small probability that prehistoric sites and artefacts may be buried at the proposed site.

4.6 Other archaeological finds

No artefacts have been reported to the Portable Antiquities Scheme within 0.5km of the goods shed. Within 1km an Iron Age coin and a medieval ring have been recorded, reinforcing the possibility that finds from any age may be discovered in Llanelli, a town that has seen long settlement.

DRAFT

PRN	NPRN	Site Name	Summary	Period	NGR
2075	-	St Paul's Vicarage	A spearhead of igneous rock that has been flaked all over, with a triangular blade. It is thought to be an imitation of a bronze tanged dagger.	Bronze Age	SS50909979
7274	107201	Llanelli St Paul's Church	19th century church built new on de novo site.	Post-Medieval	SS50879979
8445	34725	Llanelli Station Railway Signal Box	Constructed in c.1877 and is the only surviving Great Western Railway Type 2 signal box in Wales	Post-Medieval	SS50809940
8816	40414	Marshfield Works	Iron and Tin Works, built in 1863 by Messrs. Nevill, Everitt and Company.	Post-Medieval	SS50609968
9668	24844	Prospect Place Mill	18th century tucking/fulling mill.	Post-Medieval	SS50899971
16154	6428	Capel Soar	Independent Chapel was built in 1887 and enlarged in 1896. A very modest and unassuming building.	Post-Medieval	SS50759963
16156	6450	Trinity Chapel	Built in 1858 and rebuilt in 1867.	Post-Medieval	SS50859929
16157	12584	St David's Church	Erected in 1892 as a Chapel of Ease to St Paul's church.	Post-Medieval	SS50899909
16158	6436	Emmanuel Baptist Chapel	Emmanuel English Baptist Church was built in 1894 in the Vernacular style with a gable entry plan.	Post-Medieval	SS50979900
16181	-		Quarry	Post-Medieval	SS5199
24206	-	Llanelly Bank	Bank known from documentary evidence, location unknown.	Post-Medieval	SS50609960
25783	17428	Highfield	Grade II listed villa, probably built for JS Treganing Jr of the Morfa Works, manager from 1865.	Post-Medieval	SS5117699546
30663	-	Lord Cawdor's Leadworks; Llanelly Leadworks	Leadworks	Post-Medieval	SS509989
30666	-	Llanelly Copperworks Co.	Copperworks	Post-Medieval	SS506991
30704	-	Penrhas Ironworks	Ironworks	Post-Medieval	SS505993
30718	-	Copperworks Brickworks	Small, unnamed brickworks shown on 1st edition 25" OS map. Associated with Llanelly Copperworks.	Post-Medieval	SS50869913
34029	-	Saw Mill	Saw mill depicted on 1st and 2nd Edition OS.	Post-Medieval	SS51049897
16155/ 60864	6433	Caersalem Baptist Chapel, including Schoolroom and forecourt railings, Marsh Street	Grade II listed Baptist Chapel, built in 1893 in the Sub-Classical, Italianate style with a gable entry.	Post-Medieval	SS5080599518
-	96512	Cast Iron Lavatory, Embankment Road, Llanelli	Public Convenience.	Post-Medieval	SS5112498970
-	97262	Church of Latter Day Saints, Morfa, Llanelli	Opened in 1996, late 20th century design.	Modern	SS506995
-	32659	Cast Iron Gent's Toilet, Embankment Road, Llanelli	Public Convenience.	Post-Medieval	SS5112498968
-	17791	Scale House	Domestic House.	Post-Medieval	SS5083199033
-	466	New Brewery, Llanelli	Brewery.	Post-Medieval	SS5084999460
-	34723	Llanelly; Llanelli Railway Station	Opened in 1852 by the South Wales Railway.	Post-Medieval	SS5064799453
-	34709	Great Western Railway Office	General Offices building of the Great Western Railway.	Post-Medieval	SS5122498928

Table 2: Archaeological sites recorded in the HER and NMR databases within 0.5km of the proposed redevelopment (Figure 4)

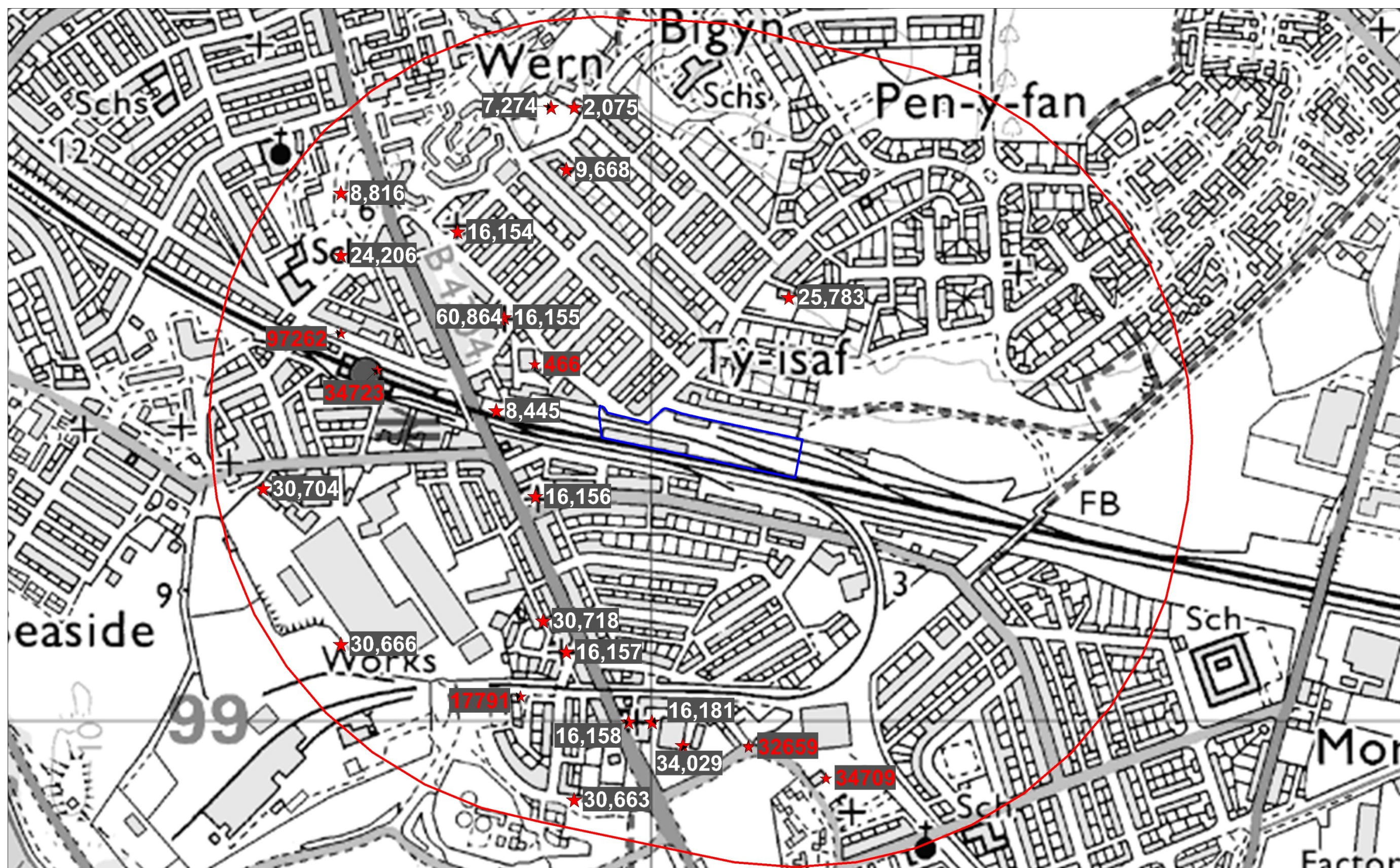


Figure 6: Map showing the distribution of archaeological sites recorded in the HER and NMR databases (red stars) within 0.5km of the goods shed (blue rectangle). Sites are marked with their PRN, except for those sites recorded only in the NMR, which are marked with their NPRN, in red.

Reproduced from the Ordnance Survey 1:25,000 scale Landranger Map with the permission of The Controller of Her Majesty's Stationery Office,
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4.7 Historic Mapping

- 4.7.1 Figure 7 shows an extract from the 1813 original OS surveyors drawings. 'Llanelli' town is very small compared to its industrial and modern extent. The proposed redevelopment site sits immediately to the south of 'Ty Isaf,' a dwelling at the southern limit of a group of other rural dwellings south of Llanelli town surrounded by farmland. To the southwest of Ty Isaf the Copperworks is marked, already in operation by this time.



Figure 7: Extract from the 1813 original OS surveyors drawings with the approximate outline of the proposed redevelopment in blue

- 4.7.2 The Llanelli Parish Tithe Map of 1842 is shown in Figure 8. Tirisha (Ty Isaf on the 1813 OS map) is again shown just to the north of the current goods shed site. The fields marked 472-6 are all listed in the tithe apportionment of 1842 as being part of Tirisha, owned by John Dillwyn Llewellyn and occupied by Richard Janion Neville. None of the fields have their used described in the apportionment, and all have names relating to fields, or the house or garden. Between Tirisha and the Copperworks to the southwest, the map is still a blank. The railways around the Copperworks are now clearly marked.



Figure 8: Extract from the 1842 Llanelli Parish Tithe Map with the approximate outline of the proposed redevelopment in blue

- 4.7.3 By 1880 (Figure 9), the Southwest Railway has been built, as has the goods shed, and they dominate their area of the map. Ty-isaf has regained its former name and now its farmland is starting to be built upon as a result of the industrial expansion around it. New housing, both terraced and grander residences, are now shown in the vicinity, along with Trinity Chapel, new roads, a brewery, a quarry and the Bryn Works. The goods shed is depicted as having one rail track running through its southern part. It has structures appended to it: small structures at its east and west ends, and three smaller structures along its north wall. Another single rail track runs past it to its north.
- 4.7.4 The goods shed can be seen in more detail at this date on the OS 1:500 map (Figure 10). The structures at the east and west ends are revealed to be offices, and a crane is labelled on the north wall of the shed. Steps are shown in various places. To the east of the end of the main shed, approximately 75m away, a weighing machine is shown.

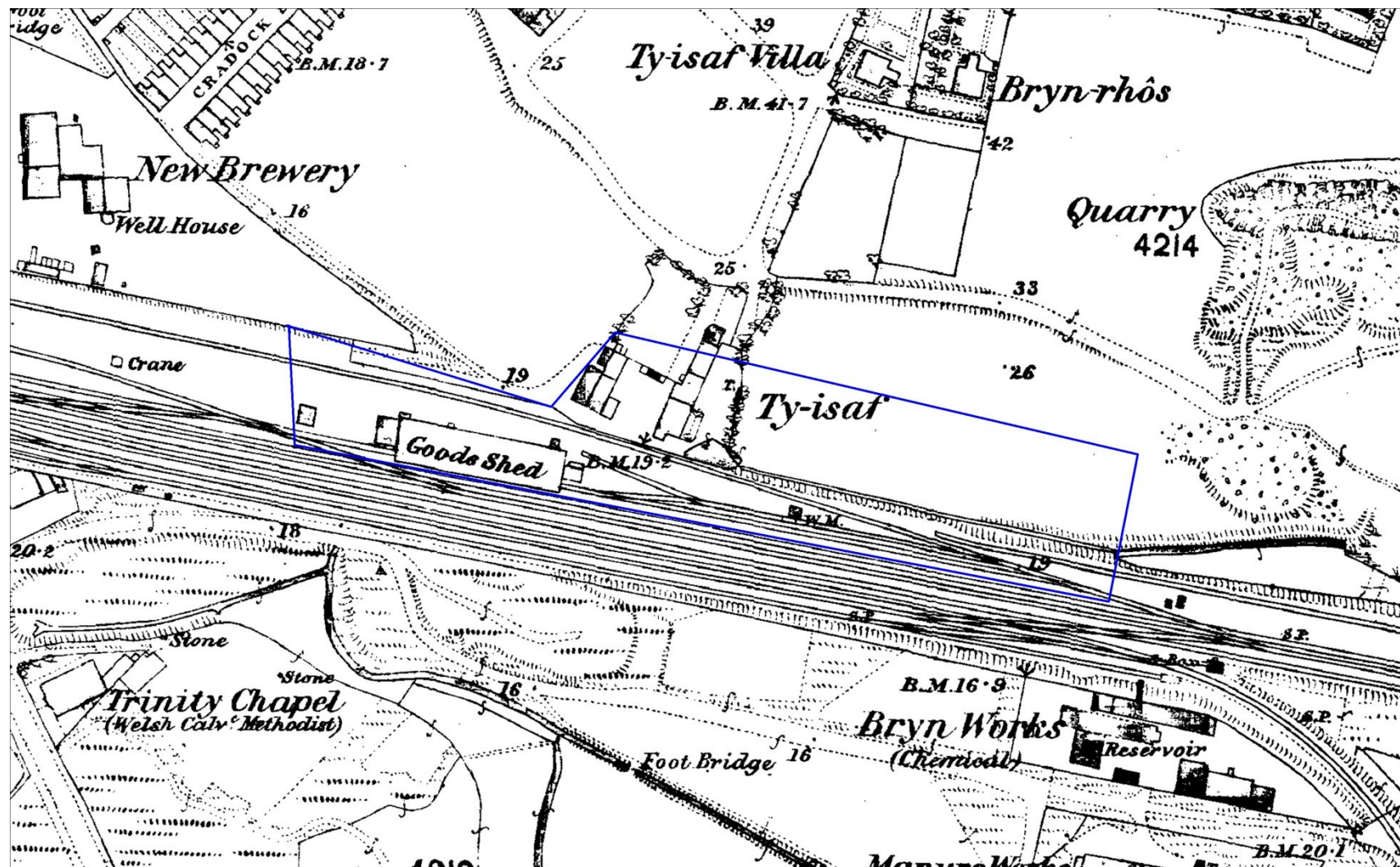


Figure 9: Extract of the 1880 1:2500 1st edition OS map with the approximate outline of the proposed redevelopment in blue

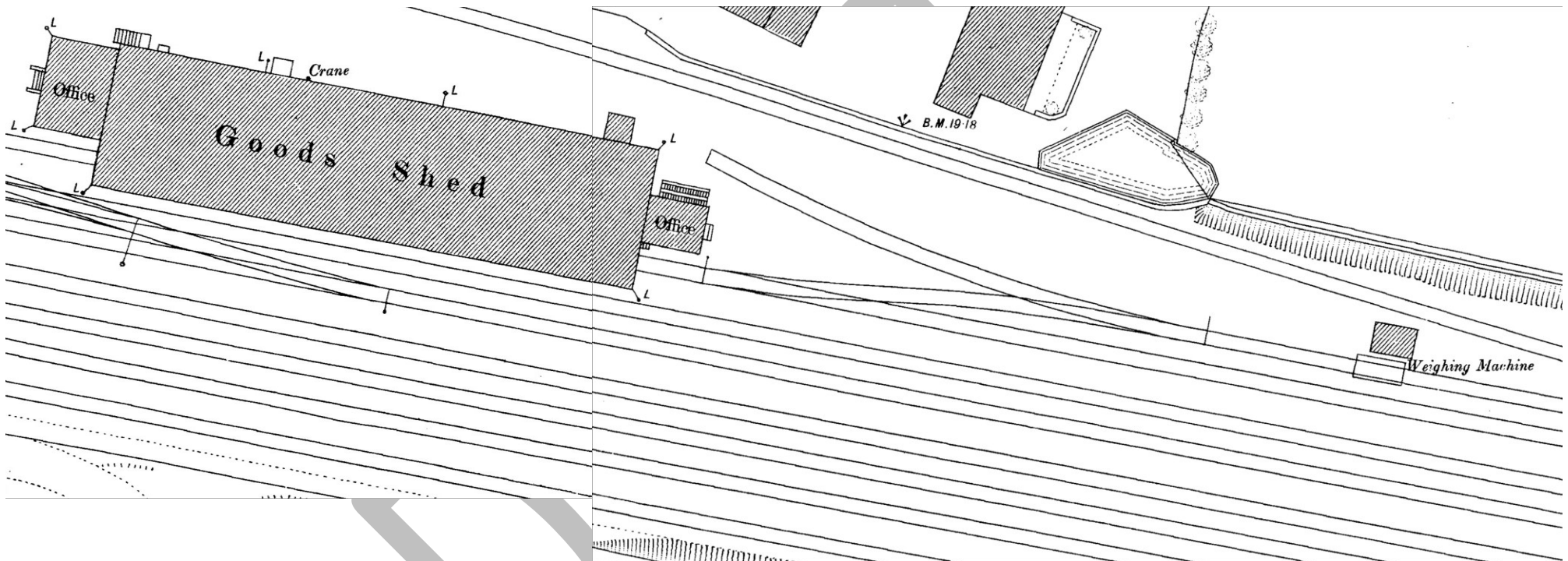


Figure 10: Extract of the 1880 1:500 OS map

4.7.5 Figure 11 shows the situation in 1907, and the goods shed has either been simplified, having lost the structures from its north wall, or else it has not been drawn to the same level of detail as it was in 1880. Terraced housing is now present all the way to the goods shed and Ty-isaf from the northwest. There is also new terraced housing on the south side of the railway. The Brewery had gone out of use by this date.

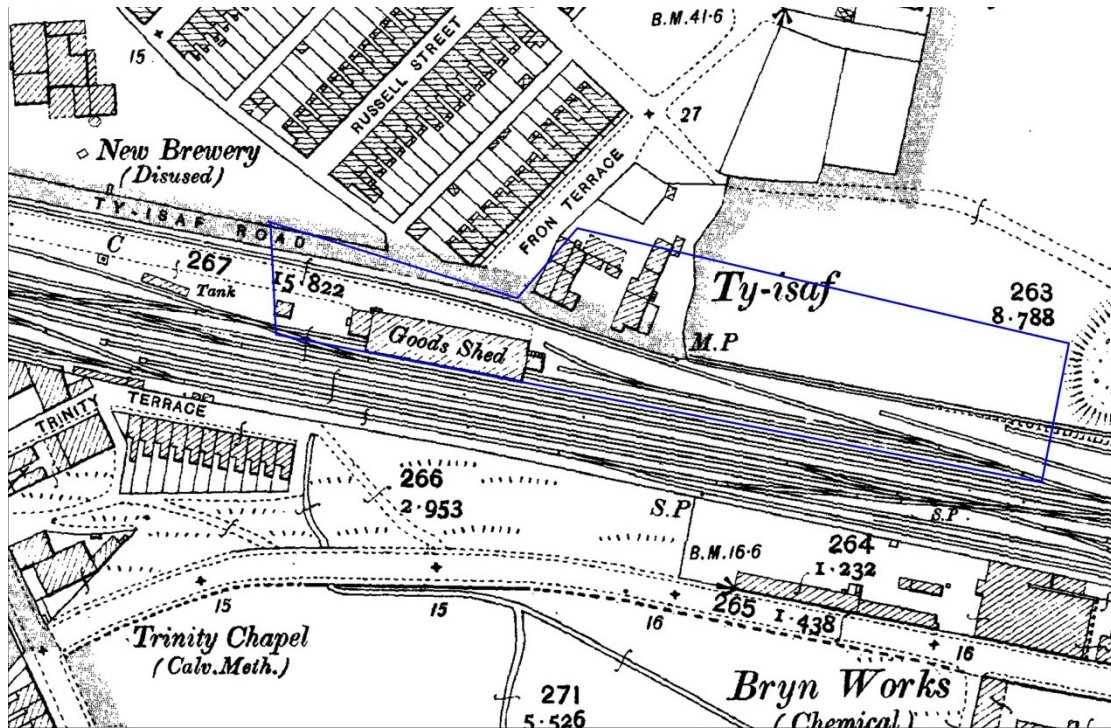


Figure 11: Extract of the 1907 1:2500 2nd edition OS map with the approximate outline of the proposed redevelopment in blue

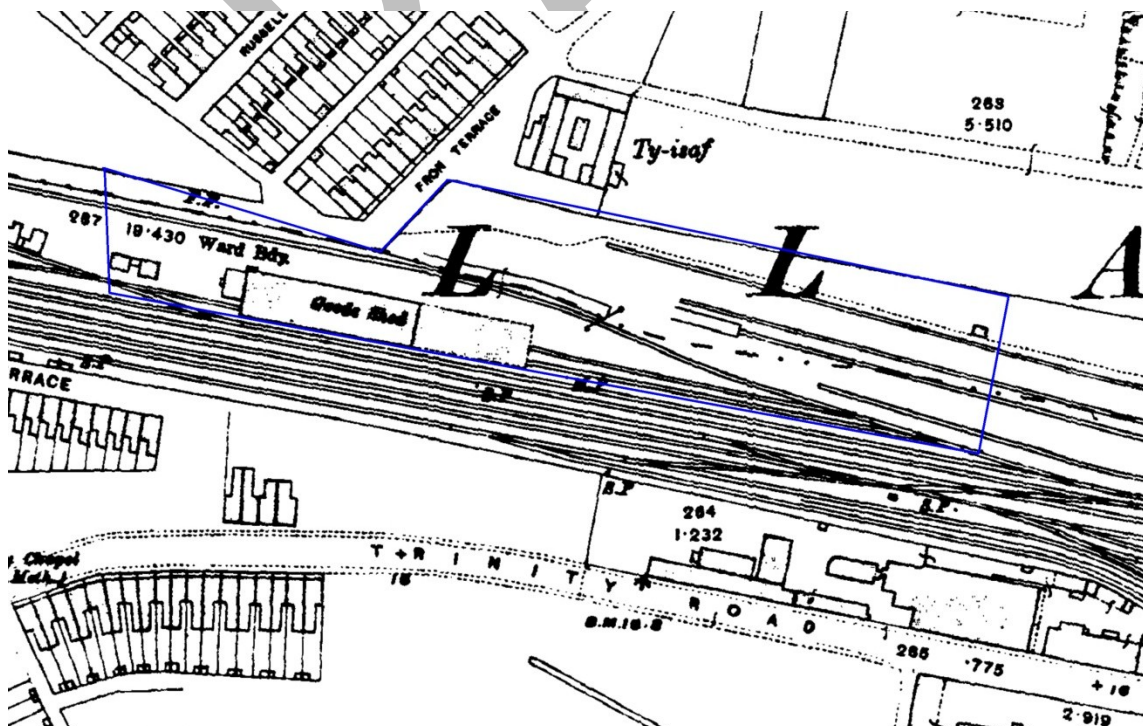


Figure 12: Extract of the 1916 1:2500 OS map with the approximate outline of the proposed redevelopment in blue

- 4.7.6 The 1908 OS 1:10560 map shows little detail and no changes when compared with the 1907 map.
- 4.7.7 Figure 12 shows the next OS map, the 1:2500 of 1916, which shows the extension to the east end of the goods shed. More terracing now exists on the southern side of the railway and Ty-isaf has been re-built to the north of its previous site, which now has railway yard and lines in its place, probably indicating an increase in importance of the goods shed.
- 4.7.8 The 1921 OS 1:10560 maps show less detail than the 1:2500 maps and no clearer when compared with the 1916 map (Figure 13). It is probable that the lack of changes from the earlier map is due to the fact that the map was published in 1921, but based on the same survey information from 1913, used on the 1916 1:2500 Ordnance Survey map.

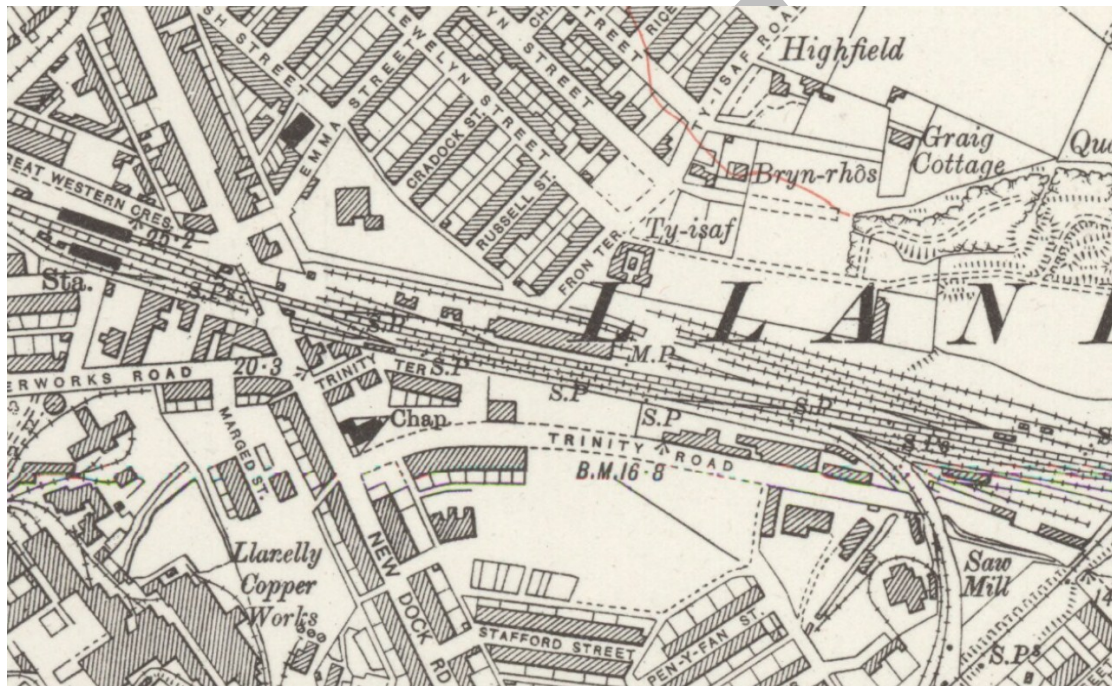


Figure 13: Extract of the 1921 1:10560 OS map with the good shed in the centre of the image

- 4.7.9 On the OS 1:1250 maps of 1951 and 1963-72 (not reproduced due to copyright issues), structures are again shown along the north wall of the goods shed, and there also appear to be further small structures at its east and west ends. At this time the shed is still labelled 'goods shed' but on all subsequent mapping from 1964 to the present day it is unlabelled and depicted as one rectangle.

4.8 Site Walkover survey

- 4.8.1 The site walkover survey was undertaken on the 2nd of March 2016. A tour of the inside of the goods shed was made and it was observed to be in the poor state of repair described by Stainburn Taylor in detail in their 2003 Conservation Assessment (e.g. Photos 1 to 4).
- 4.8.2 In the basement, a series of small geotechnical pits were in the process of being dug. These had revealed that in places the water table was only a few inches below floor level. No archaeological remains had been disturbed save a series of floor deposits. Photos 5 and 6 show two of these test pits. Photo 5, taken at the west end of the basement, shows a sub-surface stratigraphy of ash on top of clay on top of gravel. Ash was a common flooring material until the last century or so, and it is suspected that it was either brought in deliberately for this purpose or produced on site as a product of burning fuel in the heating system. The nature of the site's heating system has not yet been ascertained.
- 4.8.3 In the stratigraphy in Photo 6, which was taken near to the middle of the basement, there is also be a layer of brick rubble present between the clay and the gravel beneath it. It is possible that the gravel is the natural superficial deposit known to be present in this area, or it could be a previous floor surface (or both).
- 4.8.4 Photo 7 shows another of the geotechnical test pits, this one at the base of a supporting pillar in the westernmost room of the basement. Stratigraphy again shows ash and clay layers on top of gravel (under the water).
- 4.8.5 At the east end of the goods shed, outside, under the roofless extension, recent investigation has revealed a forgotten underground room. A bricked up entrance way that is supposed to have previously provided access to this room is present in the east wall of the basement. It is possible that this room could have been part of the office depicted on the 1880 and 1907 OS Maps.





Photo 1: An example of the state of disrepair into which the building has fallen: glassless windows and graffiti in one of the offices near the middle of the building



Photo 2: The interior of the goods shed itself, in poor superficial condition, but showing the complexity of the timber work in the surviving roof



Photo 3: An example of the state of disrepair into which the building has fallen: smoke damage, cracked and peeling wall coverings in a corridor between offices at the west end of the building



Photo 4: The overgrowth in the roofless extension to the east end of the goods shed



Photo 5: Geotechnical test pit against an internal wall abutting the north wall of the basement. The sub-floor stratigraphy can be seen: Ash and clay layers on top of building rubble and then gravel (water has been pumped out). 0.5m scale.



Photo 6: Geotechnical test pit to the base of the south wall in the southwestern corner of the basement. The sub-floor stratigraphy can be seen: Ash and clay layers on top of gravel (under the water). 0.5m scale.



Photo 7: Geotechnical test pit to the base of a pillar in the westernmost room of the basement. Stratigraphy again shows Ash and clay layers on top of gravel (under the water). 0.5m scale.



Photo 8: At the east end of the goods shed, under the roofless extension. The boards and fencing unit on the ground cover recently rediscovered underground room. 1m scale.



Photo 9: Recent investigation has revealed a bricked-up entrance way below ground level in the north wall of the goods shed. One of the re-used rail tracks that covered this pit can be seen in situ. 1m scale.

5. IMPACT OF PROPOSALS ON THE HISTORIC ENVIRONMENT

5.1 Redevelopment Proposals

- 5.1.1 It is proposed that the derelict goods shed, adjoining land and old offices are redeveloped to create a new facility, which will include a community hub, arts centre, workshops, offices, café and heritage centre. A flexible auditorium space is envisaged for the goods shed, with reception and an admin/bar/café area in the office space that is in the northwest corner of the goods shed. It is hoped that the old office building will be converted for meeting rooms and workshops, and that an external covered performance space will make use of the steel framed canopy. If possible, the goods shed trust would like to make the basement suitable as a storage area. Current plans also call for the addition of small structures at the front of the goods shed for entrance foyers and a dressing room.
- 5.1.2 From an archaeological and historic environment perspective the potential impacts from the redevelopment proposals will come from:
- Internal and external works at the Grade II Listed Llanelli Railway Goods Shed;
 - Any groundworks that could expose, damage or destroy any underlying archaeological remains; and
 - Service installation, landscaping etc. that could also impact on buried archaeological remains.

5.2 Physical Impacts

- 5.2.1 Physical impacts could arise from internal and external alteration of the grade II listed building. Original features may be removed or hidden and alterations to layouts of the building may be necessary.
- 5.2.2 The reconstruction of the goods shed, landscaping of the adjoining land and the installation of services will involve below ground works which could potentially expose, damage or destroy any underlying archaeological remains.

5.3 Buried Archaeological Potential

- 5.3.1 The archaeological potential for hitherto unknown archaeological sites to be present within the proposed development area is considered to be low.
- 5.3.2 Known archaeological sites that give a potential for buried archaeology are:
- A Bronze Age artefact found at St Paul's vicarage, 0.4km away from the site;
 - Ty-isaf's original location and a former roadway lie inside the northern boundary of the site;
 - Other small structures adjoining the goods shed have come and gone as shown in mapping;
 - Railway lines used to exist inside much of the site; and
 - Deposits revealed in geotechnical test pits in the basement show layers of ash and rubble.
- 5.3.3 The redevelopment site may have been subject to previous levelling. It is possible the area has thus been previously disturbed, although the extent of any such works is not known. Potentially this will have removed or damaged any archaeological remains that may have previously been present.

5.4 Palaeo-environmental Potential

It is likely that deposits suitable for palaeo-environmental analysis could be recovered during groundworks due to the high water table level, as observed during the site visit. The significance of such deposits would be relevant to former environments of the prehistoric periods as opposed to providing more information on the goods shed.

5.5 Visual Impacts

- 5.5.4 The proposed redevelopment will not make a significant change to the current environment of the two grade II listed buildings, Caersalem Baptist Chapel and Highfield, Ty-Isha Road.
- 5.5.5 The proposed redevelopment is sympathetic to the industrial and railway character of the area as described by LANDMAP.
- 5.5.6 Overall the proposals will make only a minor alteration to the external appearance of the goods shed (entrance lobby and dressing room additions). The existing internal character of the building will be altered, from one of a large open space to one of occupied areas with furniture, partitions and other changes. It should be noted that the present open space is only as a result of its disuse.

5.6 Summary of Impacts

- 5.6.1 It is concluded that there could be physical impacts to known archaeology within the development site, from internal and external alteration of the grade II listed building, and groundworks that may disturb post-medieval and industrial remains.
- 5.6.2 There is a low potential for buried prehistoric remains to be discovered in any part of the site. There is a moderate potential for buried post-medieval remains to be found in the north of the site, and for industrial remains to be found in any part of the site.
- 5.6.3 It is concluded that the proposed development will have no significant visual impact on any designated or undesignated sites of archaeological or historical interest already recorded in the area. The proposed redevelopment is sympathetic to the industrial and railway character of the area.
- 5.6.4 The reuse and sympathetic restoration of the building will be beneficial to the structure, providing what is hoped will be a sustainable future for the building which would otherwise be subject to further decay and potentially more episodes of vandalism or arson.

5.7 Recommendations for Further Archaeological Works

- 5.7.1 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 goods shed and offices prior to renovation to record the buildings in their present state and record any original features within.
- 5.7.2 The scheme of building recording should commence with an initial buildings appraisal, to include a rapid overview of the building in its present state (some 13 years since the Stainburn Taylor report). It would identify significant features and architectural details and put forward a

programme for a more detailed level of building recording. This more detailed record could include recording of roof trusses (or a number of examples); providing measured profiles through the buildings; drawn elevations; drawn architectural details or profiles of mouldings etc; and a full photographic survey.

- 5.7.3 Some further more detailed historical research into the buildings would be required.
- 5.7.4 It is considered probable that a watching brief may be required during any groundworks associated with the redevelopment. This would be of great interest on the northern façade of the building where further information on previous access ramps and entrances into the basement area could be identified.
- 5.7.5 The decision for the scope of any further programme of archaeological works lies with the Archaeological Advisor to the local Planning Authority (Development Management department, Dyfed Archaeological Trust).

6 SOURCES

Published

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

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Poucher, P. 2009. Upper Park Street Llanelli: Archaeological Desk-based Assessment. DAT Report no. 2009/61.

Stainburn Taylor. 2003. Llanelli Goods Shed Conservation Assessment.

Database

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

Websites

British Geological Survey mapping portal. Available at:
<http://mapapps.bgs.ac.uk/geologyofbritain/home.html> [Accessed 24/Feb/2016]

Dyfed Historic Landscape Characterisation. Available at:
<http://www.dyfedarchaeology.org.uk/> [Accessed 24/Feb/2016]

Cartographic

Ordnance Survey	1813	Original surveyors drawings
Llanelly Parish Tithe Map	1842	and Apportionment 1842
Ordnance Survey	1880	1:2500 Carmarthenshire
Ordnance Survey	1880	1:500 Llanelli
Ordnance Survey	1907	1:2500 Carmarthenshire
Ordnance Survey	1916	1:2500 Carmarthenshire

APPENDIX I
PROPOSED REDEVELOPMENT OF LLANELLI RAILWAY GOODS SHED,
LLANELLI, CARMARTHENSHIRE:
ARCHAEOLOGICAL APPRAISAL:
WRITTEN SCHEME OF INVESTIGATION

1 INTRODUCTION

- 1.1 This written scheme of investigation presents a proposed methodology for an archaeological appraisal for the proposed redevelopment of Llanelli Railway Goods Shed, in Llanelli, Carmarthenshire, NGR SS 50979 99363. The appraisal has been requested by the Llanelli Railway Goods Shed Trust to support the planning application for the redevelopment being submitted to Carmarthenshire County Council.
- 1.2 A generic brief for the required archaeological 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.
- 1.3 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.
- 1.4 An indication of what further archaeological works might be required, if any, will also be prepared.
- 1.5 The specification is in accordance with the *Standard and Guidance for Historic Environment Desk-Based Assessments* (Chartered Institute for Archaeologists (CIfA), 2014).
- 1.6 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.
- 1.7 ***Dyfed Archaeological Trust is a CIfA Registered Archaeological Organisation.***
- 1.8 ***All permanent staff members of DAT Archaeological Services are CSCS⁴ registered.***

⁴ *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 an archaeological appraisal for the proposed redevelopment of the Llanelli Railway Goods Shed, in Llanelli, Carmarthenshire, NGR SS 50979 99363. The report will assess the potential impact the development may have on any underlying archaeological remains, if present within the area, and an assessment of the wider impact of it on the historic environment. The appraisal shall be presented within a report which will be submitted with the planning application for the proposals.

s2.2 Provision of a written scheme of investigation to outline the methodology by which DAT Archaeological Services will undertake the 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. ARCHAEOLOGICAL APPRAISAL METHODOLOGY

3.1 The archaeological 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) – **0.5km 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 – **0.5km 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 0.5km search area will be used to determine the presence of historic environment features within the site location for and vicinity of the proposed redevelopment. This will identify HER sites, SAMs, Listed Buildings and Historic Landscape Characterisation areas etc.

- 3.4 The following will be considered when preparing the appraisal, 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 appraisal. 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 MIFA, Head of DAT Archaeological Services.
- 4.2 The report and site walkover survey will be undertaken by an experienced member of DAT Archaeological Services staff.

5. HEALTH AND SAFETY

- 5.1 All permanent members of DAT Archaeological Services staff are CSCS⁵ 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.

⁵ *Construction Skills Certification Scheme (Health and Safety Tested)*

LLANELLI RAILWAY GOODS SHED: ARCHAEOLOGICAL APPRAISAL

RHIF YR ADRODDIAD / REPORT NO. 2016/13
RHIF Y DIGWYDDIAD / EVENT NO. 109348

March 2016
Mawrth 2016

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

Alice Day

Swydd / Position: **Assistant Archaeologist**

Llofnod / Signature *Alice Day* Dyddiad / Date 31/Mar/2016

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 *James Meek* Dyddiad / Date 31/Mar/2016

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

