

DYFED ARCHAEOLOGICAL TRUST LTD

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REPORT ON THE ARCHAEOLOGICAL IMPLICATIONS OF THE PROPOSED WASTE
WATER DISPOSAL SCHEME, FISHGUARD/GOODWICK, PEMBROKESHIRE
(CON9414)

DAT PRN 28243

Client: Dwr Cymru

Project Officer: Neil Ludlow

Report by: Neil Ludlow

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1.0 RECOMMENDATIONS (prepared by Curatorial Section).

1.1. The Report gives full details on the early land use of the area to be traversed by the route and its recent history.

1.2. It is evident that most of the area affected by the scheme is recently made-up ground, or very disturbed.

1.3. No further action therefore with regard to any archaeological interests is deemed necessary.

Heather James, B.A. F.S.A.

Principal Archaeological Officer (Curatorial)

06.10.94.

2.0 INTRODUCTION

Details of a proposed waste water disposal scheme, Fishguard/Goodwick, Pembrokeshire, were forwarded by Teifion Rees of Dwr Cymru to Dyfed Archaeological Trust for comment on 20 June 1994.

Following an initial assessment of the scheme by the Curatorial Section of Dyfed Archaeological Trust, Dwr Cymru were advised of the need for a detailed archaeological desk-top assessment of the project to be prepared in order for detailed mitigatory measures to be drafted. Subsequently, in a letter dated 25 July 1994, Dwr Cymru confirmed that it wished the Trust to undertake the detailed assessment of the scheme.

This report, prepared by Dyfed Archaeological Trust's Field Section, is intended to provide Dwr Cymru with sufficient information to assess the likely impact of the proposed works upon the archaeological resource and to take this into account as a material consideration in the determination of appropriate mitigatory measures.

The Trust's Curatorial Section provided a standard brief for this report and will advise Dwr Cymru on its findings and recommend further action if deemed necessary.

2.1 Methodology; content and scope of archaeological assessment

The primary stage of assessment of the archaeological implications of any scheme involves consultation of Dyfed Archaeological Trust's Sites and Monuments Record for the area affected by the proposed scheme.

Dyfed Archaeological Trust's Sites and Monuments Record is designated as a County Sites and Monuments Record in the Welsh Office Planning Policy Guidance Note 16: Archaeology and Planning (PPG 16).

Consultation of the Sites and Monuments Record will establish whether any known sites or monuments are affected by the scheme. However it is important to appreciate that the Record is not and cannot ever be a complete record of all traces of human activity in the landscape. It is rather a record of past archaeological work.

Consultation of the Record is therefore followed up by a rapid search of relevant map and documentary sources, both published and manuscript. All assessments carried out by Dyfed Archaeological Trust contain a full list of sources consulted.

All available aerial photographic collections held by the Trust are consulted and, if judged necessary, collections held by other bodies will be consulted. If sites or landscapes with special interest are affected the Trust would wish to consult the appropriate period or site type specialists or societies.

All desk-top assessments involve a field visit or visits to the scheme area by a professional archaeologist to check whether any previously unknown sites or monuments are affected by the scheme and to assess the overall landscape history of the area.

2.2 List of sources consulted

unpublished

Dyfed Archaeological Trust Sites and Monuments Record.

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National Library of Wales 488, PB 2208 NLW Coll. B, 'Map of French Invasion of Fishguard in 1797', n.d.

National Library of Wales 496, R K Lucas Coll., Vol. 2, No. 2, 'Lord Kensington's Property in Fishguard Town', 1808.

Ordnance Survey, 'Original Survey Drawings', sheet 184, 1810, 2" to the mile.

Pembrokeshire Record Office, DB/13/6, 'Line of proposed railway, Haverfordwest - Fishguard', n.d.

Pembrokeshire Record Office, D/CK/8 'Plan of Dyffryn', Goodwick', 1907.

Pembrokeshire Record Office, D/CT No. 51, Booklet 'Fishguard Castle Estate', 1911.

Pembrokeshire Record Office, D/CT No. 91, 'Chart of Fishguard Harbour showing proposed piers', Lt. Thos. Evans, 1817.

Pembrokeshire Record Office, DX/200, 'Plan of Fishguard and Rosslare Harbours, 1908.

Pembrokeshire Record Office, HAR/HT 2/11, 'Plan and Section of Harbour and Fishguard & Rosslare Railway - Sheet No. 1', Goode Matthews and Fitzmaurice (engineers), 1912.

Pembrokeshire Record Office, HDX/455/1, 'North Pembrokeshire and Fishguard Railway', Plans and reference book, 1897.

Pembrokeshire Record Office, HDX/1153/4, 'Plan and Chart of Fishguard Harbour', 1817.

Pembrokeshire Record Office, HDX/1329/1-8, 'Construction Plan for Great Western Railway, Admiralty Depot and Jetty at Fishguard Harbour', 1939.

Rural Surveys Research Unit, 1988, *The Common Lands of England and Wales*.

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aerial photographs

Copies held by Pembrokeshire Coast National Park:

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59/92/116-117

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Charles, B. G., 1992, *The Place Names of Pembrokeshire*.

Howells, B.E., and Howells, K. A. (eds.), 1977, *The Extent of Cemaes, 1594*.

James, D. W., 1981, *St Davids and Dewisland: A Social History*.

Jones, S. J., 1927, *Perforated Stone Axe Hammers found in Wales*, Bulletin of the Board of Celtic Studies, Vol. III, Part 4.

Leach, A. L., 1918, *A perforated Hammer-stone from South Pembrokeshire*, Archaeologia Cambrensis Sixth Series Vol.XVIII, Part 1.

Ordnance Survey, 1:2500 First Edition, Pembrokeshire, Sheets IV. 14, IV. 15, 1889.

Ordnance Survey, 1:2500 Second Edition, Pembrokeshire, Sheets IV. 14, IV. 15, 1907.

Ordnance Survey, 1843, *Index to Tithe Survey*, Old Series, Sheet 40, 1" to a mile.

Price, M. R. C., 1986, *The Pembroke and Tenby Railway*.

RCAHMMW, 1925, *An Inventory of the Ancient Monuments in Wales and Monmouthshire*, County of Pembroke.

Rees, W., 1932 *South Wales and the Borders in the XIV Century*, SW Sheet.

Roberts, D., et al., 1986, *Goodwick Sands; Brooch*, Archaeology in Wales Vol. 26.

3.0 ARCHAEOLOGY

3.1 Summary

The proposed scheme routes lie in 2 areas.

The first, at Pen-cw Point and Fishguard Harbour, Goodwick, passes through an area owned by Stena Sealink. At the N end is Pen-cw Point, the site of a proposed new sewage treatment works. This is an area of entirely made up ground, connecting the harbour with the North Breakwater, that was laid down with the construction of these features in 1906 (see below). Prior to this date, Pen-cw Point more-or-less formed an island, sloping steeply directly into the sea. The area has recently been extensively dumped over. Field observation encountered no evidence of former occupation of the area, which is today exposed to the sea and inhospitable, but there is a prehistoric findspot nearby (2550) and the possibility of its having been a past occupation site cannot be ruled out.

From Pen-cw point the proposed route passes through an area that is almost completely made-up ground for the harbour and rail link. The modern Fishguard Harbour and railway opened in 1906, and was at first operated by 3 companies, the GWR, the Fishguard & Rosslare Railway, and the City of Cork Steam Packet. However, a pier lay on the site of the present-day North Breakwater in 1810 (Ordnance Survey, 'Original Survey Drawings', sheet 184, 1810,) and was still there in 1843 ('The Parish of Llanwnda', Tithe map and apportionment, 1843). The same maps show the area now occupied by the harbour front as cliffs descending into the sea with little or no foreshore, while the Tithe map shows the roadway on the cliff with a number of properties with back yards descending the cliff towards the shore (see Appendix 4.1). Pembrokeshire Record Office, HDX/1153/4, 1817, shows storehouses lying at the end of the pier (see Appendix 4.2). The harbour area now contains a number of early 20th century railway and harbour buildings (27971, 27972 & 27973).

The second route runs along the road along Goodwick sands, 'The Parrog', and thus likewise in made up ground. The roadway here appears to respect an alignment shown on the earliest map of the area (Ordnance Survey, 'Original Survey Drawings', sheet 184, 1810, also shown on Pembrokeshire Record Office, HDX/1153/4, 1817) demonstrating that Goodwick Moor was already a silted area of stable ground, 'Mcrfa'. 'The Parish of Llanwnda', Tithe map and apportionment, 1843 lists a meadow on the moor as belonging to the Bishops of St Davids, implying a certain antiquity. The High Water Mark likewise appears to be much as today, But Goodwick Brook appears to have been canalised before 1843; the earlier maps show a meandering course. Aerial photographs clearly display earlier courses. A number of raised areas, in particular a bank continuing the alignment of the present-day East Breakwater, may suggest former reclamation schemes but the map evidence is unclear. The embankment on which The Parrog runs, and the parallel sea-wall, were established in 1912 (Pembrokeshire

Record Office, HAR/HT 2/11, 1912). The road now bypasses Goodwick Bridge (17557).

3.2 Register of archaeological sites and areas of archaeological interest

The reference numbers in the following catalogue are those allocated in the Dyfed Sites and Monuments Record. These numbers are shown on the following annotated engineer's maps.

14302. (SM 950 398) Pwll Hir Common. Common Land. The N section of the proposed route skirts an area of land encompassing the coastal slope uphill to the W, and extending N to Pen Anglas Point. Listed as a common in Rural Surveys Research Unit, 1988 (Pembs. 255), but termed 'Cnwc' on 'The Parish of Llanwnda', Tithe map and apportionment, 1843 where it is listed as owned by one David Harries. The origins of any communal status are unknown; it may be medieval but in the absence of any common-land rights attached to the land it is more likely to be post-medieval, and resulting from its inaccessibility. Grade 5 land, very steep and rocky, now supporting heathland flora. Drawing no. F0036-102.

2550. (SM 953 393) Pen-cw. ?Prehistoric Findspot. In the 19th century a perforated shale/slate disc (possible hammer-stone? Jones Type B2; Jones, 1927, 348-9 No.20) was found on the steep downhill slope from Pwll Hir to Pen-cw point. It was deposited at Tenby Museum. Probably prehistoric (Neolithic?) in origin. From this evidence alone it is impossible to know whether a settlement was present on the site or if the implement represents a stray find. Drawing no. F0036-102.

27970. (SM 95 35) Railway. A relatively late line, the railway link from Haverfordwest was not completed until 1906. It had been anticipated as early as 1845 when the South Wales Railway was incorporated to build a line from Gloucester to an entirely new packet port also anticipated at Goodwick. In the event Milford Haven was chosen for the site of the new port instead and the line turned south at Clarbeston for Milford via Haverfordwest, whose station opened in 1854 (Price, 1986, 18). A line was eventually begun in 1897 N from the 'Letterston Loop' which had meanwhile been established (Pembrokeshire Record Office, HDX/455/1, 1897); however, it was inadequately constructed (James, 1981, 96). It was not until 1906 that a reliable link was established, under the impetus provided by the revival of the plans for a packet port at Goodwick which opened the same year under the name of Fishguard Harbour, operated by the GWR, the Fishguard & Rosslare Railway, and the City of Cork Steam Packet.

Pembrokeshire Record Office, HAR/HT 2/11, 1912 indicates the initial ambitious plans for Fishguard Harbour which included 2 more rail terminals over Goodwick Sands and a longer East

Breakwater forming a very constricted harbour entrance. The same plan shows that what was constructed was still a much more extensive network of lines along the harbour than survives today, extending along both breakwaters and including a marshalling yard on the made-up ground at Pen-cw Point. Otherwise the arrangement was much as today. Drawing no. F0036-102.

27971. (SM 953 392) Engine Sheds. 2 parallel engine sheds at the quayside railhead, both of local limy mudstone with glazed black brick dressings. They are of several bays each and pierced by a variety of openings on 2 levels, although the buildings were originally single storey and a number of full-height entries are present in each. Contemporary with station (27973) below. Some of the external ironwork - pipes etc - appears original. The slate roofs are modern. Now used as offices. Drawing no. F0036-102.

27972. (SM 952 391) Old Customs House. 4 bay building (originally 3?) with a number of original openings in the ground floor. The first floor has been recently (re)built along with the slate gable roof. Rendered throughout. The original openings are all 'neo-perpendicular' and segmental headed, with limestone surrounds standing in relief. They carry square headed drip moulds butting the string course between the first and second floors. Contemporary with station (27973) below. Now used as administrative offices. Drawing no. F0036-102.

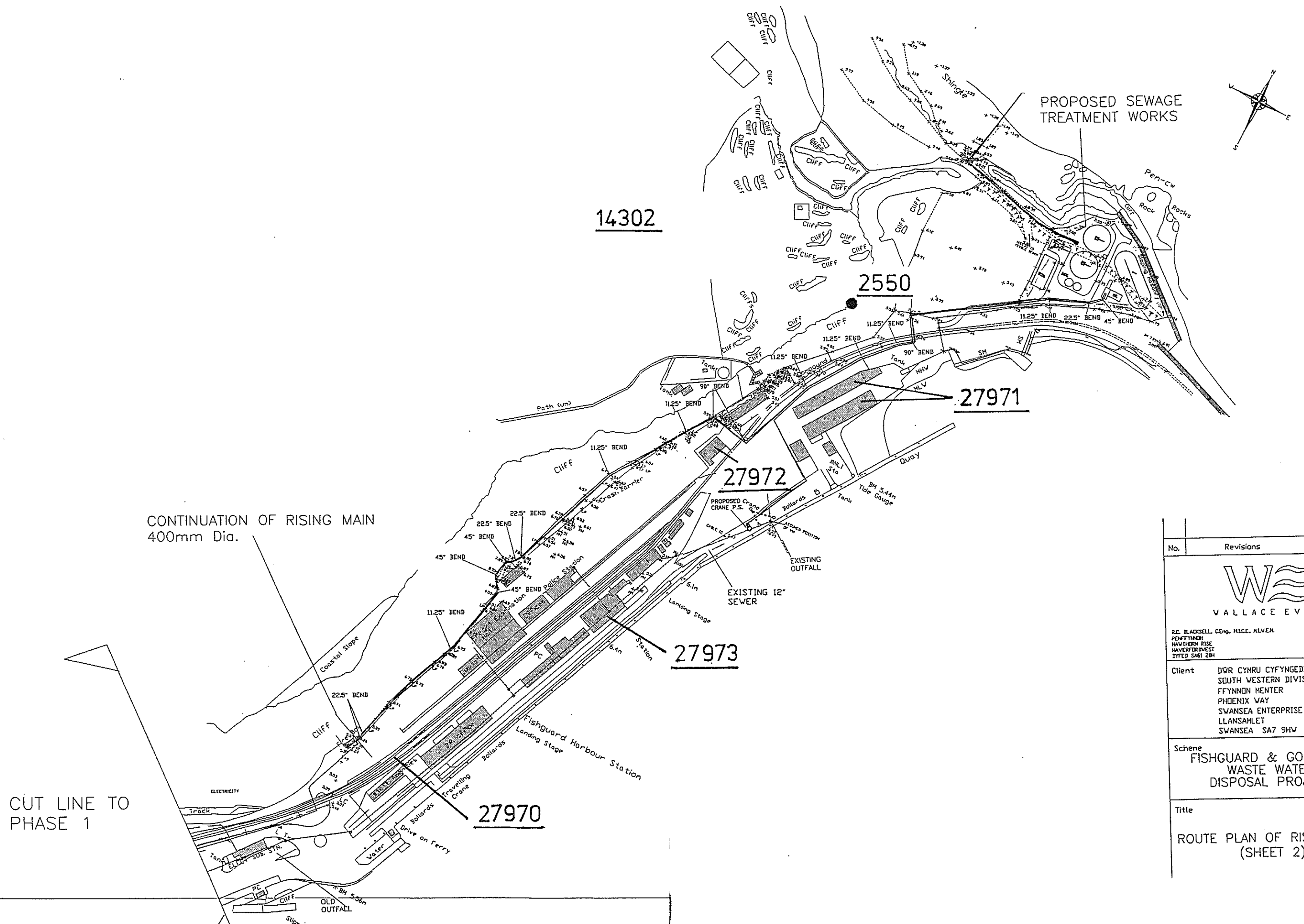
27973. (SM 951 390) Railway Station. The railway station opened in 1906 and much of the original structure still survives. The station building is 300m long and multi-bayed, but the present subdivisions do not necessarily represent the original arrangement. Only the iron framing and roof structure can safely be attributed to the 1906 building. Decorated cast-iron columns support a roof structure of some complexity. Each slope is supported on 5 iron double purlins separated by vertical struts and at the iron collars, by longitudinal braces. The spandrels formed by the collars' lateral braces are pierced by trefoils. The overhanging eaves carry crenellated eaves boards of timber. The building now fulfils a variety of additional functions. Drawing no. F0036-102.


2508. (SM 94 38) Goodwick Moor. Battle Site. The exact site of the battle in 1074 between Rhys ap Owain ap Edwin and Trahaearn ap Caradwg has never been satisfactorily resolved, but if the 'Pwllgwdig' of the medieval manuscripts is indeed Goodwick then the site might be anywhere in the locality. There has been an absence, however, of any material finds to back up the assertion. Drawing no. F0036-102.

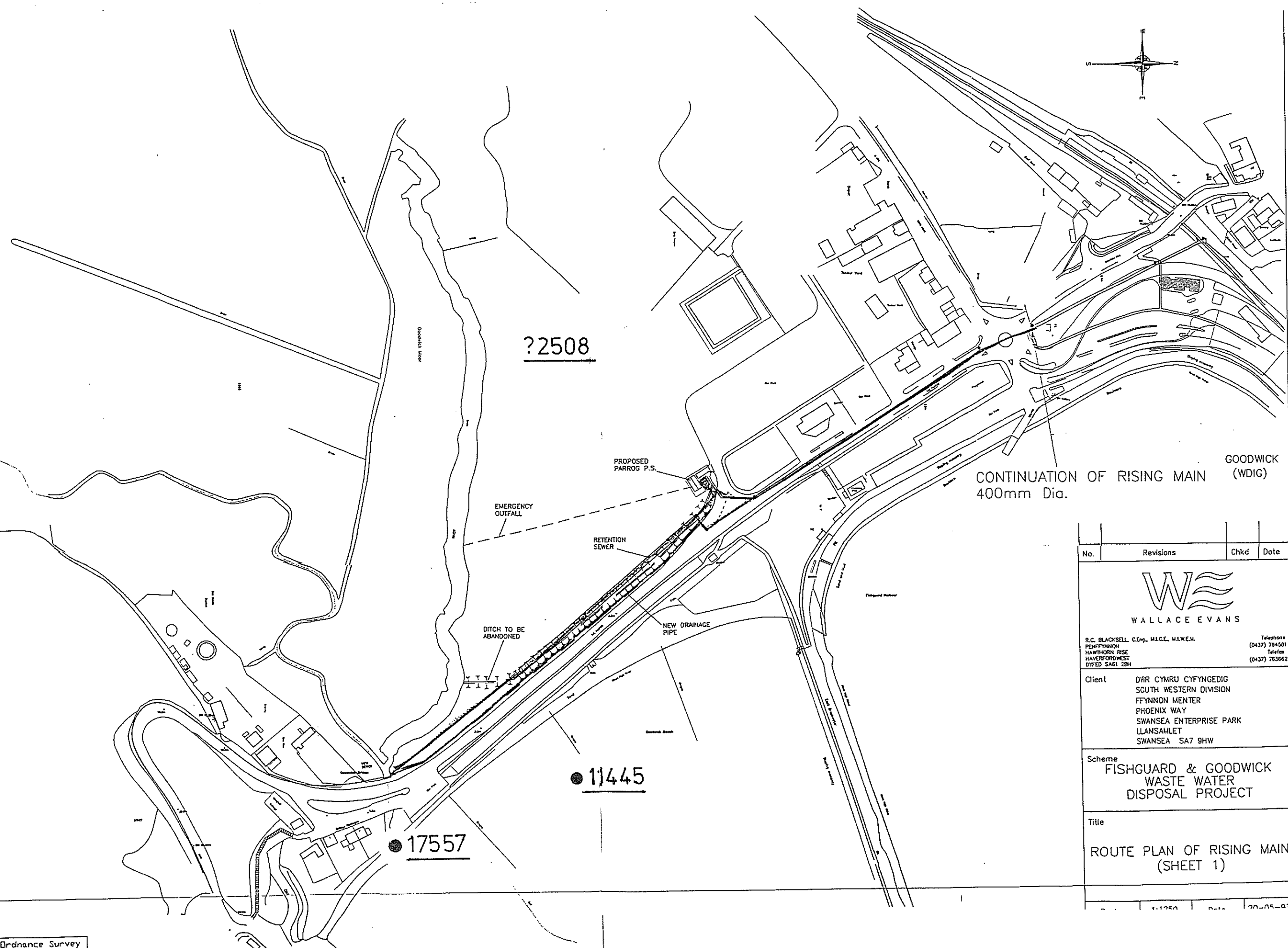
11445. (SM 949 378) Early Medieval Findspot. A bronze penannular brooch was found by a metal-detector on Goodwick beach in 1986.


The brooch is an example of the 'Type G' penannular brooch, made from cast bronze, and patterned. It has expanded terminals with a petalled design containing red enamel. 6th - 7th century. The brooch more than probably represents a stray find, possibly from sand that was brought to the beach from Trefayog quarry, near St. Nicholas, in the 1970s (Roberts *et al.*, 1986, 58). Drawing no. F0036-101.

17557. (SM 949 376) Goodwick Bridge. Bridge over Goodwick Brook formerly carrying 'The Parrog'. A crossing is shown here in 1810 (Ordnance Survey, 'Original Survey Drawings', sheet 184, 1810, 2" to the mile) but the present bridge was erected in 1911. Of concrete, the bridge displays 4 upright pillars with pyramidal caps on each side supporting a parapet with a series of trefoil headed openings. Bears inscription 'Llanwnda + Fishguard North Parish. Erected 1911.' The road is now diverted away from the bridge. Drawing no. F0036-101.



No.	Revisions	Chkd	Date
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Title	ROUTE PLAN OF RISING MAIN (SHEET 2)		



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Scheme	FISHGUARD & GOODWICK WASTE WATER DISPOSAL PROJECT		
Title	ROUTE PLAN OF RISING MAIN (SHEET 1)		

APPENDIX 4.1 Portion of 'The Parish of Llanwnda', Tithe map and apportionment, 1843, showing former coastline.

