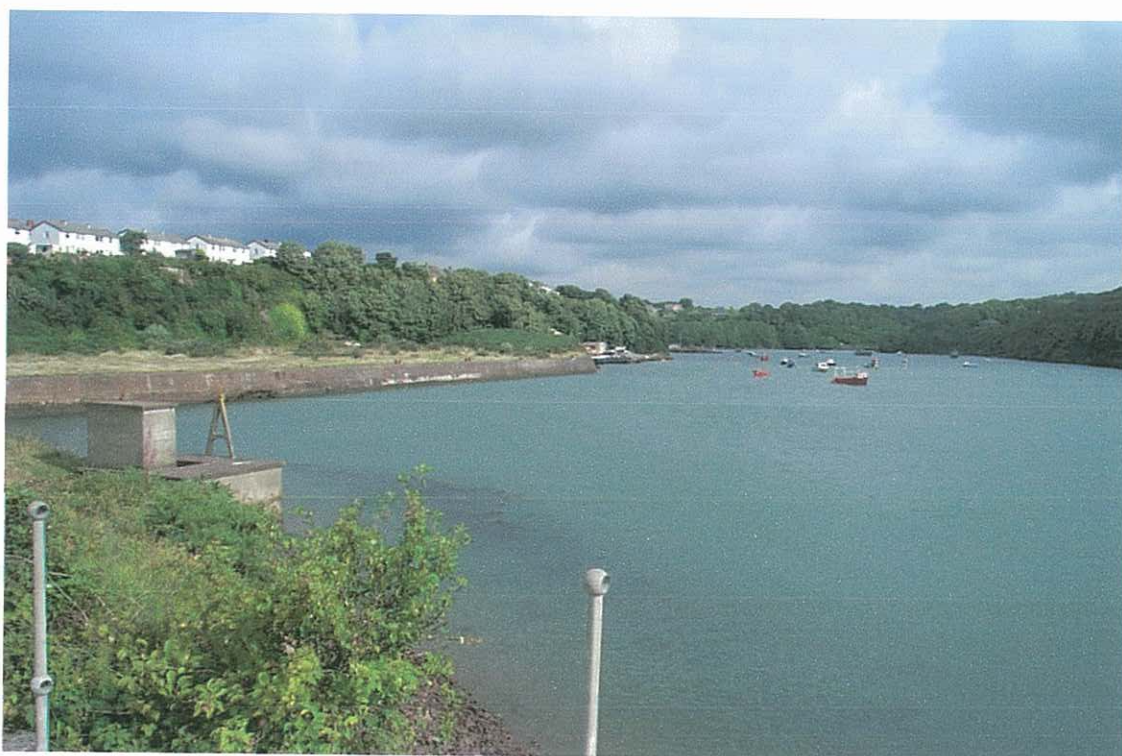


CASTLE PILL, MILFORD HAVEN

ARCHAEOLOGICAL DESK-BASED ASSESSMENT



Report No. 2001/48

Report Prepared for:
I.G. HARMOND ASSOCIATES



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CAMBRIA ARCHAEOLOGY

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CASTLE PILL, MILFORD HAVEN
DESK-BASED ASSESSMENT

By

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SUMMARY

Proposals to redevelop a brownfield site on the lower reaches of Castle Pill, Milford Haven required an Environmental Impact Assessment (EIA). This included a review the current state of the archaeological resource and determine the likely implications of the proposals on that resource. The EIA was produced in May 1998, but it was felt that further information was required on the archaeological aspects of the site. This project addresses that issue.

There is no doubt that the proposed development site incorporates significant archaeological interests, with military buildings associated with the Royal Naval Armament Depot (RNAD) surviving on part of the site. The site also includes the remains of 19th and 20th century industrial buildings and their associated infrastructure of railways and quays. One structure of note is a swing bridge, first constructed in the mid – late 19th century to carry a railway across the mouth of the pill. It is this relatively recent, but nonetheless important, industrial and military heritage that has defined and shaped the character of the Castle Pill area.



Plate 1: view north along Castle Pill from quay PRN 34959. Note the surviving metal mooring bollards on the quay and the well wooded east bank.

1. INTRODUCTION

1.1 PROJECT PROPOSALS AND COMMISSION

There are proposals to develop the southern end of Castle Pill. An Environmental Impact Assessment prepared in support of a planning application identified many archaeological and historical interests within and close to the proposed development site. It was considered that further information regarding the '*archaeological potential of the site and the condition and significance of identified features*' was required to fully assess the likely impacts of the proposed development. I.G. Harmond Associates commissioned Cambria Archaeology Field Operations to carry out a desk-based assessment of the proposed development area to provide the extra information.

1.2 SCOPE OF THE PROJECT

This project was intended to assess the archaeological potential of the proposed development site, provide information on the condition and significance of the identified features and provide recommendations for possible mitigation measures. This was achieved through a review of previous studies in the area and a combination of desk-based research and field visits to inspect the identified features on the ground.

1.3 REPORT OUTLINE

This report describes the physical environment of the study area (Section 2) before summarising the archaeological resource (Section 3) and the likely impact of the proposed scheme on that resource (Section 4). Recommendations for possible mitigation measures, based on the results of Sections 3 and 4, are given in Section 5. All location plans (Figures 1-3) are at a scale of 1:10,000.

1.4 ABBREVIATIONS USED IN THIS REPORT

All sites recorded on the county Sites and Monuments Record are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). References to primary cartographic and documentary evidence and published sources are given in brackets, full details can be found in the bibliography.

1.5 ACKNOWLEDGEMENTS

A number of people were consulted during the course of the research for this project. In particular Cambria Archaeology would like to thank Roger Thomas of English Heritage and the staff at Milford haven Museum for enjoyable and useful discussions.

2. THE STUDY AREA

2.1 LOCATION

The proposed development site covers c.6.25ha (c.15.5 acres) of land at the southern end of Castle Pill (Fig 1: Plate 1). The site includes the lower reaches of the pill itself and the surrounding areas on both the east and west sides. Castle Pill is one of many a tidal creeks that feed the Milford Haven waterway. The pill lies within the Milford Haven entry on the *Register of Landscapes of Outstanding Historic Interest in Wales* (Cadw *et al* 1998). The proposals include a plan to impound the lower reaches of the pill to form a permanent marina, thus altering the natural cycle of flood and exposure of the mud banks along either side of the pill.

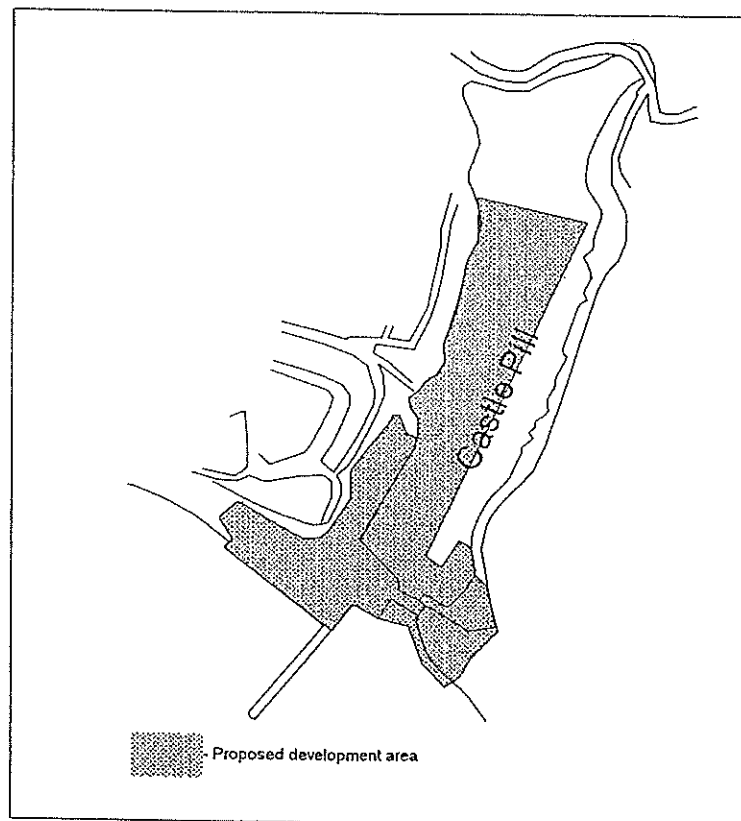


Figure 1: Location Plan showing Castle Pill and the Extent of the proposed development area.

Castle Pill is an incised valley with steep, but low wooded slopes. The west bank has been more heavily developed than the east bank, but for the most part development has been confined to the area around the mouth of the pill. The proposed development is on a brownfield site, formerly used for industrial and military purposes. The area consists of largely made ground (plate 2) which has been built up to support the various quays, the railway and the later industrial and military establishments, most notably the Royal Naval Armament Depot (RNAD) constructed in 1939.



Plate 2: eroded section behind sea wall showing the dumps of material for the made ground on the west bank of the pill. The photograph shows the landward end of the pier (PRN 34962) and is looking west across the site of the former RNAS airship station (PRN 28667).

3. SUMMARY OF THE ARCHAEOLOGICAL RESOURCE

3.1 SITES WITHIN THE PROPOSED DEVELOPMENT SITE

There are a total of twenty three known archaeological sites within the proposed development boundaries. They range in date from the late post-medieval period to the mid 20th century. Most of the sites are connected with the industrial and military activities which dominated the Castle Pill area during the 19th and 20th centuries (for an outline of the development history of the Castle Pill site see Appendix 1).

Table 1, below, outlines the sites within the proposed development area and assesses their current condition and their relative importance in local and national contexts.

The sites are assessed using a classification system that assigns each site to one of five categories for their condition and value. The categories are:

Condition

- A – Intact.
- B – Substantially intact, but with some damage or loss.
- C – Largely destroyed, but with some surviving elements.
- D – Destroyed, no above ground remains.
- E – Unknown potential, buried sites in particular.

Value

- A - National importance: Scheduled Monuments; Listed Buildings or sites worthy of consideration for Scheduling of Listing.
- B - Regional importance: sites not considered worthy of scheduling or listing, but which should be retained where possible.
- C - Local importance: sites which are considered important to an understanding of the development of a local area, or are characteristic of that particular area.
- D – Sites which are heavily damaged, or where too little remains for inclusion in a higher category.
- E – Sites of unknown potential, including buried sites, which could be subject to further assessment to determine whether or not they should be assigned to a higher category.

Using these categories it is possible to define the level of archaeological response for each individual site and for the proposed development site as a whole. In the case of the individual sites within the RNAD they have a lower individual value than their combined value as the RNAD establishment. The responses and any mitigation measures are outlined in Section 4.

PRN	TYPE	PERIOD / DATE	CONDITION	VALUE
8787	Swing bridge	19 th century	B	B
26032	Recreation building, part of RNAD	1939	B	C
26038	Latrine, part of RNAD	1939	B	C
26059	Office, part of RNAD	1939	B	C
26069	Canteen, part of RNAD	1939	B	C
26071	Store, part of RNAD	1939	B	C
26074	Weightbridge, part of RNAD	1939	B	C
26076	Guardhouse, part of RNAD	1939	B	C
26078	Office, part of RNAD	1939	B	C
26106	Fuel store, part of RNAD	1939	B	C
26108	Store, part of RNAD	1939	B	C
28667	RNAS Airship Station	1914-18	D	E
28801	RNAD Blackbridge Mine Depot	1939	A	A
34514	Railway cutting	mid 19 th century	D	D
34515	Quay	19 th century	C	D
34646	Wreck	Post-medieval	D	D
34822	Wreck	Modern	D	D
34957	Quay and wrecked barge	Modern	A	C
34958	Quay	Modern	B	D
34959	Quay	Modern	A	C
34960	Fishtrap	Unknown	C	E
34961	Quay	Modern	A	C
34962	Pier	Modern	A	C

Table 1: Sites within the proposed development site.

Table 2, below, details those sites outside the proposed development boundaries, but which may be indirectly affected by the development.

PRN	TYPE	PERIOD / DATE	CONDITION	VALUE
3170	Hillfort	Iron Age	D	E
3174	Chapel	Medieval	E	B
3175	Hillfort	Iron Age	C	A
7608	Fort	1543	D	E
23522	Dwelling	Post-medieval	E	E
26037	Emergency water source, part of RNAD	1939	B	C
26061	Office, part of RNAD	1939	B	C
26062	Latrine, part of RNAD	1939	B	C

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26072	Store, part of RNAD	1939	B	C
26079	Office, part of RNAD	1939	B	C
26102	Sunken reservoirs, part of RNAD	1939	B	C
26112	Clocking station, part of RNAD	1939	B	C
26114	Unknown, part of RNAD	1939	B	C
26115	Fuel store, for RNAD	1939	B	C
26116	Office, part of RNAD	1939	B	C
26117	Unknown, part of RNAD	1939	B	C
26118	Unknown, part of RNAD	1939	B	C
26120	Quarters, part of RNAD	1939	B	C
26121	Quarters, part of RNAD	1939	B	C
34516	Lime kiln	Post-medieval	B	A (LBII)
34517	Ford	Post-med/ Modern	A	C
34518	Ford	Post-med/ Modern	A	C
34519	Mill	Post-medieval	C	C
34520	Lime kiln	Post-medieval	C	C
34521	Mill pond	Post-medieval	C	C
34523	Vineyard	Post-medieval	E	D
34524	Lodge	Post-medieval		
34963	Well	Modern	B	D
34964	Dwelling	Post-med/ Modern	A	C
34965	Sea Wall	Post-medieval	A	C
34966	Blackbridge	Modern	A	C
34967	Quay	Post-medieval	B	B
34968	Pillbox	1940-45	A	B
34969	Dwelling	Post-medieval	C	C
34970	Quarry	Post-medieval	B	C
34971	Quarry	Post-medieval	B	C
34972	Dam	Post-medieval	C	C
34967	Quay	Post-medieval	B	B
34973	Fishtrap	Unknown	C	E
34851	Bridge foundations	Post-medieval	D	C
34955	Quay	Post-medieval	C	C
34956	Quay	1990s	A	D

Table 2: sites outside, but close to the proposed development boundaries.

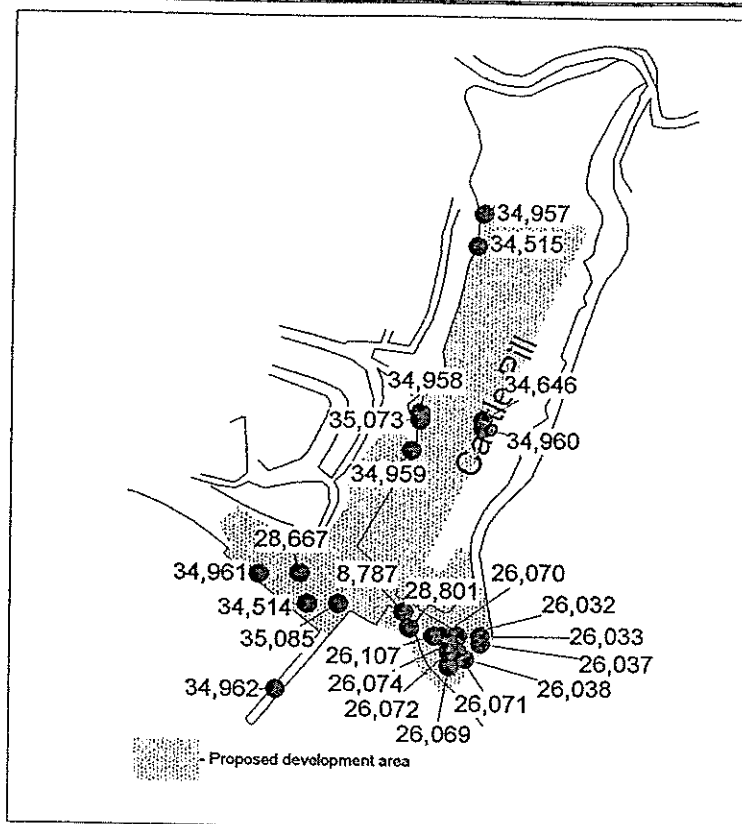


Figure 2: Location plan of archaeological sites within proposed development area.

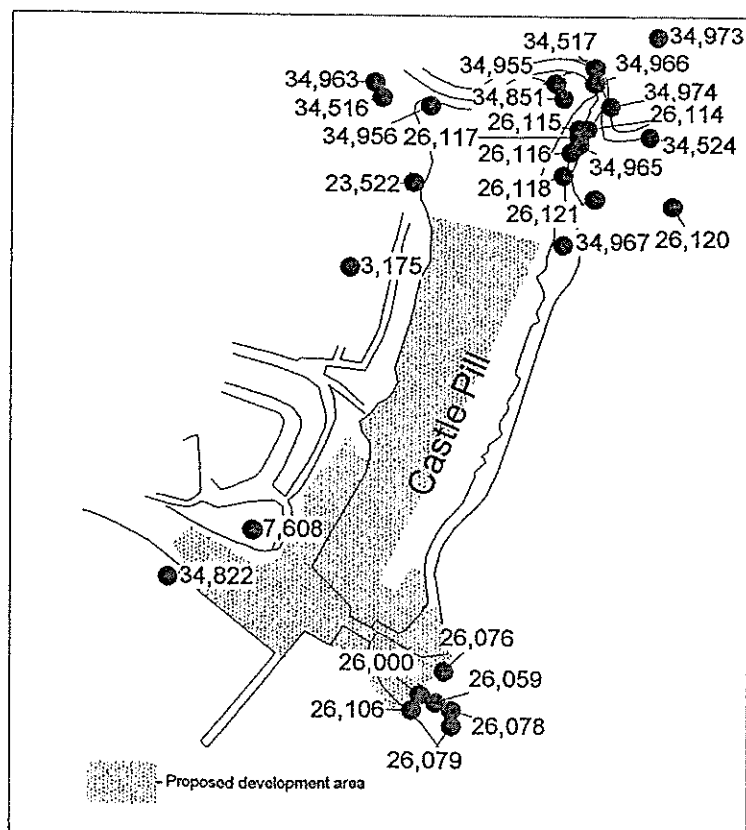


Figure 3: Location plan of archaeological sites Outside, but close to the proposed development area.

4. IMPACT OF PROPOSED SCHEME ON THE ARCHAEOLOGICAL RESOURCE

4.1 GENERAL IMPLICATIONS OF THE PROPOSED DEVELOPMENT

The nature of the development will inevitably cause some sites to be lost and others to be partially removed. Those sites that may be retained will have their settings affected by the changes in land-use and the change in the nature of the lower reaches of Castle Pill that will result from this proposed development.

The following outlines of the likely implications of the proposed development are based on the schematic details contained in the original EIA (I.G. Harmond Associates 1998, Appendix D) and on the proposed layout of the marina area at the mouth of the pill. They do not include the sites around Black Bridge as there are currently no detailed plans for any alterations that may be required for the road layout in that area.

The likely implications and impacts of the proposed development on the archaeological resource can be categorised into three main areas of concern. These are:

1. Total loss or significant damage (damage to greater than 50% of the site)
2. Partial loss or damage (damage to less than 50% of the site)
3. Site remains intact, but its setting will be affected. This category includes those sites that will be renovated.

Some sites are to be retained and renovated, and some sites may become invisible as the lower reaches of the pill are impounded. These latter sites are not technically being totally lost, but they are included in Category 1. The following tables list the sites within the proposed development site using the three categories.

PRN
26038
26059
26069
26071
26074
26076
26078
34514
34646
34822
34851
34960
34973

Table 3: Category 1
Sites likely to be lost.

PRN
28667

Table 4: Category 2
Sites liable to partial loss.

PRN
8787
34515
34955
34956
34957
34958
34959
34961
34962
34967

Table 5: Category 3
Sites to remain intact, some renovation.



***Plate 3:** Swing bridge PRN 8787. The bridge is likely to be renovated during the proposed development. The current bridge, probably built in 1939, replaced the original 19th century swing bridge.*



***Plate 4:** Ward's Yard Pier (PRN 34962). A view north along the pier, constructed during the 1930s, showing the ghosts of the railway lines that once took the scrap metal away from the ships being dismantled along either side of the pier. Several photographs held in the Milford Haven Museum show the pier under construction.*

5. MITIGATION MEASURES

5.1 SUGGESTED METHOD FOR DEFINING MITIGATION

The following mitigation measures are suggestions only. The regional archaeological curator, in consultation with the Local Planning Authority, will make all final decisions regarding the future of the archaeological resource of the site. However, the measures suggested below are considered to be an appropriate response to the threats posed by the proposed development. The categories used to assess the archaeological sites in section 3 will form the basis for the following responses. It is worth re-emphasising here the criteria for assigning a site a particular value and therefore the suggested archaeological response. The suggested response is shown in bold type.

- A - National importance: Scheduled Monuments; Listed Buildings or sites worthy of consideration for Scheduling of Listing. **There will be a presumption in favour of preservation *in situ* for Category A sites.**
- B - Regional importance: sites not considered worthy of scheduling or listing, but which should be retained where possible. **There will be a presumption in favour of preservation *in situ* for Category B sites. If this is not practical then these sites should be subject to full and adequate archaeological recording.**
- C - Local importance: sites which are considered important to an understanding of the development of a local area, or are characteristic of that particular area. **If preservation *in situ* is not possible for these sites, then they should be subject to adequate archaeological recording prior to and during removal.**
- D - Sites which are heavily damaged, or where too little remains for inclusion in a higher category. **These sites should be subject to adequate recording during removal.**
- E - Sites of unknown potential, including buried sites, which **may be subject to further assessment to enable them to be assigned to a higher category.**

5.2 MITIGATION MEASURES

Using the criteria set out above it is possible to devise a programme of archaeological works to be carried out prior to and during construction. The programme is divided into pre-construction recording and assessment and an archaeological watching brief carried out during the construction.

The pre-construction works are aimed at providing further information on the area of the former airship station (PRN 28667), in order to identify, if possible, any surviving remains associated with the station. These pre-construction works will also produce a structural record of the buildings of the former RNAD prior to their demolition.

An archaeological watching brief should be maintained on all significant clearance and excavation works to record any traces of former buildings, services and railways that are currently covered in vegetation or buried on the site. This will also provide evidence on the deposits that constitute the made ground on which the site stands. It may also provide evidence, in the form of stray shot, for the Civil War battle for Pill Fort.

5.3 PRE-CONSTRUCTION RECORDING AND ASSESSMENT

Table 6 shows the suggested tasks required before construction commences.

PRN	CONDITION	VALUE	MITIGATION MEASURES
8787	B	B	Record structural, mechanical and electrical details prior to and during renovation works.
26032	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26038	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26059	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26069	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26071	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26074	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26076	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26078	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26106	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
26108	B	C	Record standing building prior to and during demolition. Recording should be carried out to Level 2 as defined in RCHME 1990.
28667	D	E	Topographical survey of the site. The survey results can be checked against surviving plans of the station held in the Public Records Office, London, to identify any surviving elements of the airship station.
28801	A	A	Record individual buildings within former RNAD establishment prior to and during demolition.
34514	D	D	Record current form and survival of rails and other structures during topographical survey of PRN 28667.

Table 6: sites requiring pre-construction recording or further assessment.

5.4 WORKS TO BE UNDERTAKEN DURING CONSTRUCTION

An archaeological watching brief and recording should be carried out during construction works to record certain structures prior to and during renovation works and to record any archaeological interests exposed during construction. The following table identifies those sites that should be covered by a watching brief.

PRN	CONDITION	VALUE	MITIGATION MEASURES
34515	C	D	Record structure during construction works.
34646	D	D	Photographic record prior to the impounding of Castle Pill.
34822	D	D	Photographic record prior to the impounding of Castle Pill.
34957	A	C	Record quay and barge structures and any associated surfaces or structures during any disturbance works.
34958	B	D	Record quay structure and any associated surfaces or structures during any disturbance works.
34959	A	C	Record quay structure and any associated surfaces or structures during construction works.
34960	C	E	Photographic record prior to the impounding of Castle Pill
34961	A	C	Record quay structure and any associated surfaces or structures during construction works.
34962	A	C	Record pier structure and any associated features or structures during construction works.

Table 7: those sites requiring recording during an archaeological watching brief.



Plate 5: General view west across site of former airship station (PRN 28667) showing the surviving lengths of the 19th century railway lines.

APPENDIX ONE: HISTORY OF THE SITE

THE LANDSCAPE OF THE PROPOSED DEVELOPMENT SITE

The historic landscape of the development site is both special and peculiar. It is a landscape that retains many elements of its recent military history, with vivid reminders of the role that Milford Haven, including Castle Pill, played in the global conflicts of the 20th century. Recent developments in archaeology have led to an increased awareness of the importance of the relatively recent military remains of the 1914–1918 and 1939–1945 wars and their place in the landscape. In this case these remains very much define the character of the proposed development site, although, the Castle Pill area has been important since the prehistoric period.

CASTLE PILL IN PREHISTORY

The amount of prehistoric sites and finds from the Milford Haven area are testimony to the extent of settlement and exploitation during the prehistoric period. Evidence is most abundant for the later prehistoric period with many hillforts and enclosures surviving on both sides of the Milford Haven waterway. The sheer number of such sites clearly indicates a well settled and organised landscape in the later prehistoric periods. Small defended enclosures were common throughout southwest Wales, and the two hillforts that stood on the west bank of Castle Pill (PRNs 3170 and 3175) fit into this category.

There is no doubt that the pill played an important role as a shipping place during the prehistoric period, as well as providing a good defensive position.

THE MEDIEVAL PERIOD: A FOCUS OF POWER

Much of the information for this section was supplied by Neil Ludlow from his research notes for the forthcoming report on Pill Priory (Ludlow *et al*, forthcoming).

Castle Pill was the site of the manorial centre for the Manor of Pill, part of the larger ‘Manor of Pill and Roch *alias* le Wood’, which formed the core of the Barony of Roch. The barony had been created, and acquired by the Roches, at some period between 1100 and 1130, and all modern sources agree that the founder of the Roche dynasty was one ‘Godebert the Fleming’ (Ludlow *pers comm*).

The Manor of Pill was a large and important holding, which included the modern town of Milford Haven and the site of Pill Priory to the northwest. Castle Pill takes its name from an earthwork at its head (of unknown nature, possibly a motte-and-bailey), as early as 1392 (Charles 1992, 653; Owen 1914, 445-6). The earthwork may therefore represent an early caput, which may have been relocated by 1577.

When the Roche family line was considered extinct in c.1383, the Manor of Pill and Roch reverted to the crown and was granted briefly to Margaret of Clarendon, the grand-daughter of an earlier Thomas de la Roche (d.1324) but was in c.1384 parcelled between the descendants of Thomas’s three other daughters, namely Warin the Archdeacon, Robert Verney and Eleanor his wife. The division was successfully disputed by a further co-heir David Fleming who, by 1392, was paying rents on both

'the portion of Thomas de Roche' including the mill at Castle Pill, and also on the portions of Warin Archdeacon and Robert Verney. The manors of Roch and Pill remained in crown reversion. In 1414 Henry Wogan enjoyed two-thirds of the manors from Henry V (Griffiths, R. A., 1972 *The Principality of Wales in the Later Middle Ages: The Structure and Personnel of Government*, 1. *South Wales, 1277-1536*, 130) but in 1415 they were granted by Henry V to his captain Roland Leynthale (Calendar of Patent Rolls, Henry V, Vol. I, AD 1413-1416 (1910), 288). In 1448 they were granted by Henry VI to his sergeant Thomas Parker, esquire, 'for life' (Owen, 1911, 28). In 1453-4 Parker collected rents within the 'Manor of Roche and Pulle' amounting to £22 15s 10d including 36s arrears (Pritchard op. cit., 134); 'no courts were held there this year'. At his death in 1471 William Herbert, Earl of Pembroke, held 'the castle manor and lordship of Roche and Pyll in S. Wales, formerly (held by) Thomas Parker de la Forde, Arm'. (Owen 1897, 378n.).

Thomas de la Roche, who died c.1383, appears to have had heiresses of his own, the sisters Ellen who married Edward Lord Ferrers, the ancestor of the Devereux of Lamphey, Earls of Essex, and Elizabeth who married Sir George Longueville of Wolverton, Bucks. who died in 1457, who made a claim to the rights of the manor (Barnwell 1865, 233; Owen 1897, 303n).

THE POST-MEDIEVAL DEVELOPMENT OF CASTLE PILL

The claim of Thomas de la Roche's descendents to a portion of the Barony had been implemented by the late 16th century when Roch is recorded as held by Henry Longueville (Owen 1903, 43-4), Llangwm by Ferrers and Longueville, and Burton by Ferrers, Longueville, Price and Barlow (Owen 1897, 522-3). However, the succession was contested by descendants of David Fleming and in c.1510 Christopher Fleming, Baron of Slane, had complained to the Chancery Court that 'deeds relating the Manors of Pill, Burton and Hodgoston' (Pembs.) were being 'detained'. The Verney's daughter Isabel (d.1413) married into the Perrot family of Haroldston (Griffiths op. cit., 252).

Eventually Roger Barlow appears as the owner of the whole of the property. He was succeeded in 1554 by his son John, twice-sheriff of Pembrokeshire, whose *Inquisition post mortem* of October 1613 (Slebech No. 479) provides a full list of the members of the secular Manor of Pill (see Appendix III). The nucleus comprised '*The manor of Castle Pill, alias Pill, containing in demesne 2 carucates of land and 30 acres in Castle Pill, a corn mill, 3 messuages and 3 carucates and 2 bovates of land, 3 cottages in Great Pill, and the site of the priory of Pill, lately dissolved, and certain acres of land thereto belonging, situate in Steynton, and a corn mill called le Priory mill in Steynton*'.

The *Inquisition post mortem* of John Barlow in 1613 - provides a full list of the members of the manor which included '*The manor of Castle Pill, alias Pill, containing in demesne 2 carucates of land and 30 acres in Castle Pill, a corn mill, 3 messuages and 3 carucates and 2 bovates of land...*' (Slebech No. 479) as well as land and properties in Steynton (Green 1913, 131-7).

The Welsh Port Books reveal that Castle Pill was an important shipping place during the 16th century, with a number of ships recorded as being 'of Pyll or of Pill' (Lewis

1927). The development of the various quays in Castle Pill during the later 19th and early 20th centuries may have reused earlier, medieval and post-medieval quays or landing places. There must also have been landing places associated with the hillforts on the west bank of the pill.

INDUSTRIAL DEVELOPMENT

As noted above, it is very much the industrial and military activities of the recent past that characterises and defines the Castle Pill site. This is further reflected in Table 1, which shows that of the twenty seven known sites within the proposed development boundaries twenty five are 19th century or later. The two sites that may be earlier than the 19th century are the remains of wooden fishtraps (PRNs 34960 and 34973) positioned close to the edge of the main channel in the pill.

The first major industrial development in the Castle Pill area combined the industrial and the military with a Naval shipbuilding yard at Milford Haven established during the late 18th century. It is considered likely that the man responsible for the shipbuilding programme, Jean Louise Barralier, was also responsible for the gridded layout of Milford Haven town (Murphy and Allen 1998, 11). The shipbuilding was mainly centred on Hubberston Pill, in the area that was developed into Milford Haven Docks, rather than on Castle Pill, although there was some small-scale shipbuilding on the west bank of the pill during the 19th century.

The biggest factor in the industrialisation of Castle Pill was the construction of a railway (PRN 34525) across the mouth of the pill in the mid 19th century. The railway ran from Milford haven to a pier located a short distance to the southeast of Castle Pill. The railway was carried across the pill on a steel and concrete swing bridge (PRN 8787 – plate 3). Construction on the original bridge was started in the late 1860s, but trouble stabilising the west bridge pier prevented the bridge opening until 1872 (McKay n.d., 1 - 2). A photograph of unknown date, shows the original bridge as an open steel lattice-work bridge which was swung open on a steel and wooden pier on the west bank of the pill (McKay n.d., 1 - 2). The present bridge is a closed steel construction and swings on a concrete pier on the east bank. This change is probably connected with the construction of the Royal Naval Armaments Depot on the east bank of the pill in 1939.

Industrial development and expansion really began at Milford Haven in the last years of the 19th century, and by the time the second edition Ordnance Survey maps had been published in 1908 a number of industrial buildings, railway sidings and quays had been built on the west bank of Castle Pill. Also at this time the settlement at Pill itself began to expand in order to house the increased workforce of the area. The concrete pier (PRN 34962) was constructed during the mid 20th century. The nature of development on Castle Pill changed in the 20th century, as it was, in common with the rest of the Haven, by this time becoming increasingly military in character with the establishment of various Naval installations. However, the main industry of the pill during the 20th century was Ward's Yard, which was a breaking yard for ships, including many vessels. A remarkable series of photographs, held in the collections of Milford haven Museum, taken during the inter-war period shows many naval vessels, including large battleships being dismantled. Later photographs show submarines

being dismantled. A crane used for dismantling the ships and loading the railway trucks used to run on rails along the pier.

MILITARY ESTABLISHMENT AND DEFENCE OF THE HAVEN

The construction of defences on Castle Pill began in post-medieval periods and again during the 19th and 20th centuries, culminating in the military installations of WWI and WWII. The military defence of Milford Haven has been an important issue since the early 16th century when Thomas Cromwell drew attention to the need to defend Milford Haven in 1539. This resulted in the construction of the East and West Blockhouses at Angle and Dale to guard the entrance to the Haven (Murphy and Allen 1998, 6; Brice 1990, 78).

During the Civil War the Haven was again subject to a programme of defensive building. At this time Castle Pill was defended by a fort, Pill Fort (PRN 7608), which was built in 1643 within the Iron Age hillfort (PRN 3170) at the mouth of the pill. Pill Fort had 18 guns and was garrisoned by 300 men. It was attacked and eventually captured by Parliamentary forces that had set up their guns on the opposite (east) bank of the pill (Murphy and Allen 1998, 8). A single rampart from Pill Fort survived into the 1970s, until it was built over (Roger Thomas *pers. comm.*)

An intense programme of construction during the 18th century resulted in a major increase in the number of defence installations around the Haven, but Castle Pill was not included. The next military construction on the pill was the establishment of the Royal Naval Air Service airship station (PRN 28667) on the west bank of the pill during WWI. The site was occupied by industrial buildings from at least 1906, so it may be that the airship station adapted some of the buildings for military use. One of the buildings shown on the OS 2nd edition map of 1906 was a long shed, which was aligned parallel to the Cleddau, and which may have been suitable for housing airships. Today only concrete and brick bases remain of the buildings that once stood there, so it is not possible without further survey and recording to positively identify and surviving features from the airship station.

In 1934 the Admiralty obtained land on the east bank of the pill, as well as the railway over Castle Pill, in order to establish a Royal Naval Armament Depot there (McKay 1992, 74). The depot opened in 1939. It is probable that the original swing bridge was replaced at this time and the bridge swinging mechanism rebuilt on the east bank, in order to bring it under direct control from the depot. Most of the swinging mechanism survives, including the chain drive for swinging the bridge and the electric cables that ran from the control building to the bridge. The control building and nearly all of the other buildings from the depot survive in good condition, although most have had their doors and windows broken or removed. The depot closed in 1991.

The site of the former airship station was used by the American forces during the 1940s.

APPENDIX TWO: GAZETTEER OF SITES WITHIN THE PROPOSED DEVELOPMENT SITE

Most of the following descriptions are based on the Coastal Survey 1997-98: Lower Milford Haven, Pembrokeshire (Murphy and Allen 1997), the notes in the SMR by Roger Thomas and the Survey of the 19th and 20th century military buildings of Pembrokeshire (Thomas 1994).

PRN 6895
NGR SM912054
NAME OLD CASTLE HOUSE
TYPE DWELLING
PERIOD POST-MEDIEVAL?
DESCRIPTION

PRN 8787
NGR SM91350537
NAME CASTLE PILL RAILWAY BRIDGE
TYPE BRIDGE
PERIOD Post-medieval
DESCRIPTION

Original steel swing bridge constructed to carry the railway (PRN 34525) across the mouth of Castle Pill. This bridge was replaced in 1939? When the area on the east bank of the pill became the RNAD. There are substantial timber stages on both existing bridge piers, which may be survivals from this original bridge.

PRN 26032
NGR SM91420535
NAME RNAD MILFORD HAVEN
TYPE RECREATION BUILDING
PERIOD Modern
DESCRIPTION

A darts hut built in c.1950 as part of the RNAD, now demolished.

PRN 26033
NGR SM91450535
NAME RNAD MILFORD HAVEN
TYPE RECREATION BUILDING
PERIOD Modern
DESCRIPTION

Table tennis hut built c.1950 as part of the RNAD, now demolished.

PRN 26037
NGR SM91450534
NAME RNAD MILFORD HAVEN
TYPE EMERGENCY WATER SUPPLY
PERIOD Modern

DESCRIPTION

An irregular pyramidal plan? A low brick wall, open water tank. Built c.1950 as part of the RNAD and is now disused.

PRN 26038
NGR SM91430532
NAME RNAD MILFORD HAVEN
TYPE LATRINE
PERIOD Modern

DESCRIPTION

Three buildings shown on the Milford Haven RM Mine Depot layout plan drawing No.1/50. The garage latrine was building No.40 and for men the men's canteen latrine was building No.39 and the women's was building No. 61. They were rectangular single storey brick buildings.

PRN 26069
NGR SM91410531
NAME RNAD MILFORD HAVEN
TYPE CANTEEN
PERIOD Modern

DESCRIPTION

A large single storey brick building built in 1939 as part of the RNAD. It has a 'T' shaped plan and a gabled slate roof and was used as a canteen.

PRN 26070
NGR SM91400535
NAME RNAD MILFORD HAVEN
TYPE RECREATION BUILDING
PERIOD Modern

DESCRIPTION

Building used as a recreation room built in 1939 as part of the RNAD.

PRN 26071
NGR SM91420533
NAME RNAD MILFORD HAVEN
TYPE STORE
PERIOD Modern

DESCRIPTION

Used as a vegetable store.

PRN 26072
NGR SM91410533
NAME RNAD MILFORD HAVEN
TYPE STORE
PERIOD Modern

DESCRIPTION

Used as a potato store.

PRN 26074
NGR SM91410534
NAME RNAD MILFORD HAVEN
TYPE WEIGHBRIDGE
PERIOD Modern

DESCRIPTION

A weighbridge built in 1939 as part of the RNAD.

PRN 26107
NGR SM91390535
NAME RNAD MILFORD HAVEN
TYPE OFFICE
PERIOD Modern

DESCRIPTION

A single storey building forming the northern range of the Works Department compound. It was built in 1939 as part of the RNAD and used as the foreman of works' office. It is now disused.

PRN 28667
NGR SM91220543
NAME MARINE OPERATIONS (BALLOON) STATION NO9
TYPE AIRSHIP STATION
PERIOD Modern

DESCRIPTION

1914-18 Airship Station/Balloon Base now demolished. It consisted of two balloon sheds, a motor transport shed and technical store or office, latrines and water tanks. Accommodation was provided at the Pier Hotel for officers and in a disused shipwrights workshop for other staff.

PRN 28801
NGR SM91360536
NAME RNAD MILFORD HAVEN
TYPE MINE DEPOT
PERIOD Modern

DESCRIPTION

A mine depot used from 1934 to 1989 consisting of a manufacturing complex jetty and nine underground magazines.

PRN 34514
NGR SM91230539
NAME SCOTCH BAY
TYPE RAILWAY CUTTING
PERIOD Post-medieval

DESCRIPTION

A linear cutting identified from 2nd Edition OS map (1906), possibly to accomodate tramline to the spur at the mouth of Castle Pill. A short length of this cutting seems to exist running down a steep very overgrown slope.

PRN 34646
NGR SM91450563
NAME CASTLE PILL
TYPE WRECK
PERIOD Modern

DESCRIPTION

At least two wrecks were identified from aerial photographs taken in 1946. No evidence of the wrecks within the channel.

PRN 34957
NGR SM91440590
NAME CASTLE PILL
TYPE QUAY; WRECK
PERIOD Modern

DESCRIPTION

Barge encased in concrete with protruding iron mooring posts. The prow of the barge was pointing into channel and it has been used as a quay. This barge was a WWII supply barge used for landing on beaches (Roger Thomas *pers. comm.*).

PRN 34958
NGR SM91370564
NAME CASTLE PILL
TYPE QUAY
PERIOD Modern

DESCRIPTION

A modern quay constructed from concrete.

PRN 34959
NGR SM91360559
NAME CASTLE PILL
TYPE QUAY
PERIOD Modern

DESCRIPTION

A modern concrete built quay, approximately 130m long. Iron mooring bollards survive on the quayside. All the buildings associated with the quay and the later industrial buildings have been demolished, although some concrete and brick remains of the buildings and short lengths of railway tracks survive.

PRN 34960
NGR SM91450562
NAME CASTLE PILL
TYPE FISH TRAP
PERIOD Post-medieval?;Modern?

SITE STATUS

DESCRIPTION

Numerous roundwood uprights, average diameter 0.03m, visible along the edge of the present channel during low tide. The uprights form distinct rows (single and doubles) and in some cases V-shaped arrangements. One row can be traced across the width of the channel. The uprights probably represent the remains of wooden putchers and putts.

PRN 35073
NGR SM91370563
NAME CASTLE PILL
TYPE WRECK
PERIOD Modern

DESCRIPTION

A modern wreck visible at the high water mark.

PRN 35085
NGR SM91270539
NAME MILFORD HAVEN
TYPE MILITARY BASE
PERIOD Modern

DESCRIPTION

Roger Thomas identified this United States Naval Advanced Amphibious Base RT184. All buildings have been demolished.

APPENDIX THREE: GAZETTEER OF SITES OUTSIDE, BUT CLOSE TO THE PROPOSED DEVELOPMENT SITE

Most of the following descriptions are based on the Coastal Survey 1997-98: Lower Milford Haven, Pembrokeshire (Murphy and Allen 1997), the notes in the SMR by Roger Thomas and the Survey of the 19th and 20th century military buildings of Pembrokeshire (Thomas 1994).

PRN 3170
NGR SM91200548
NAME OLD CASTLE
TYPE HILLFORT?;FORT?
PERIOD Iron Age

DESCRIPTION

The site appears to be completely built over.

PRN 3175
NGR SM91340585
NAME PILL RATH
TYPE HILLFORT
PERIOD Iron Age

PRN 23522
NGR SM91420596
NAME CELLARS THE
TYPE DWELLING
PERIOD Post-medieval
SITE STATUS LB2

Heavily restored cottage. The original external features are difficult to identify.

PRN 26000
NGR SM91430530
NAME RNAD MILFORD HAVEN
TYPE WORKSHOP
PERIOD Modern

DESCRIPTION

Rectangular seven bayed single storey building consisting of a corrugated asbestos clad pitched gable roof on steel trusses. It was built in 1939 as a motor transport workshop and garage.

PRN 26059
NGR SM91450529
NAME RNAD MILFORD HAVEN
TYPE OFFICE
PERIOD Modern

DESCRIPTION

A curved asbestos hut with two ventilators in the roof. The end walls are of brick with two six light windows. There is a porched entrance in the north wall. It was built in 1939 and is now disused.

PRN 26076
NGR SM91460533
NAME RNAD MILFORD HAVEN
TYPE GUARDHOUSE
PERIOD Modern

DESCRIPTION

An L-shaped single storey brick building with a hipped slate roof with central brick stack. There are two projecting bay windows in the north wall the main door is in the east wall but there is also a door in the projecting rear range.

PRN 26078
NGR SM91470528
NAME RNAD MILFORD HAVEN
TYPE OFFICE
PERIOD Modern

DESCRIPTION

A rectangular two storey building built in 1939. It has nine by three bays and is built of brick with a hipped slate roof with gables. The main entrance occupies the central 5th bay of the west elevation.

PRN 26079
NGR SM91470526
NAME RNAD MILFORD HAVEN
TYPE OFFICE
PERIOD Modern

DESCRIPTION

A rectangular eleven by six bay BCF prefabricated reinforced concrete hut. It has brick porched doorways in west and east elevations. It has a felt covered, gently pitched concrete roof. It was built in 1939 and used as an office by the inspection d

PRN 26106
NGR SM91420528
NAME RNAD MILFORD HAVEN
TYPE FUEL STORE
PERIOD Modern

SITE STATUS

DESCRIPTION

An open fronted steel framed structure clad in corrugated sheeting forming a shelter to protect two petrol pumps. It was built in 1939 and is now disused.

PRN 26114
NGR SM91640603
NAME RNAD MILFORD HAVEN
TYPE UNKNOWN
PERIOD Modern

DESCRIPTION

A rectangular single storey brick building with a flat concrete roof and door in the east wall. It was built in 1939 and is now disused.

PRN 26115
NGR SM91630603
NAME RNAD MILFORD HAVEN
TYPE FUEL STORE
PERIOD Modern

DESCRIPTION

A rectangular brick walled enclosure surmounted by a diesel fuel oil tank. It was constructed c.1939 used as a fuel storage tank and is now disused.

PRN 26116
NGR SM91620600
NAME RNAD MILFORD HAVEN
TYPE OFFICE
PERIOD Modern

DESCRIPTION

A two storey three bay cement rendered house converted in 1939 from the former Chaplin's house on the Castle Hall estate. It is L-shaped and has a slate gabled roof. It is now disused.

PRN 26117
NGR SM91630602
NAME RNAD MILFORD HAVEN
TYPE UNKNOWN
PERIOD Modern

DESCRIPTION

A single storey corrugated zinc sheeting hut constructed c.1939 and now disused.

PRN 26118
NGR SM91610597
NAME RNAD MILFORD HAVEN
TYPE BUILDING
PERIOD Modern

DESCRIPTION

Two interlinked rectangular single storey huts. The southern hut is stepped up due to the incline of the site. They were constructed c.1950 and are now disused.

PRN 26120
NGR SM91750593
NAME RNAD MILFORD HAVEN;CASTLE HALL ROAD
TYPE QUARTERS-MARRIED
PERIOD Modern

DESCRIPTION

Married quarters in very good condition.

PRN 26121
NGR SM91650594
NAME RNAD MILFORD HAVEN;CASTLE HALL ROAD
TYPE QUARTERS-MARRIED
PERIOD Modern
DESCRIPTION
Married quarters in very good condition.

PRN 34515
NGR SM91430587
NAME CASTLE PILL
TYPE QUAY
PERIOD Post-medieval?
DESCRIPTION
Quay identified from 1st Edition OS map. All traces of the quay have gone except for a short length of stone wall at the extreme north end.

PRN 34516
NGR SM91380607
NAME CASTLE PILL
TYPE LIME KILN
PERIOD Post-medieval
DESCRIPTION
Lime kiln identified from 1st Edition OS. D-shaped kiln approximately 6m in diameter and 3.5m high. The kiln has opposing draw holes, one of which is beginning to collapse. Pit still partly open. Immediately adjacent-attached to the kiln are rectangular stone foundations.

PRN 34517
NGR SM91650611
NAME CASTLE PILL
TYPE FORD
PERIOD Post-medieval
DESCRIPTION
Ford identified from 1st Edition OS. No evidence of ford replaced by bridge PRN 34966.

PRN 34524
NGR SM91720602
NAME CASTLE PILL
TYPE LODGE
PERIOD Post-medieval
DESCRIPTION
Lodge identified from 1st Edition OS.

PRN 34822
NGR SM91110545
NAME SCOTCH BAY
TYPE WRECK
PERIOD Modern?;Post-medieval?

DESCRIPTION

Wooden clinker built wreck. The wreck consists of paired, softwood, mainframes 0.30m apart, and standing to up to 2.5m, with some surviving ceiling planking. All the fixings and fittings were iron. Approximately 6m of one side of the wreck is exposed. The exposed timbers are eroded and heavily weathered. Marine

PRN 34851
NGR SM91610607
NAME CASTLE PILL
TYPE BRIDGE
PERIOD Post-medieval?

DESCRIPTION

Foundations of three piers stone or concrete-covered with seaweed stand in the centre of the channel. A stone abutment, now much eroded, stands on the northern bank. A very narrow track leads from the main road down to this abutment.

PRN 34955
NGR SM91600609
NAME CASTLE PILL
TYPE QUAY
PERIOD Post-medieval?

DESCRIPTION

A stone abutment on the northern side of the pill seems to have been converted from a bridge foundation to a quay. Substantial roundwood uprights approximately 0.30m in diameter run diagonally from the foreshore out into the channel, which were presumably some form of jetty or mooring posts.

PRN 34956
NGR SM91440606
NAME CASTLE PILL
TYPE QUAY
PERIOD Modern

DESCRIPTION

Modern quay being built in 1997 for Dudley Marine.

PRN 34961
NGR SM91130544
NAME SCOTCH BAY
TYPE QUAY
PERIOD Post-medieval;Modern

DESCRIPTION

Substantial quay originally constructed of stone, as seen at both the east and west ends. The bulk of the quay has since been encased in concrete. All buildings associated with the quay appear to have been demolished, although two modern brick and concrete buildings on the site may have been associated with it.

PRN 34962
NGR SM91170523
NAME SCOTCH BAY
TYPE PIER
PERIOD Modern

DESCRIPTION

A modern concrete pier now disused.

PRN 34963
NGR SM91370609
NAME CASTLE PILL
TYPE WELL
PERIOD Modern?

DESCRIPTION

Low concrete wall built across a cleft in bedrock is all that remains of this feature more of a spring than a well.

PRN 34965
NGR SM91630601
NAME CASTLE PILL
TYPE SEA DEFENCES
PERIOD Post-medieval?

DESCRIPTION

Stone built wall surrounding dwelling PRN 26116, approximately 4m high and 50m long. Partly ornamental, castellated in sections.

PRN 34966
NGR SM91650609
NAME BLACKBRIDGE
TYPE BRIDGE
PERIOD Modern

DESCRIPTION

Blackbridge, a modern concrete bridge, with a small culvert for the river channel in the centre.

PRN 34967
NGR SM91610588
NAME CASTLE PILL
TYPE QUAY
PERIOD Post-medieval

DESCRIPTION

Stone built quay, approximately 80m long. Towards its north end a 'bay' in this quay has stone gate posts and ornamental iron work on its landward side. This bay may have been roofed over originally to form a boathouse.

PRN 34973
NGR SM91730615
NAME CASTLE PILL
TYPE FISH TRAP
PERIOD Post-medieval?;Modern?

DESCRIPTION

Various arrangements of roundwood uprights, maximum diameter 0.03m. A few V-shaped arrangements and a few rows, each comprising 3-4 uprights, were identifiable. The V configurations are positioned on the upper slopes within the pill and point towards the main channel.

PRN 34974
NGR SM91670606
NAME CASTLE PILL
TYPE UNCLIMABLE FENCE
PERIOD Post-medieval?;Modern?

DESCRIPTION

Two WWII concrete blocks part of a barbed wire entanglement defence possibly in situ. A further block is within the pill not in situ.

APPENDIX FOUR: CATALOGUE OF RESEARCH ARCHIVE

The project archive has been indexed and catalogued according to National Monument Record (NMR) categories and contains the following:

- A.** Copy of the report.
- B.** Notes from site visits. Annotated maps.
- D.** Site photographs – digital images on CD.
- I.** Draft copies of report.
- M.** Miscellaneous correspondence

There is no material for classes **C, E, F, G, H, J, K, L** and **N**.

The project archive is currently held by Cambria Archaeology Field Operations, Llandeilo, Carmarthenshire, as project number **43342**.

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**CASTLE PILL, MILFORD HAVEN
DESK-BASED ASSESSMENT**

REPORT NUMBER 2001/48

SEPTEMBER 2001

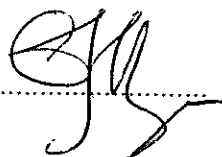
This report has been prepared by Nigel Page

Position Senior Archaeologist

Signature  Date 14/9/01

This report has been checked and approved by Gwilym Hughes on behalf of Cambria Archaeology, Dyfed Archaeological Trust Ltd.

Position Director

Signature  Date 14/9/01

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