GLASTIR ADVANCED

POST VISIT ASSESSMENT

DAT 105828

Site Name: Quay Bridge

CRN A0024515

PRN 39297	**NGR SN 3040 0971**	
REF	**UID**	

Introduction and historic background

The Dyfed Archaeological Trust (DAT) was consulted by Glastir contract manager Peter John on 20/12 /2013 regarding a number of works to be undertaken on and around quay bridge and the sea defences on Laugharne Flats. The works include the creation of stream side corridors and ditch casting to remove excess vegetation to benefit voles (Option 173), footpath way-marking (Option 530 and 532) and the repair and rebuilding of a stone culvert (0ption 678).

Management Issues

The area in question was claimed from the natural sea marshes in several phases in the post medieval period using a system of embanked sea walls and drains. There are 7 historic features recorded within the HER. The sea defences (PRN 29944 and 29946) were first constructed in 1661 by Sir Sackville Crow of Westmead as part of the first drainage scheme on Laugharne Marsh. It was superseded by the larger sea wall 29945 in the early 19th-century. The western arm of the sea defences is an embanked tramway (PRN 29943) built in 1800-1810 which carried stone from Coygan Quarry to build the northern sea wall. At the seaward end of the tram way lies the culvert and sluice gates as well as the site of a quay, a building and a slipway to give access to the sea (PRN 29947-49). A further short length of embankment (PRN 39296) known as Thomas Broadwood's Sea Wall was built across Railsgate Pill in c. 1800 at the northern

corner of the area connecting the sea defences to the former cliff line to the north.

PRN 39297 CULVERT AND SLUICE

The culvert and sluice gate lies at the end of Railsgate Pill to manage water flow as part of the system. It includes a stone built arch with stone splays to side and iron supports for the sluice gate. The arch has collapsed and it requires urgent repair and consolidation.

DAT support the scheme of works for the culvert's repair as it is essential for the long term sustainability of the structure as a functioning part of the coastal management. Whilst these works are being funded through the Option 678 Historic water feature Technical Note 677 HISTORIC- REPAIR OF MASONRY, should be consulted as it provides guidance for best practice. Of particular note where possible original stone from the culvert structure should re-used. If other stone is required this should not be taken from adjacent structures such as the slipway, quay and associated ruined building mentioned above.

PRN 29946

This section of sea wall survives as an embankment with a ditch to one side marked as 27 and 28 on the drawing provided by the contract manager. The proposed works are to clear out the ditch and to fence the stream edge.

DAT has no objection to the works being undertaken but would advise that care be taken not to damage the sea wall during operations.

PRN 29943 Tram way

This tramway was constructed in 1800-1810 by George Watkins of Broadway. It linked Coygan Quarry to the west with a small quay built at the eastern end of Railsgate Pill. One of its primary purposes may have been to transport stone to the sea wall (29945) then under construction on the Taf estuary. The tramway lies on a specially built causeway, approximately 3-4m wide. At the west end the causeway is virtually non-existent, but it increases in height to over 2m at the east end where it runs along the south side of Railsgate Pill.

The proposed works are to create a footpath along the top of the causeway using the existing surface and to install appropriate way-markers. DAT has bo objection to these works as it helps to allow access to the historic environment. When installing the posts Technical note 532 shall be followed. In particular concrete should not be used to secure posts which should held in place by the material removed to form the post hole.

Huw Pritchard
Heritage Management Archaeologist
14/01/2013