

# Dickie's Boatyard, Bangor

## Archaeological Assessment



Ymddiriedolaeth Archaeolegol Gwynedd  
Gwynedd Archaeological Trust



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## Archaeological Assessment

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Prepared for: Watkin Jones Homes

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# DICKIES BOATYARD, BANGOR

## ARCHAEOLOGICAL ASSESSMENT (G2259)

Prepared for Watkin Jones Homes, May 2012

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# DICKIES BOATYARD, BANGOR

## ARCHAEOLOGICAL ASSESSMENT (G2259)

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### **Summary**

*An archaeological assessment has been completed by the Gwynedd Archaeological Trust in advance of the development of 72 residential units and associated infrastructure at the former location of Dickie's Boatyard, Bangor, Gwynedd. The development will be divided into four residential blocks. The assessment included a walkover of the site after the main demolition work, completed in advance of development, had taken place. An intensive archaeological watching brief will be completed during foundation level groundworks (July 2012 onwards)*

*The development site was formerly a shipbuilding yard, established in 1836 from land leased by the Penrhyn Estate. A slate works was established at the southern end of the site in 1849 and both the shipbuilding yard and slate works continued to operate throughout the nineteenth century. The slate works were demolished in 1935 to accommodate improvements to Beach Road and the shipbuilding yard was succeeded by Dickie's Boatyard that remained in operation until 2011. During the twentieth century, the slipway built for the shipbuilding yard and the pier added after 1890, were replaced by a jetty and boatyard that extended over them and further into the sea. The pier was built over the existing coastline evident on historic mapping up until that date. The only remaining structures after the demolition are the jetty/boatyards, the open area within the centre of the site and a partly demolished office fronting onto Garth Road. This office is evident on the First Edition 25" Ordnance Survey Map of the site, published in 1890 and may be a structure visible on the more schematic Captain Johnson Map of 1854. It appears that the remainder of this structure will be demolished to accommodate a new access point. A possible foundation level structure was also identified towards the southern end of the site during the walkover. The foundation material was heavily disguised by existing hardcore and neighbouring demolition material, but may be a rectangular shaped structure evident at this location on the 25" Ordnance Survey historic mapping that formed part of the shipbuilding properties.*

*It is recommended that the intensive watching monitor all foundation level groundworks within the development site, including the location of the apparent foundation level structure identified during the walkover. The demolition of the red brick structure fronting Garth Road should also be recorded as well as the possible foundation level structural activity associated with the former complex of buildings at the western end of the site that faced onto or were close to the Garth Road entrance. The groundworks at the eastern end of the site could provide an opportunity to examine the landward portion of the slipway as well as the former coastline if the foundations for the residential units are deep enough.*

# 1. INTRODUCTION

Gwynedd Archaeological Trust was commissioned by **Watkin Jones Homes** to complete an archaeological assessment at the location of a 1.04ha residential/commercial development complex located at the former *Dickie's Boatyard* site in Bangor Gwynedd. The site currently comprises an irregular shaped plot of land situated at the junction of Beach Road and Garth Road at NGR **SH58507290** (Figure 1; as defined by the red zone). The site is to be redeveloped for residential and commercial uses to include infrastructure, access and the erection of 72 residential units of **Watkin Jones Homes** Drawing No. 3811-02 *Proposed Site Plan* (reproduced as Figure 12), the development will be divided into four main blocks, with associated infrastructure, including access points from Garth Road and Beach Road.

An intensive archaeological watching brief (as defined in *Standard and Guidance for Archaeological Watching Brief* (Institute for Archaeologists, 1994, rev. 2001, 2008)), will also be completed during the development groundworks (GAT report forthcoming). The information derived from the archaeological assessment will inform the watching brief with regards to the location of former slate works and ship building premises.

A mitigation brief was prepared for this scheme by Gwynedd Archaeological Planning Services (GAPS; ref. **D1352**; reproduced as [Appendix I](#)), which states that:

a programme of archaeological works to mitigate the impact of the development (is) to be undertaken following planning consent, according to guidelines set out in Welsh national planning guidance (Planning Policy Guidance Wales 2011), Welsh Office Circular 60/96 (Planning and the Historic Environment: Archaeology) and Welsh Office Circular 61/96 (Planning and the Historic Environment: Historic Buildings and Conservation Areas). The programme of works will comprise **a desk based study, a walk-over survey and a watching brief**...(This work) is to be undertaken in lieu of the proposed recording programme required as a condition of planning consent. The desk study must therefore include sufficient detail (to include historic and contemporary photographs, maps and plans) to act as a historical record of the Dickies site and to inform any future watching brief work (**D1352**: 02).

A project design was completed by GAT (April 2012), based on the requirements established in GAPS document **D1352** and is reproduced as [Appendix II](#).

The archaeological assessment has been completed as part of planning application **C09A/0410/11/LL**. The watching brief will be completed as a condition of this application.

This design will also conform to the guidelines specified in *Standard and Guidance for Archaeological Desk-based Assessment* (Institute for Archaeologists, 1994, rev. 2001, 2008).

## 1.1 Acknowledgements

Gwynedd Archaeological Trust would like to thank Constable Tapping of the *Bangor Civic Society* for the use of the images in Plates 31 and 32.

## **2. METHODS AND TECHNIQUES**

### **2.1 Definition**

A desk-based assessment is defined as “a programme of assessment of the known or potential archaeological resource within a specified area or site on land, inter-tidal zone or underwater. It consists of a collation of existing written, graphic, photographic and electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional, national or international context as appropriate” (IFA 2008, 2)

The aims of the assessment are:

- to identify and record the cultural heritage within the defined study area;
- to evaluate the importance of what has been identified;
- to recommend ways in which impact upon the cultural heritage can be avoided or minimised.

The project will develop an archaeological deposit model, which will take into account:

- The history of the site
- The potential impact of development on archaeological remains
- The potential impact of development on the setting of sites of archaeological importance

The project will be undertaken in four stages:

- Desk-based assessment
- Field visit
- Report compilation
- Project archive

### **2.2 Desk top study**

The desk-top study included the following elements:

- The regional Historic Environment Register (HER, GAT, Craig Beuno, Bangor, Gwynedd LL57 2RT)) was examined for information concerning the study area. This included an examination of the core HER, and secondary information held within the record which includes unpublished reports and the 1:2500 County Series Ordnance Survey.
- Information on Listed Buildings and Scheduled Ancient Monuments were examined within the regional HER
- Information at the archives of the University College of Wales, Bangor (Archives Department, College Road, Bangor, LL57 2DG) was also consulted.
- Information at the Gwynedd archives Caernarfon Record Office, Swyddfa'r Cyngor, Caernarfon, LL55 1SH was also consulted.
- Results from previous archaeological work within the area was also reviewed.

## 2.3 Walkover Survey

This part of the assessment involved a walkover of the study area (as defined in Figure 01) and assessing the sites identified during the desk-based study. The walkover survey was completed on 26/04/12 and the results are presented below.

The aim of the walkover survey was to:

- verify the results of the desk based assessment
- identify any further archaeological sites which may exist as above ground features
- assess the potential for the preservation of below-ground archaeology
- assess the impact upon the historic landscape
- photograph and record the present condition of all sites noted.

All upstanding structures had been fully or partly demolished prior to the start of the walkover survey.

## 2.4 Data processing and report compilation

Following completion of the stages outlined above, the subsequent report includes the following:

Non-technical summary

1. Introduction
2. Aims and purpose
3. Specification
4. Methods and techniques, including details and location of project archive
5. Archaeological Background
6. Results of assessment in the form of a gazetteer
7. Assessment of impacts
8. Proposals for mitigation (informing the subsequent watching brief)
9. Summary and conclusions
10. List of sources consulted.

Illustrations include plans of the location of the study area and archaeological sites. Historical maps, when appropriate and if copyright permissions allow, are included. Photographs of relevant sites and of the study area where appropriate are included.

### 3. ARCHAEOLOGICAL RESULTS

#### 3.1 Walkover Survey

The site of the former Dickie's boatyard was visited on 26<sup>th</sup> April 2012, and conditions were damp but suitable for inspecting the site and the entire area was walked over.

Both the red and blue zones indicated on Figure 01 were surveyed (note: only the red zone is currently being developed; the blue zone, which is also owned by *Watkin Jones Homes* but is not currently scheduled for development, was also surveyed as it formed an integral part of the twentieth century function of *Dickie's Boatyard* and was the historic location of the slipway and *Lewis' Pier* indicated on historic mapping (Figures 06 to 08)).

##### 3.1.1 Southern Boundary Wall

The original boundary wall extant on Figures 02 to 09 fronting Beach Road was demolished in 1935, along with the slate works buildings on the junction with Garth Road (cf. Figure 09). The current boundary wall (Plates 01, 02, 03 and 05) is built from irregular shaped stone; small planting areas are extant on the corner at the junction with Garth Road (Plate 05). The upstanding stone-built wall along the southeastern boundary of the site (Plate 01, 18 and 19) that until 2011 separated *Dickie's Boatyard* from the *Texaco* garage, appears to be on historic mapping from at least 1867 (Figure 05) and is visible on the First to Third Edition 25" Ordnance Survey Maps of the area (1890, 1900 and 1914 respectively; Figures 06, 07 and 08). The wall detail on Plate 19 shows a standing height of 1.80m on the development side (stands taller on the *Texaco* side) and a construct of irregular shaped stone that includes evident repair work including brick fragments and cement capping. A slate buttress is attached and this may be an addition to accommodate the construction of the garage forecourt on the other side; the buttress providing structural support within the development site.

##### 3.1.2 Garth Road

As evident from Plates 02, 07, 09, 21 and 22, there was no continuous boundary wall along Garth Road and, until 2011, a series of buildings were located here that fronted onto Garth Road; these buildings were associated with the shipbuilding industry and not the slate works. The historic mapping from 1867 to 1914 (Figures 05 to 08) shows the extent of the properties along this road; Figure 09 details a series of irregular sized commercial structures separated by gated access points and low level boundary walls. These were still partly in use by *Dickie's Boatyard*, as evident in Figure 01.

A partly demolished red-brick two story structure was still extant on site during the walkover (Plates 20 to 22); the property faces onto Garth Road and is attached to the existing terraced row of houses. The Garth Road elevation (Plates 21 and 22) measures one storey and comprises an English Garden Wall Bond brick construction, with a sash window and entrance door; a brick built parapet (also English Garden Wall Bond), disguises the roof pitch at ground level. A section of the elevation was removed as part of the site demolition in 2011 that incorporated a sign denoting *Dickie's of Bangor* along with an additional sash window a large shop front style window and two entrance points (cf. pre-demolition images supplied by *Watkin Jones Homes*; Plates 26 and 30). A gable end with a single chimney and a blocked window was also extant within the demolished portion (*ibid.*). The south facing elevation, visible on Plates 20 and 21, shows the two storey height of the structure, as well as the east-west orientated building return. The first floor of this elevation matches the ground level of the Garth Road frontage; the ground floor appears to have been an large open basement accessed by double doors (access was not possible at time of survey to confirm function

within). This elevation utilised a lower quality brick (Plate 20), also in an English Garden Wall Bond style; a narrow door with transom light and a timber framed window with a transom opening were both extant on the first floor. The roof was constructed from slate. The appearance of the building suggests it functioned as an office and a commercial space: the office occupied the first floor facing onto Garth Road and the commercial element on the ground floor facing into the yard. The building is visible as an L-shaped structure on the First to Third Editions of the 25" Ordnance Survey Maps (1890, 1900 and 1914; Figures 06 to 08) that matches the footprint extant until 2011 and also appears extant on the 1854 Captain Edward Johnson Map (Figure 04) and the 1867 Penrhyn Estate Map (Figure 05), although the detail on these maps is less clear. It appears from of **Watkin Jones Homes** Drawing No. 3811-02 *Proposed Site Plan* that the remainder of this structure will be demolished to accommodate an access point off Garth Road. The pre-demolition images supplied by **Watkin Jones Homes** (reproduced as Plates 27 and 28) detail the east-facing elevation: these images show two ground floor workshop entrances with wooden lintels, an entrance door and a first floor sash window (it is likely that the first floor transom window on the still extant elevation is a replacement for a previous sash window). A series of holes or sockets are visible in the pre-demolition images on the east-facing elevation; the function of these holes/sockets is unknown but the historic mapping details a complex grouping of structures at this location (Figures 06 to 08) including a slipway building and it is likely that the holes/sockets are associated with this complex grouping. The pre-demolition images also show two additional structures along Garth Road: a white, two-storey brick-built structure and a two-storey stone-built structure. The brick-built structure included a ground floor access and sash window and a first floor sash window on the north-facing elevation (Plate 29). The east facing elevation included a blocked door and window on the ground floor along with wall buttresses supporting the elevation, presumably after the demolition of an attached structure (the historic mapping, reproduced as Figures 06 to 08, suggest a long rectangular building was attached to the structure). A short length of boundary wall was attached to the north-facing elevation, which ran parallel to Garth Road and terminated at a Garth Road facing entrance gate (Plates 26 and 29). The stone-built structure (Plate 26) included two windows: one at ground floor and one at first floor. The structure was located opposite the entrance to Garth Hill (Plate 26) and the First to Third Edition 25" Ordnance Survey Maps (1890, 1900 and 1914 respectively; reproduced as Figures 06 to 08) details a building at this location; whereas the 1868 Penrhyn Estate Map appears to show an empty space at this location, suggesting the building was constructed between 1868 and 1890.

Based on the results of the walkover survey in this area and the historical mapping and pre-demolition images, it is recommended that the watching brief stage should allow an opportunity to examine the red-brick structure further during demolition as well as any evidence for foundation level activity associated with the complex of former buildings facing Garth Road and where the former slip way start point was located.

### 3.1.3 Dickie's Boatyard main area

The entire surface area of the site was covered in crushed hardcore material and chippings following the recent demolition and crushing of the former buildings, leaving very little evidence of the former structures on the site visible (Plates 04 to 09). A very uneven surface was created by the removal of building remains. Large piles of crushed rubble consisting of material from the former buildings were visible in the central area of the former slate works site. However, the walkover survey did identify a foundation level building footprint within this area: Plate 06 shows what appears to be the stone-built foundation of an L-shaped building visible on the First to Third Editions of the 25" Ordnance Survey Maps (1890, 1900 and 1914; Figures 06 to 08), located towards the southern end of the site. Due to the existing hardcore and demolition material the extent and composition was unclear. The watching brief stage should allow an opportunity to examine this structure further.

### 3.1.4 Dickie's Boat Storage, Jetty and Dock

The boat storage, jetty and dock area was located outside the residential development zone (outlined in red in Figure 1), and was located within the "blue zone" also owned by *Watkin Jones Homes* (Figure 1). The blue zone is not currently scheduled for residential development, but the area forms an integral part of the existing function of the site and was included in the survey.

The boat storage, jetty and dock area have replaced a former slipway and pier (aka. Lewis Pier), which are visible on the historic mapping. The slipway appears to have existed from the start of the shipbuilding business in 1836 and is visible on the 1854 Captain Edward Johnson Map (Figure 04) and an earlier undated Penrhyn Estate Map (Figure 03; interpreted as earlier due to the more limited development on the site compared to the Johnson map). The slipway is still visible on a 1:2500 map of the area produced in 1970 and it must have been replaced after the production of this map. Lewis' Pier was constructed after 1890 as the First Edition 25" Ordnance Survey Map (Figure 06) details coastline at this location; the Second and Third Editions (1900 and 1914; Figures 07 and 08) detail a pier called "Lewis's Pier" and a dock, along with a rectangular structure and improvements to Glan Dwr Road, (which formed the eastern boundary of the yard). The pier is still visible on the 1970 map and must have been replaced after 1970.

The modern jetty, which replaced the slipway, was constructed from cast concrete and extended 89.0m into the sea (Plates 13, 16 and 17); the average width was 2.0m. The portion of the yard/dock attached to the jetty (cf. Figure 01), was roughly square in shape and measured 45.0m in width and 44.0m in length. The surface was a hardcore deposit (Plate 17), with the seaward side built with sheet piling (Plate 12). It was not possible to determine the construction material used to build the yard. A concrete dock separated this yard from a larger yard to the south (Plate 12). This dock measured 15.0m in width and was constructed from cast concrete; a 16.0m long and 2.0m wide mooring projected into the sea. The larger, southern yard measured 58.0m in width and extended 85.0m into the sea (Plate 10). The surface was constructed from hardcore and it appears to have been constructed from deposited demolition material as evident in Plate 13.

No additional structural remains were evident during the walkover.

## 3.2 Archaeological and Historical Background

### 3.2.1. Prehistoric and Roman sites

A Bronze Age collared urn findspot (PRN 1973; NGR SH58357299) is located 110.0m to the northwest of the development site.

"Roman Camp" (PRN 2299; NGR SH58107290) located c.290.0m to the west of the development site, is an earthwork of unknown date. The earthworks clearly delimits two sides of a rectangular enclosure, with a raised mound in the one corner. It may be the site of the medieval castle of Bangor, or it may be an earlier, late prehistoric or Roman, settlement (Davidson, A. 2007. GAT Report **681**, 19). The site is a Scheduled Ancient Monument: **Cn073**.

No prehistoric or Roman sites are recorded within the regional Historic Environment Record within the development environs.

### 3.2.2 Medieval

The regional Historic Environment Record indicates that the development site is located c.125.0m northwest of the site of a 13<sup>th</sup> century Dominican Friary (PRN 2300; NGR SH5857278), now a former bus depot and residential area.

The precise date of the foundation of the Dominican Friary at Bangor is unknown, but it is likely to have been established close to 1251 (Longley, D., 2004 GAT Report **535**). Sometime before 1295 the friary burnt down, possibly during the war of 1282-3, and the friars of Bangor received £100 in compensation for damage during the war and that in 1293 Edward I required the Justice of Snowdon to provide the Friars Preachers of Bangor with 30 oaks from the forest of Snowdon to rebuild their church (Cal. Close Rolls, Ed. I 1293, March 4). In 1300 Bishop Anian of Bangor granted one acre of land out of the demesne land of the bishop to the Friary (Easterling, R.C. 1914 'The Friars in Wales', *Arch. Camb.* Sixth Series Vol. XIV, Part 1). In 1538 the Friary was suppressed and its property surrendered to the crown, and at the time there was thought to be only two friars in residence. The site was subsequently leased to private individuals, and was described by the Griffith's of Penrhyn as 'the old building with little glass and no lead and only two little orchards (*ibid.*). In 1557 the old Friary lands were given for the foundation of a grammar school on the site.

Following the sale of the Friar's estate in 1898 as a series of over 200 development lots (Gwynedd Archives reference XD35/24; partly reproduced as Figure 11), the area of the former Friary was developed with the provision for new roads and services. Although there was no provision for archaeological work, the excavations were investigated by Harold Hughes. He identified substantial walls, surviving to a height of up to 1.2m and several graves, including seven decorated sculptured sepulchral slabs. He interpreted the remains as a church to the south, on an east-west axis, represented by two parallel west-east walls. To the north of this stood a rectangular open space, 18.3m wide which may have been the cloister, flanked on the east and west side by ranges (Longley, D., 2004 GAT Report **535**).

A possible portion of the Friary precinct enclosure wall was identified during an archaeological assessment to the rear of the Crossville Bus Depot garage in 1992 (Ward, M. *Report on the Archaeological Assessment at the Crossville Bus Depot, Beach Road, Bangor*. Unpublished BUAU Report **1227**).

Based on the information within the 1898 Friar's Estate Sale Catalogue (Gwynedd Archives reference XD35/24; partly reproduced as Figure 11) and the identification of the possible western side of the Friary precinct wall aligned to the course of the Afon Adda during the 1992 BUAU excavation 1992 (Ward, M. *Report on the Archaeological Assessment at the Crossville Bus Depot, Beach Road, Bangor*. Unpublished BUAU Report **1227**), the foreshore portion of the estate was located to the immediate southeast of the shipbuilder's yard and slate works, outside of the current residential development area (cf. Figure 12)

### 3.2.3 Post-Medieval and Modern

The foreshore between Garth and Hiraal, shown on a Penrhyn Estate map of 1805 (Figure 2) can be shown to have been relatively undeveloped prior to 1805. The plot encompassed within the development area was originally leased from the Penrhyn Estate by an Edward Ellis in 1836 where he established a ship building yard; shortly afterwards other commercial development took place in the same area including the Bangor Slate Works and also a mineral water works (Davidson, A. 2007. GAT Report **681**, 19 & Ellis-Williams 1988, 85-96). The yard is shown on the Bangor Tithe Map of 1840 with a few buildings already present



(No. 888) as covering an area of 3 roods and 39 perches, with the occupier as one William Jones, indicating that the yard was still relatively small at this date, which was prior to any of the land reclamation.

A series of buildings are subsequently shown at this location on *Captain Edward Johnson's map of Bangor* published in 1854 (**GAS XM/Maps/2754**; reproduced as Figure 03). The yard was further developed to include a slate enamel works, a builder and contractor works and a mineral water works (Cowell, J. 1994: 60). The slate works occupied the southern portion of the site, on the northern side of Beach Road at the junction with Garth Road.

The shipyard was sold in the 1867 to T.P. Parry, who already worked another yard further south on the Hiraef foreshore. Pigot's Trade Directory for Bangor in 1868 lists Parry & Co, shipbuilders, as premises owners (Ellis-Williams 1988, 96). Slater's Directory of 1849 lists Daniel Williams and Arthur John Dodson as slate proprietors, so the slate works had opened by that date. There were three shipyards established along the waterfront including the two run by T.P. Parry after 1867 (Figure 05). Between them they built 46 coastal vessels from 1830 to 1879, and were used until the 1890s (*ibid.* 85-113). The significant quantity of surviving mapping evidence from 1805 to 1914 (Figures 02-08) shows the development of the site, with much of the building and the slipway, with the exception of the land reclamation to the east, complete by 1867. Elements of the boatbuilding yard, such as the saw pit, are shown on the 1<sup>st</sup> edition Ordnance Survey map of 1890 (Figure 06). In August 1891 the municipal authorities improved the jetty at Garth, and some land reclamation is thought to have taken place at this time (Ellis-Jones 1986, 79).

Much of the slate yard, including the west facing boundary walls and adjacent buildings were demolished in 1933-5 as part of a road widening scheme (Cowell 2006, 97). *Dickie's Boatyard* opened on the site as a boatyard and chandlery in 1924, and after the closure of the slate works *Dickie's Boatyard* took over what remained of it and became the sole occupier of the site (Ellis-Jones 1986, 89). Land reclamation on the foreshore and the development of the dock in subsequent years considerably expanded the size of the site. *Glandwr Road*, which crosses the site appears to have been a public right of way from at least the mid 19<sup>th</sup> century, crossing the foreshore prior to the land reclamation, and it remains so to this day (Figures 03-08).

The First to Third Editions of the 25" Ordnance Survey maps of the area (1890, 1900 and 1914: Figures 04 to 06, respectively) locate a complex of buildings fronting Garth Road and Beach Road, as well as a pier by 1900 on reclaimed land. A map produced in association with the 1898 Friar's Estate Sale Catalogue (Gwynedd Archives reference XD35/24; partly reproduced as Figure 11), the shipbuilder's yard and slate works are separated by a "builder's yard" that is accessed via both Beach road and Glan Dwr Road. The builder's yard includes one structure built against a boundary wall. This building is present on all three editions on the local First to Third Editions of the 25" Ordnance Survey maps, but the area described as a builder's yard in the sale catalogue is not highlighted as such in the Ordnance Survey Maps. The Third Edition map details a greater number of buildings in the builder's yard site, but, again it is unclear whether these buildings relate to the builder's yard or subsequent use as part of the shipbuilder's yard.

From an examination of the current Ordnance Survey map, it appears that *Dickie's Boatyard* utilised several of the extant 19<sup>th</sup> century boatyard buildings fronting Garth Road until their demolition in 2011. Plates 31 and 32 also show a series of interlinked boatyard sheds that were demolished in 1978, which were also used by *Dickie's*. These sheds were located within the central portion of the boatyard site and are not present on the 1914 Ordnance Survey map of the area, but are visible in a photograph from the early 1930s (reproduced as Figure 09) and are likely to have been constructed in the early twentieth century, after 1914 (Source: Bangor Civic Society; ref. BCS00038/9).

No contemporary plans for the shipbuilding yard or slate works were identified during an examination of the archives at the University College of Wales or the Caernarfon Record Office.

## 4. CONCLUSIONS

The archaeological assessment determined that the development site originated in 1836 after land was leased to an Edward Ellis by the Penrhyn Estate. Edward Ellis established a shipbuilding yard on the site that continued in operation throughout the nineteenth and early twentieth century. A slate works was established at the southern end of the site in 1849 and continued in operation until demolition in 1935 to accommodate improvements to Beach Road. *Dickie's Boatyard* opened on the site as a boatyard and chandlery in 1924 and continued in operation until 2011 when the site was levelled ahead of the current development. There is an extensive map record, detailing the evolution of the site from 1805 until 1914. During that period the establishment and expansion of the shipyard is evident from mid-nineteenth century Penrhyn Estate and Captain Johnson Maps. The 25" Ordnance Survey Maps covering the period 1890 to 1914 detail the distribution of structures throughout the yard and the development of the coastline along the eastern portion of the site: the coastline was still evident on the First Edition 25" Ordnance Survey Map of 1890, but is replaced by a pier/boatyard projecting into the sea, by 1900. This in turn was replaced by a jetty/boatyard complex during the establishment of *Dickie's Boatyard*.

In terms of the residential development, an examination of **Watkin Jones Homes** Drawing No. 3811-02 *Proposed Site Plan* (Figure 11), the development will be divided into four main blocks, with associated access. Figure 12 includes the *Watkin Jones Homes Proposed Site Plan* superimposed on the Third Edition Ordnance Survey Map and details the potential impact of the development on the location of historic structures:

- Block 1 will be positioned close to the junction of Garth Road and Beach Road and will be located within the historic location of the main slate works buildings at the southwestern end of the site;
- Block 2 will be positioned along Garth Road and will be located within the historic location of the shipyard buildings extant until 2011; the northern portion of the block is located across the site of a building associated with the former slipway; to accommodate Block 2, the remaining portion of the red brick office building will be demolished – this will be recorded during demolition.
- Block 3 will be positioned towards the centre of the site, within the historic location of a "saw pit" associated with the shipbuilding works (extant on the 1890 and 1900 25" Ordnance Survey Maps), which was succeeded by additional yard buildings (by 1914); the groundworks may expose foundation level activity. It is likely that the saw pit will have been backfilled to level the area prior to the construction of the additional buildings detailed on the Third Edition map. Any deep excavations associated with the residential development may expose the saw pit and the associate backfill material.
- Block 4 is the smallest block and will be positioned towards the northern end of the development site, within the historic location of the slipway (extant on all editions of the 25" Ordnance Survey Maps as well as the earlier *Captain Edward Johnson's map of Bangor* 1854). Any deep excavations could uncover remains associated with the slipway.

The intensive watching brief will be undertaken during the foundation level phase of the construction programme. The watching brief will be informed by the results of the archaeological assessment; the archaeological site agent will be aware of the historical location of all former buildings within the development plot and these will be compared to

any observations made on site if any historic foundations are exposed (and subsequently recorded).

It is expected that made ground will be encountered during foundations works, especially at the location of the former saw pit within Block 3 and the slipway within Block 4. The eastern development boundary does not exceed Glan Dŵr Road, which ran along the coastline and will not at present continue into the location of Lewis' Pier extant on the 1900 and 1914 25" Ordnance Survey Maps.

The northern portion of Block 3 appears to have remained as an open area on historic mapping (at least as far as the 1914 25" Ordnance Survey Third Edition). The excavation of Plots 55 to 60 at these locations may expose coastal deposits.

It is recommended that an opportunity is taken to record the partly demolished red brick structure along Garth Road (Plates 20 to 22) during further demolition and during construction of the access point, as well as any foundation level activity associated with the former structures along Garth Road and within the complex grouping of structures located at the western end of the site on the Ordnance Survey historic mapping (Figures 06 to 08). It is also recommended the watching brief examines the foundation level structural material identified during the walkover (plate 06) that appears to represent a former structure evident on historic mapping; this will be at the location between Blocks 1 and 3, detailed on **Watkin Jones Homes** Drawing No. 3811-02 *Proposed Site Plan* (Figure 11).

The residential development will not impact directly on the historic location of the Friary land (as suggested by the location defined in Figure 13). However, if any ancillary works, including access and services are located to the south or southeast of the site along Beach Road, within the area defined in green in Figure 13, it is recommended that the watching brief is extended to monitor such work.

## 5. SOURCES CONSULTED

Barber, H. and Lewis, H. 1901 *The History of Friar's School*

Captain Edward Johnson's map of Bangor 1854 (GAS XM/Maps/2754)

Cal. Close Rolls, Ed. I 1293, March 4

Cowell, J. 1994. *Bangor: A Pictorial History, Vol. I* (Llangefni)

Cowell, J. 2006. *Bangor: A Pictorial History, Vol. III* (Llangefni)

Davidson, A. 2007 Historic Towns Survey of Gwynedd: Bangor. Gwynedd Archaeological Trust report **681**. Unpublished report held by the regional Historic Environment Record.

Easterling, R.C. 1914 'The Friars in Wales', *Arch. Camb.* Sixth Series Vol. XIV, Part 1

Ellis-Jones, P. 1970. "The City of Bangor and its environs at the time of the Tithe Survey , 1840. *Transactions of the Caernarvonshire Historical Society*. Volume XXXI, 64-77.

Ellis-Jones, P. 1986 *Bangor 1883-1983; A Study in Municipal Government'*

Ellis-Williams, M. 1988. *Bangor: Port of Beaumaris. The Nineteenth Century Shipbuilders and Shipowners of Bangor*. (Caernarfon).

GAPS Mitigation Brief **D1352** (March 2012)

Gwynedd Archives reference XD35/24 1898 Friar's Estate Sale Catalogue

Longley, D., 2004 *Crosville Bus Station, Beach Road, Bangor*. Unpublished GAT report no: **535**

Ordnance Survey First Ed. 25 inch to 1 mile 1890.

Ordnance Survey Second Ed. 25 inches to 1 mile 1900.

Ordnance Survey Third Ed. 25 inches to 1 mile 1914.

Penrhyn Maps 206 *Bundle of Plans of the Garth and Hiraef Foreshore 1805-1867* (Bangor University Archives)

*Standard and Guidance for Archaeological Desk-based Assessment* (Institute for Archaeologists, 1994, rev. 2001 & 2008)

Tithe Map of the Parish of Bangor 1840 (Gwynedd Archives)

Ward, M. *Report on the Archaeological Assessment at the Crosville Bus Depot, Beach Road, Bangor*. Unpublished BUAUFU Report **1227**

Watkin Jones Homes Drawing No. 3811-02 *Proposed Site Plan* August 2009.



## **Appendix I**

### **Reproduction of GAPS mitigation brief D1352**

## DESIGN BRIEF FOR AN ARCHAEOLOGICAL ASSESSMENT

### Gwynedd Archaeological Planning Service

**Site:** Former Dickies Boatyard, Garth Road, Bangor

**Prepared for:** Watkin Jones Group

**Date:** 26<sup>th</sup> March 2012

**Planning Reference:** C09A/0410/11/LL

**National Grid Reference:** 258500, 372900

***This design brief is only valid for six months after the above date. After this period Gwynedd Archaeological Planning Service should be contacted.***

*It is recommended that the contractor appointed to carry out the archaeological assessment visits the site of the proposed development and consults the Regional Historic Environment Record (HER) for north-west Wales before completing their specification. Gwynedd Archaeological Planning Service cannot guarantee the inclusion of all relevant information in the design brief.*

Key elements specific to this design brief have been highlighted.

#### 1.0 Site Location and Description of Proposed Development

- 1.1. For the purposes of this brief the site comprises a plot of land of more than one hectare situated at the junction of Beach Road and Garth Road in Bangor, Gwynedd.
- 1.2. The site is to be redeveloped for residential and commercial uses to include infrastructure, access and the erection of 72 residential units.
- 1.3. The site has most recently been used as a boatyard which retained numerous structures which were planned to be recorded as part of this programme of archaeological work, however in the past few months the site has been cleared and reduced to ground level.

#### 2.0 Archaeological Background

- 2.1 The 13<sup>th</sup> century Dominican Friary is the earliest recorded archaeological site in close proximity to the Dickies Boatyard site.
- 2.2 The location of the medieval foreshore is not known but is thought to lie beneath the Dickies Boatyard site whilst the monastic enclosure lay on the opposite side of the road beneath the former bus depot site.
- 2.3 The development of Garth as a discrete settlement has involved modifications to the shoreline and the reclaiming of land along Beach Road, particularly during the 19<sup>th</sup> century.
- 2.4 Edward Ellis leased land from the Penrhyn Estate on the corner of Beach Road and Garth Road for the establishment of a shipbuilding yard in 1836.
- 2.5 Garth Slate Works is marked on the Ordnance Survey 1<sup>st</sup> Edition Map 1889 on the site of what becomes Dickies Boatyard.
- 2.6 Map evidence suggests that the boatyard retained at least some 19<sup>th</sup> century structures prior to demolition and clearance of the site.



2.7 The potential for below ground archaeological remains is not known.

2.8 The following documentation must be studied in relation to this project:

Davidson, A. 2007 *Historic Towns Survey of Gwynedd: Bangor*. Gwynedd Archaeological Trust report 681. Unpublished report held by the regional Historic Environment Record.

Hewitson, C. 2004 *Crosville Bus Depot, Bangor, Gwynedd: An Archaeological Evaluation*. Birmingham Archaeology, project 1227. Unpublished report held by the Historic Environment Record, Gwynedd Archaeological Trust

Longley, D. 2004 *Crosville Bus Station, Beach Road, Bangor*. Gwynedd Archaeological Trust report 535. Unpublished report held by the regional Historic Environment Record.

3.1 This is a *design brief* for a programme of archaeological works to mitigate the impact of the development to be undertaken following planning consent, according to guidelines set out in Welsh national planning guidance (*Planning Policy Guidance Wales 2011*), Welsh Office Circular 60/96 (*Planning and the Historic Environment: Archaeology*) and Welsh Office Circular 61/96 (*Planning and the Historic Environment: Historic Buildings and Conservation Areas*). The programme of works will comprise a **desk based study**, a **walk-over survey** and a **watching brief**.

3.2 This work is to be undertaken in lieu of the proposed recording programme required as a condition of planning consent. The desk study must therefore include sufficient detail (to include historic and contemporary photographs, maps and plans) to act as a historical record of the Dickies site and to inform any future watching brief work.

3.3 This *design brief* should be used by the archaeological contractor as the basis for the preparation of a detailed written archaeological *specification*. The specification must be submitted to the Gwynedd Archaeological Planning Service for approval before the work commences.

3.4 The *specification* should contain, as a minimum, the following elements:

- Non-technical summary.
- Details of the proposed works as precisely as is reasonably possible, indicating clearly on a plan their location and extent.
- A research design which sets out the site-specific objectives of the archaeological works.
- Reference to the relevant legislation.
- Health and Safety considerations.
- Monitoring procedures.
- Field methodology.
- The level and grade of all key project staff.
- A timetable for the proposed works including contingency costs (if appropriate).
- The intended method of publication.
- Archive deposition.

#### 4.0 Mitigation detail

4.0 The programme of archaeological works to **mitigate** the impact of the development will consist of a programme of **desk based study, site walk-over and watching brief**.

#### 4.1 Desk Based detail

The object of this programme of archaeological works is to make full and effective use of existing information in establishing the archaeological significance of the site. This information will support the other elements of the programme of archaeological mitigation (detailed below).

4.2 The **Desk Based Study** will involve the following areas of research:

- a) Collation and assessment of all relevant information held in the HER, including listed building records.
- b) Assessment of all available excavation report and archives including unpublished and unprocessed material affecting the site and its setting.
- c) Assessment of all available historic photographic collections.
- d) Assessment of all extant aerial photographic (AP) evidence and, where relevant, a re-plotting of archaeological and topographic information by a suitably qualified specialist at an appropriate scale. The main source of archaeological aerial photographic records is held at the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW), Aberystwyth.
- e) Assessment of records held at the RCAHMW and University College Bangor, if appropriate.
- f) Assessment of the environmental potential of the archaeological deposits through existing data or by inference.
- g) Assessment of the faunal potential of the archaeological deposits through existing data or by inference.
- h) Assessment of the artefactual potential of the archaeological deposits through existing data or by inference.
- i) Assessment of all available geotechnical information for the area including the results of test pits and boreholes.
- j) Assessment of the present topography and landuse of the area through maps and site visits.

5.1 **Historical research** will involve the following:

- a) An analysis of relevant maps and plans. Cartographic evidence is held at the County Record Offices, including Tithe Maps, Enclosure Act Plans, Estate Maps and all editions of the Ordnance Survey. Place and field-name evidence from these sources must be considered.
- b) An analysis of the historical documents (e.g. county histories, local and national journals and antiquarian sources) held in museums, libraries or other archives, in particular local history and archives library.

#### 4.4 Walk-over detail

- 4.2 The walk-over will be a limited exercise as the site has now been cleared. However, photographs should be taken to illustrate the morphology of the site, its relationship to the sea and the surrounding built environment.
- 4.3 Particular attention should be paid to areas where buildings are known to have existed as well as the coastal elements, including slipways, sea walls, etc.
- 4.4 This information should be used to inform the record and the watching brief programme.

#### 4.5 Watching brief detail

The **watching brief** will include:

- Observation on an **intensive** basis, of **all** non-archaeological excavation works within areas of known or potential archaeological deposits or remains.
- A drawn, written and photographic record of any significant archaeological details, features, structures and deposits that may be revealed **both above ground and below ground**.
- Preparation of full archive report.

- 4.16 The monitoring of works is to be undertaken in a manner that allows for the immediate cessation of development for the recording of archaeological evidence. Agreement must be reached between the archaeologist and developer in order that this is achieved.
- 4.17 Recording methodology should be in accordance with Institute for Archaeologists guidance (see general requirements below). Recording will comprise appropriate plans, elevation and photographs.
- 4.18 The archaeological contractor will ensure that sufficient resource is made available for a post-excavation programme to result in an archive report.
- 4.19 The report should specifically include the following:

- a) a copy of the design brief and agreed specification,
- b) a location plan,
- c) all located sites plotted on an appropriately scaled plan of the development,
- d) a gazetteer of all located sites, including full dimensional and descriptive detail, a full bibliography of sources consulted.

#### 5.0 General requirements

- 6.1 The archaeological recording and watching brief must be undertaken by an appropriately qualified individual or organisation, fully experienced in work of this character.
- 6.2 Details, including the name, qualifications and experience of the project director and all other key project personnel (including specialist staff) should be communicated to the Gwynedd Archaeological Planning Service and all written work attributed to an author(s).

#### 5.0 Results

- 5.1 The results must be presented in a report and should be detailed and laid out in such a way that data and supporting text are readily cross-referenced. **The HER Officer should be contacted to ensure that any sites or monuments not previously recorded in the HER are given a Primary Record Number (PRN) and that data structure is compatible with the HER.** The historical development of the site must be presented in phased maps and plans indicating clearly the outline of the site.
- 5.2 The deposit model should be presented graphically in plan and, where appropriate, in profile and at a scale that is commensurate with subsequent use as a working document.
- 5.3 Within the report an attempt should be made to indicate areas of greater or lesser archaeological significance and the sites should be ranked in level of overall archaeological importance (locally, regionally and nationally).
- 5.4 All relevant aerial photographs, re-plots and historic maps must be included and be fully referenced. Any site photographs included in the report should be appropriately captioned and clearly located on a suitably scaled site plan.
- 5.5 The report should specifically include the following:
  - e) a copy of the design brief
  - f) a location plan
  - g) all identified sites plotted on an appropriately scaled plan of the proposal site
  - h) a gazetteer of all located sites with full dimensional and descriptive detail **including grid reference and period**
  - i) an archive CD

## **6.0 General requirements**

- 6.3 The archaeological assessment and walkover survey must be undertaken by an appropriately qualified individual or organisation, fully experienced in work of this character.
- 6.4 Details, including the name, qualifications and experience of the project director and all other key project personnel (including specialist staff) should be communicated to the Gwynedd Archaeological Planning Service and all written work attributed to an author(s).
- 6.5 Contractors and subcontractors are expected to conform to the following standard professional guidelines:
  - English Heritage, 1991. *Management of Archaeological Projects (MAP2)*.
  - English Heritage, 2006. *Understanding Historic Buildings: A guide to good recording practice*.
  - English Heritage, 2006. *Management Of Research Projects in the Historic Environment (MORPHE)*.
  - The Institute for Archaeologists, 1985 (revised 2010). *Code of Conduct*.
  - The Institute for Archaeologists, 1990 (revised 2008). *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology*.

- The Institute for Archaeologists, 1994 (revised 2009) *Standard and Guidance for Archaeological Desk-Based Assessment*.
- The Institute for Archaeologists 1996 (revised 2008). *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures*.
- The Institute for Archaeologists, 1994 (revised 2008). *Standard and Guidance for Archaeological Field Evaluation*.
- The Institute for Archaeologists, 2001 (revised 2008). *Standard and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials*.
- The Institute for Archaeologists, 2008. *Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives*.
- Museum and Galleries Commission, 1994. *Standards in the Museum Care of Archaeological Collections*.
- United Kingdom Institute for Conservation, 1990. *Guidelines for the preparation of excavation archives for long-term storage*.

- 6.6 Many people in North Wales speak Welsh as their first language, and many of the archive and documentary references are in Welsh. Contractors should therefore give due consideration to their ability to understand and converse in Welsh.
- 6.7 Any changes to the specifications that the archaeological contractor may wish to make after approval by this office should be communicated to Gwynedd Archaeological Planning Service for approval.
- 6.8 The involvement of Gwynedd Archaeological Planning Service should be acknowledged in any report or publication generated by this project.
- 6.9 A full archive including plans, photographs, written material and any other material resulting from the project should be prepared in accordance with standard guidance. All plans, photographs and descriptions should be labelled, cross-referenced and lodged in an appropriate place (to be agreed with Gwynedd Archaeological Planning Service) within six months of the completion of the project.
- 6.10 Two copies of the bound report must be sent to the address below, one copy marked for the attention of the Development Control Archaeologist, the other for attention of the HER Officer, who will deposit the copy in the HER.

## **7.0 Curatorial monitoring**

- 7.1 The project will be monitored by the development control archaeologist at Gwynedd Archaeological Planning Service to ensure the fulfilment of the brief and specifications. The development control archaeologist will normally inspect site works and review the progress of excavation reports and archive preparation. The archaeological contractor must inform Gwynedd Archaeological Planning Service in writing of the proposed start dates for the project.

### **Further information**

- 8.1 This document outlines best practice expected of an archaeological assessment but cannot fully anticipate the conditions that will be encountered as work progresses. If requirements of the brief cannot be met they should only be excluded or altered after gaining written approval of the Gwynedd Archaeological Planning Service.
- 8.2 Further details or clarification of any aspects of the brief may be obtained from the Development Control Archaeologist at the address below.

### **Glossary of terms**

#### *Archaeological Contractor*

A professionally qualified individual or an organisation containing professionally qualified archaeological staff, able to offer an appropriate and satisfactory treatment of the archaeological resource, retained by the developer to carry out archaeological work either prior to the submission of a planning application or as a requirement of the planning process.

#### *Archaeological Curator*

A person, or organisation, responsible for the conservation and management of archaeological evidence by virtue of official or statutory duties. In north-west Wales the archaeological advisor to the Local Planning Authorities is the development control archaeologist, who works to the Welsh Archaeological Trust's Curators' Code of Practice.

#### *Archive*

An ordered collection of all documents and artefacts from an archaeological project, which at the conclusion of the work should be deposited at a public repository, such as the local museum.

#### *Brief*

The Association of County Archaeological Officers (1993) defines a *brief* as an outline framework of the planning and archaeological situation which has to be addressed, together with an indication of the scope of works that will be required.

#### *Historic Environment Record (HER)*

A documentary record of known sites in a given area. In north-west Wales the HER is curated by the curatorial division of the Gwynedd Archaeological Trust.

#### *Specification*

The Association of County Archaeological Officers (1993) defines a *specification* as a schedule of works outlined in sufficient detail to be quantifiable, implemented and monitored.

#### *Watching brief*

A formal programme of observation during non-archaeological excavation works in order to identify, investigate and record any archaeological remains which may be present, in accordance with the Archaeological Standards.

Ashley Batten  
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## **Appendix II**

**Reproduction of GAT project design for completion of an archaeological assessment and intensive watching brief (April 2012)**



DICKIES BOATYARD, BANGOR

PROJECT DESIGN FOR  
ARCHAEOLOGICAL ASSESSMENT  
& WATCHING BRIEF (G2259)

***Prepared for***

Watkin Jones Homes

***July 2012 (updated)***

Ymddiriedolaeth Archaeolegol Gwynedd  
Gwynedd Archaeological Trust

# DICKIES BOATYARD, BANGOR

## PROJECT DESIGN FOR ARCHAEOLOGICAL ASSESSMENT & WATCHING BRIEF (G2259)

Prepared for Watkin Jones Homes, July 2012 (updated)

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# DICKIES BOATYARD, BANGOR

## PROJECT DESIGN FOR ARCHAEOLOGICAL ASSESSMENT & WATCHING BRIEF (G2259)

Prepared for Watkin Jones Homes, July 2012 (updated)

### 1. INTRODUCTION

Gwynedd Archaeological Trust has been asked by **Watkin Jones Homes** to provide a cost and project design for completing an archaeological assessment and intensive watching brief of a 1.04ha residential/commercial development complex located at the former *Dickie's* Boatyard site in Bangor Gwynedd. The site comprises an irregular shaped plot of land situated at the junction of Beach Road and Garth Road at NGR **SH58507290** (Figure 1).

The site is to be redeveloped for residential and commercial uses to include infrastructure, access and the erection of 72 residential units.

A mitigation brief has been prepared for this scheme by Gwynedd Archaeological Planning Services (GAPS; ref. **D1352**; reproduced as [Appendix I](#)), which states that:

a programme of archaeological works to mitigate the impact of the development (is) to be undertaken following planning consent, according to guidelines set out in Welsh national planning guidance (Planning Policy Guidance Wales 2011), Welsh Office Circular 60/96 (Planning and the Historic Environment: Archaeology) and Welsh Office Circular 61/96 (Planning and the Historic Environment: Historic Buildings and Conservation Areas). The programme of works will comprise **a desk based study, a walk-over survey and a watching brief...**(This work) is to be undertaken in lieu of the proposed recording programme required as a condition of planning consent. The desk study must therefore include sufficient detail (to include historic and contemporary photographs, maps and plans) to act as a historical record of the Dickies site and to inform any future watching brief work (**D1352**: 02).

The archaeological assessment/intensive watching brief will be completed as part of planning application **C09A/0410/11/LL**.

This design will also conform to the guidelines specified in *Standard and Guidance for Archaeological Desk-based Assessment* (Institute for Archaeologists, 1994, rev. 2001, 2008) and *Standard and Guidance for Archaeological Watching Brief* (Institute for Archaeologists, 1994, rev. 2001, 2008).

## **2. ARCHAEOLOGICAL AIMS**

### **2.1 Archaeological Assessment**

A desk-based assessment is defined as “a programme of assessment of the known or potential archaeological resource within a specified area or site on land, inter-tidal zone or underwater. It consists of a collation of existing written, graphic, photographic and electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional, national or international context as appropriate” (IFA 2008, 2)

The aims of the assessment are:

- to identify and record the cultural heritage within the defined study area;
- to evaluate the importance of what has been identified;
- to recommend ways in which impact upon the cultural heritage can be avoided or minimised.

### **2.2 Archaeological Watching Brief**

The purpose of a watching brief is:

- to allow, within the resources available, the preservation by record of archaeological deposits, the presence and nature of which could not be established (or established with sufficient accuracy) in advance of development or other potentially disruptive works
- to provide an opportunity, if needed, for the watching archaeologist to signal to all interested parties, before the destruction of the material in question, that an archaeological find has been made for which the resources allocated to the watching brief itself are not sufficient to support treatment to a satisfactory and proper standard
- A watching brief is not intended to reduce the requirement for excavation or preservation of known or inferred deposits, and it is intended to guide, not replace, any requirement for contingent excavation or preservation of possible deposits.

The objective of a watching brief is:

- to establish and make available information about the archaeological resource existing on a site.

A watching brief may arise:

- in response to a development which threatens the archaeological resource
- as part of the planning process (within the framework of appropriate national planning policy guidance notes) and/or development plan policy
- as part of an Environmental Impact Assessment (EIA)
- outside the planning process (e.g. ecclesiastical development, coastal erosion, agriculture, forestry and countryside management, works by public utilities and statutory undertakers). A watching brief may therefore be instigated or commissioned by a number of different individuals or organisations, including local planning authorities, national advisory bodies, government agencies, private landowners, developers or their agents.

### 3. ARCHAEOLOGICAL BACKGROUND

The plot encompassed within the development area was originally leased from the Penrhyn Estate by an Edward Ellis in 1836 where he established a ship building yard (Davidson, A. 2007. GAT Report **681**: 19). A series of buildings are subsequently shown at this location on *Captain Edward Johnson's map of Bangor* published in 1854 (**GAS XM/Maps/2754**). The yard was further developed to include a slate enamel works, a builder and contractor works and a mineral water works (Cowell, J. 1994: 60). By the later twentieth century the yard was occupied solely by *Dickie's* boatyard. The First to Third Editions of the 25" Ordnance Survey maps of the area (1890, 1900 and 1914 respectively) locate a complex of buildings fronting Garth Road and Beach Road, as well as a pier (by 1900). From an examination of the current Ordnance Survey map, it appears that *Dickie's* boatyard utilised several of the extant slate works buildings until their demolition in 2011.

An examination of **Watkin Jones Homes** Drawing No. 3811-02 *Proposed Site Plan*, the development will be divided into four main blocks:

- Block 1 will be positioned close to the junction of Garth Road and Beach Road and will be located within the historic location of the main slate works buildings;
- Block 2 will be positioned along Garth Road and will be located within the historic location of various yard buildings;
- Block 3 will be positioned towards the centre of the site, within the historic location of a "saw pit" (extant on the 1890 and 1900 25" Ordnance Survey Maps), which was succeeded by additional yard buildings (by 1914);
- Block 4 will be positioned towards the northern end of the development site, within the historic location of a slipway (extant on all editions of the 25" Ordnance Survey Maps as well as an earlier *Captain Edward Johnson's map of Bangor* 1854)

According to information retained within the regional Historic Environment Record (HER, Gwynedd Archaeological Trust, Craig Beuno, Garth Road, Bangor, Gwynedd LL57 2RT), the development site is located c.125.0m northwest of the site of a 13<sup>th</sup> century Dominican Friary (PRN 2300; NGR SH5857278), now a former bus depot and residential area. According to GAPS mitigation brief **D1352**, "The location of the medieval foreshore is not known but is thought to lie beneath the Dickies Boatyard site whilst the monastic enclosure lay on the opposite side of the road beneath the former bus depot site" (**D1352**: 01).

## 4. PROGRAMME OF WORK

### 4.1 Assessment

#### 4.1.1 Introduction

The project will develop an archaeological deposit model, which will take into account:

- The history of the site
- The potential impact of development on archaeological remains
- The potential impact of development on the setting of sites of archaeological importance

The project will be undertaken in four stages:

- Desk-based assessment
- Field visit
- Report compilation
- Project archive

#### 4.1.2 Desk-based assessment

The desk-based assessment will involve a study of the following records

The regional Historic Environment Register (HER, GAT, Craig Beuno, Bangor, Gwynedd LL57 2RT)) will be examined for information concerning the study area. This will include an examination of the core HER, and secondary information held within the record which includes unpublished reports, the 1:2500 County Series Ordnance Survey maps, and the National Archaeological Record index cards.

Information about Listed Buildings and Scheduled Ancient Monuments from Cadw will be examined in the regional HER, with supporting information from Cadw if required. The Register of Outstanding and Special Historic Landscapes and the Register of Parks and Gardens will be checked, and also the location of World Heritage Sites.

Secondary sources will be examined, including the Inventories of the Royal Commission on Ancient and Historical Monuments for Wales, and works held within the regional libraries. Indices to relevant journals, including county history and archaeology society journals and national society journals such as *Archaeologia Cambrensis* will be checked. Also at this stage 19<sup>th</sup> century topographical dictionaries, antiquarian tours and trade directories will be examined where relevant.

Evidence from aerial photographs will be collated. Vertical and oblique collections held by the NMR, CCW and Welsh Assembly Government will be considered for examination. All photographs examined will be listed in the assessment report.

Archive maps, where relevant, will be consulted in the National Library of Wales at Aberystwyth, and at the archives of the University College of Wales, Bangor (Archives Department, College Road, Bangor, LL57 2DG). This will include the relevant estate maps and tithe maps and information from Land Tax Assessments. Where relevant antiquarian prints and photographs from the national and regional archives will be examined.

Results from previous archaeological work within the area will also be reviewed.

### 4.1.3 Walkover Survey

This part of the assessment will involve a walkover of the study area and assessing the sites identified during the desk-based study. Any additional sites noted will also be assessed. The location of potentially well-preserved environmental deposits will be noted.

The aims of this stage of the work are to:

- verify the results of the desk based assessment
- identify any further archaeological sites which may exist as above ground features
- assess the potential for the preservation of below-ground archaeology
- assess the impact upon the historic landscape
- photograph and record the present condition of all sites noted.

Access onto land is to be arranged by the Clients.

### 4.1.4 Data processing and report compilation

Following completion of the stages outlined above, a report will be produced incorporating the following:

Non-technical summary

1. Introduction
2. Aims and purpose
3. Specification
4. Methods and techniques, including details and location of project archive
5. Archaeological Background
6. Results of assessment in the form of a gazetteer
7. Assessment of impacts
8. Proposals for mitigation (informing the subsequent watching brief)
9. Summary and conclusions
10. List of sources consulted.

Illustrations will include plans of the location of the study area and archaeological sites. Historical maps, when appropriate and if copyright permissions allow, will be included. Photographs of relevant sites and of the study area where appropriate will be included.

A draft copy of the report will be sent to the regional curatorial archaeologist and to the client prior to production of the final report.

## 4.2 Watching Brief

### 4.2.1 Definition of an archaeological watching brief

(Reproduced from IFA. 2001. *Institute for Archaeologists 2001 & 2008 Standard and Guidance for an archaeological watching brief*)

The definition of an archaeological watching brief is a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons. This will be within a specified area or site on land, inter-tidal zone or underwater, where there is a possibility that archaeological deposits may be disturbed or destroyed. The programme will result in the preparation of a report and ordered archive.

This definition and *Standard* do not cover chance observations, which should lead to an appropriate archaeological project being designed and implemented, nor do they apply to monitoring for preservation of remains *in situ*.

An archaeological watching brief is divided into four categories:

- comprehensive (present during all ground disturbance)
- intensive (present during sensitive ground disturbance)
- intermittent (viewing the trenches after machining)
- partial (as and when seems appropriate).

GAPS has requested an *intensive* archaeological watching brief to be undertaken at appropriate times within the foundation level construction programme.

#### 4.2.2 Methodology

The intensive watching brief will be undertaken during the foundation level phase of the construction programme. The watching brief will be informed by the results of the archaeological assessment; the archaeological site agent will be aware of the historical location of all former buildings within the development plot and these will be compared to any observations made on site if any historic foundations are exposed (and subsequently recorded). The frequency of the watching brief will be guided by the construction programme.

It is expected that made ground will be encountered during foundations works, especially at the location of the former saw pit within Block 3 and the slipway within Block 4. The eastern development boundary does not exceed Glan Dŵr Road, which ran along the coastline and will not at present continue into the location of Lewis' Pier extant on the 1900 and 1914 25" Ordnance Survey Maps.

The northern portion of Block 3 appears to have remained as an open area on historic mapping (at least as far as the 1914 25" Ordnance Survey Third Edition). The excavation of Plots 55 to 60 at these locations may expose coastal deposits.

- **The watching brief is to be undertaken in a manner that allows for the cessation of the main contractor groundworks to allow suitable time for the recording of archaeological evidence, including historic building foundations. This will involve close liaison between the archaeologist and the site agent.**
- A photographic record will be maintained throughout, using a digital SLR camera set to maximum resolution.
- Any subsurface remains will be recorded photographically, with detailed notations and a measured survey.

The archive will then be held by GAT under an appropriate project number (**tbc**)

#### 4.2.3 Report

Following completion of the watching brief as outlined above, a report will be produced incorporating the following:



- Non-technical summary
- Introduction
- Specification and Project Design
- Methods and techniques
- Archaeological Background
- Description of the results of the watching brief
- Summary and conclusions
- Bibliography of sources consulted.

Illustrations, including plans and photographs, will be incorporated within the report.

## 5. DISSEMINATION AND ARCHIVING

A full archive including plans, photographs, written material and any other material resulting from the project will be prepared. All plans, photographs and descriptions will be labelled and cross-referenced, and lodged in an appropriate place (to be decided in consultation with the regional Historic Environment Record) within six months of the completion of the project. All digital data will be written to CD-ROM and stored with the paper archive.

- one or more copies (as required) will be sent to the client
- one or more copies (as required) will be sent to GAPS
- one or two copies (as required) sent to the Historic Environment Record Archaeologist for the area (HER, Gwynedd Archaeological Trust, Craig Beuno, Bangor, Gwynedd LL57 2RT);
- copies of all key digital files on optical media should be provided to GAPS and the Regional HER, including report, photographs, scans of maps etc.
- a copy of the report and/or digital files on optical media should be provided to the National Monument Record (Royal Commission on the Ancient and Historic Monuments of Wales, Aberystwyth, SY23 1NJ) dependant upon their requirements

## **6. PERSONNEL**

The work will be managed by a Senior Archaeologist within GAT Contracts Section. The work will be undertaken by one of the Trust's Archaeologists experienced in the relevant skills/periods required. Full details of personnel involved, with *curricula vitae*, can be supplied upon request.

## **7. MONITORING AND TIMING**

Monitoring visits can be arranged during the course of the project with the clients and with the appropriate Development Control archaeologist.

## 8. HEALTH AND SAFETY

The Trust subscribes to the SCAUM (Standing Conference of Archaeological Unit Managers) Health and Safety Policy as defined in **Health and Safety in Field Archaeology** (2006). Risks will be assessed prior to and during the work.

## 9. INSURANCE

*Liability Insurance - Aviva Policy 24765101CHC/00045*

- Employers' Liability: Limit of Indemnity £10m in any one occurrence
- Public Liability: Limit of Indemnity £5m in any one occurrence
- Hire-in Plant Insurance: £50,000.00 any one item;  
£250,000.00 any one claim

The current period expires 21/06/13

*Professional Indemnity Insurance – RSA Insurance Plc P8531NAECE/1028*

- Limit of Indemnity £5,000,000 any one claim

The current period expires 21/06/13

## **10. OTHER**

Any queries concerning the above should be directed to John Roberts at the Gwynedd Archaeological Trust Offices, Garth Road, Bangor. Telephone (01248) 352535ext229.

## 11. SOURCES CONSULTED

Captain Edward Johnson's map of Bangor 1854 (GAS XM/Maps/2754)

Cowell, J. 1994. *Bangor: A Pictorial History* (Llangefni)

Davidson, A. 2007 Historic Towns Survey of Gwynedd: Bangor. Gwynedd Archaeological Trust report **681**. Unpublished report held by the regional Historic Environment Record.

GAPS Mitigation Brief **D1352** (March 2012)

Ordnance Survey First Ed. 25 inch to 1 mile 1890.

Ordnance Survey Second Ed. 25 inches to 1 mile 1914.

Ordnance Survey Third Ed. 25 inches to 1 mile 1900.

*Standard and Guidance for Archaeological Desk-based Assessment* (Institute for Archaeologists, 1994, rev. 2001 & 2008)

*Standard and Guidance for Archaeological Watching Brief* (Institute for Archaeologists, 1994, rev. 2001 & 2008)

**Watkin Jones Homes** Drawing No. 3811-02 *Proposed Site Plan* August 2009.





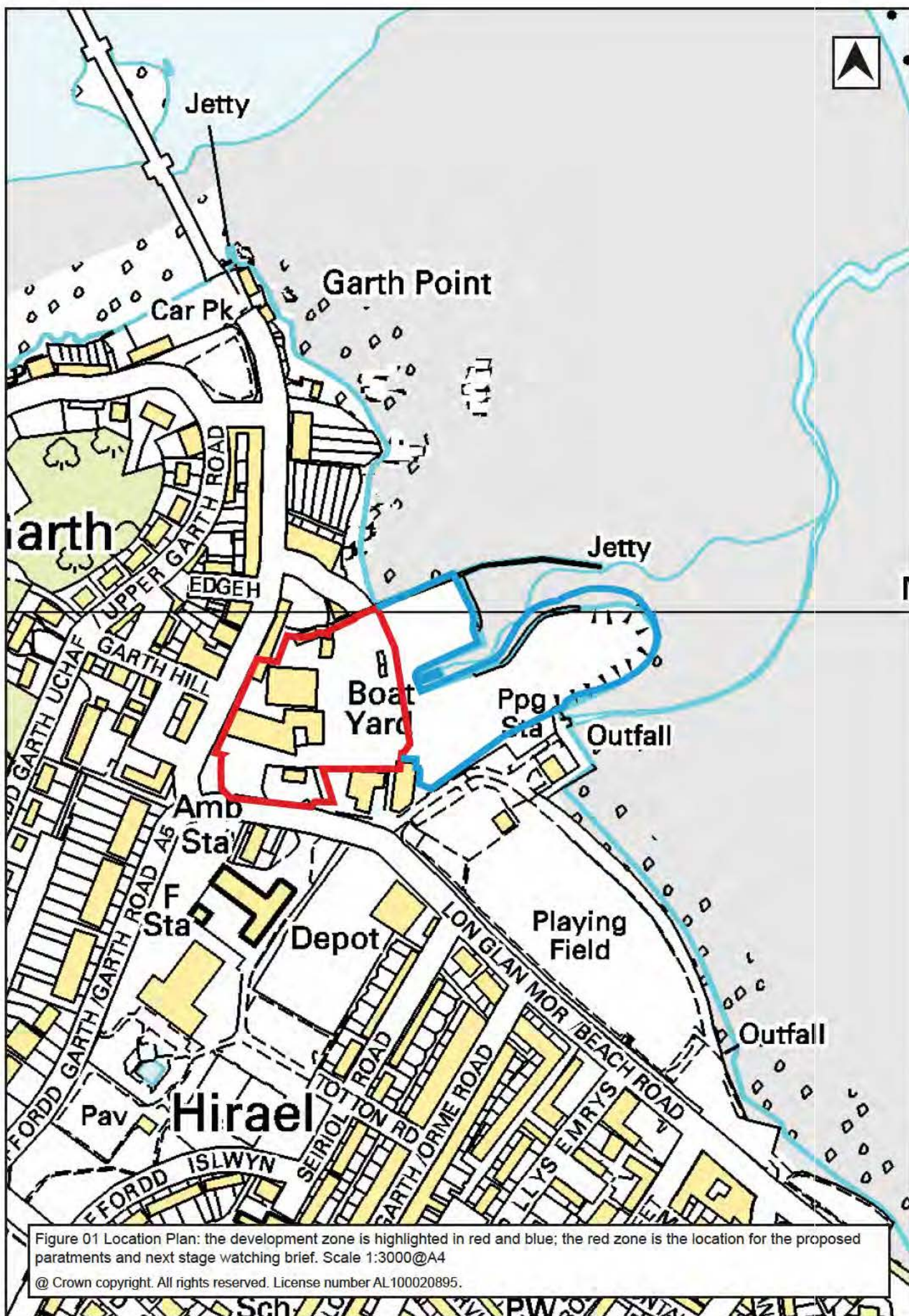


Figure 01 Location Plan: the development zone is highlighted in red and blue; the red zone is the location for the proposed paratments and next stage watching brief. Scale 1:3000@A4

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Figure 02 - Reproduction of Penrhyn Estate Map 206 #24 from 1805. The map is orientated from the sea looking at the coast. Garth headland is towards the centre of the image and the development zone is located to the left. The ship yard was established at the development site in 1836, from land leased to Edward Ellis by the Penrhyn Estate







Figure 04 Detail from Captain Edward Johnson's map of Bangor 1854 (GAS XM/Maps/2754): the development zone is highlighted in red and blue; the red zone is the location for the proposed apartments and next stage watching brief. The Edward Ellis ship building yard with associated properties and slipway are visible within the red outlined area. The southern of the yard also includes Garth Slate Works established by 1849. The evolution of the yard infrastructure is visible on the First to Third Edition 25" Ordnance Survey Maps of the area (published 1890, 1900 and 1914, reproduced as Figures 6 to 8). NOT TO SCALE



Figure 05 - Reproduction of Penrhyn Estate Map 206 #23 published in February 1867, detailing properties and land leased by the Penrhyn Estate to Edward Ellis, ship builder at the location of the proposed development (centre of image). The ship building works were established in 1836 and the slipway associated with it is clearly visible. The Garth slate works were established on these premises in 1849, at the southern end of the site, along what became Beach Road. The rest of the site remained as a ship builders and eventually became Dickie's boatyard. The majority of the Slate Works along Beach Road were demolished in 1935.



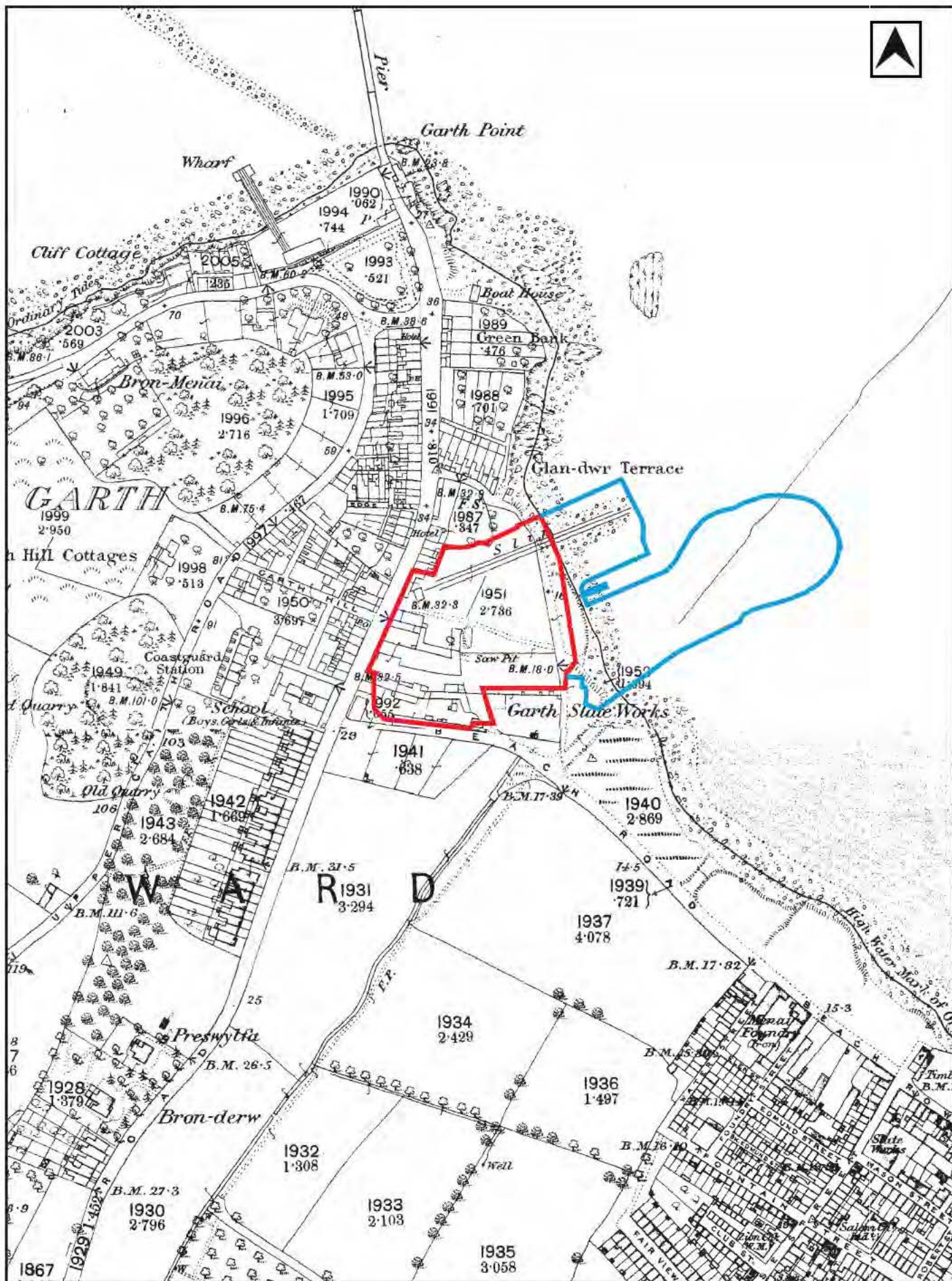


Figure 06 Reproduction of the First Edition 25" Ordnance Survey Map of the area (1890): the development zone is highlighted in red and blue; the red zone is the location for the proposed apartments and next stage watching brief. The majority of the site is dominated by the ship builders, originally established in 1836. The Garth Slate Works were established by 1849 at the southern end of the site along Beach Road and were mostly demolished by 1935; the ship yard became Dickie's Boatyard. Scale 1:3000@A4



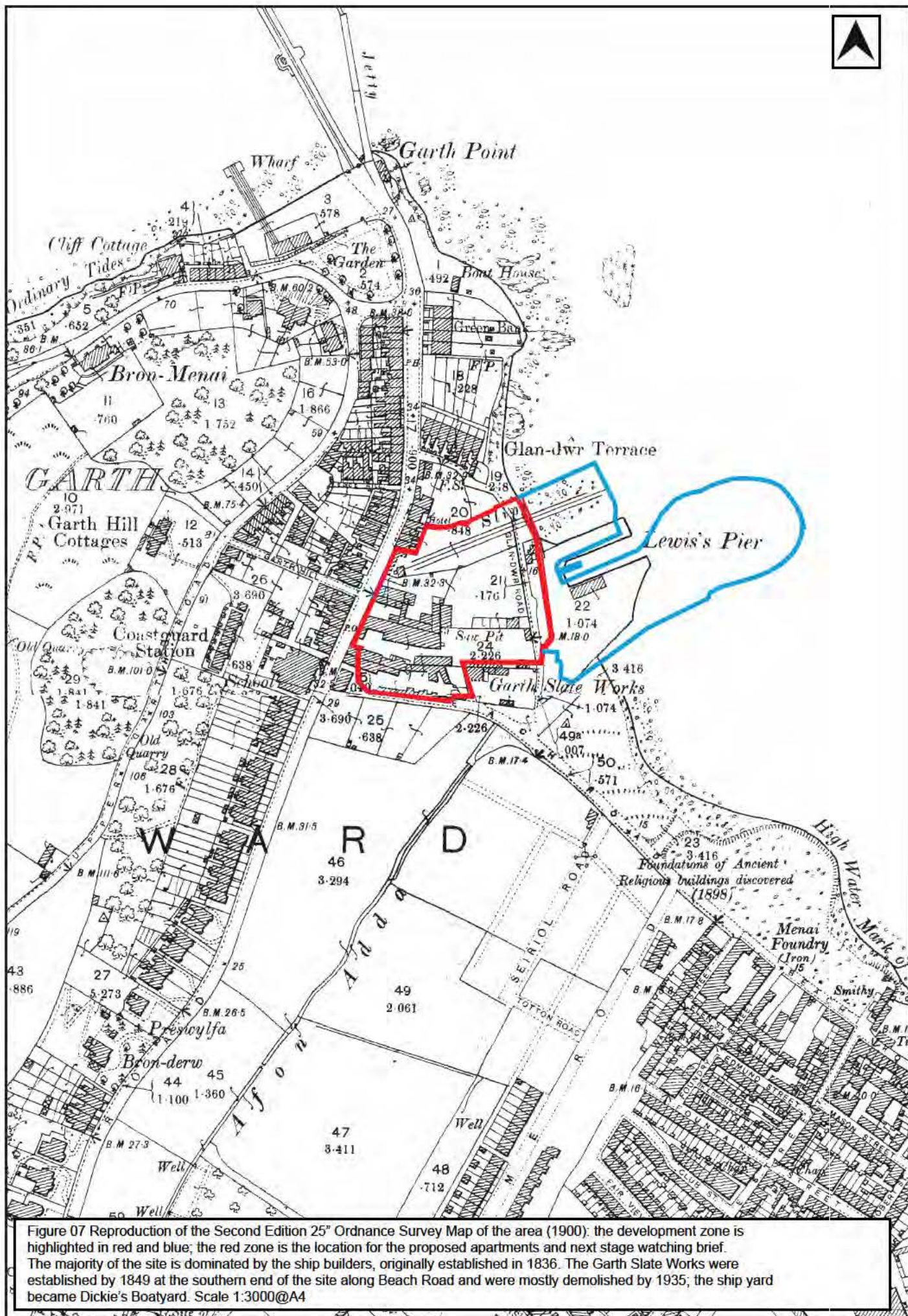


Figure 07 Reproduction of the Second Edition 25" Ordnance Survey Map of the area (1900): the development zone is highlighted in red and blue; the red zone is the location for the proposed apartments and next stage watching brief. The majority of the site is dominated by the ship builders, originally established in 1836. The Garth Slate Works were established by 1849 at the southern end of the site along Beach Road and were mostly demolished by 1935; the ship yard became Dickie's Boatyard. Scale 1:3000@A4



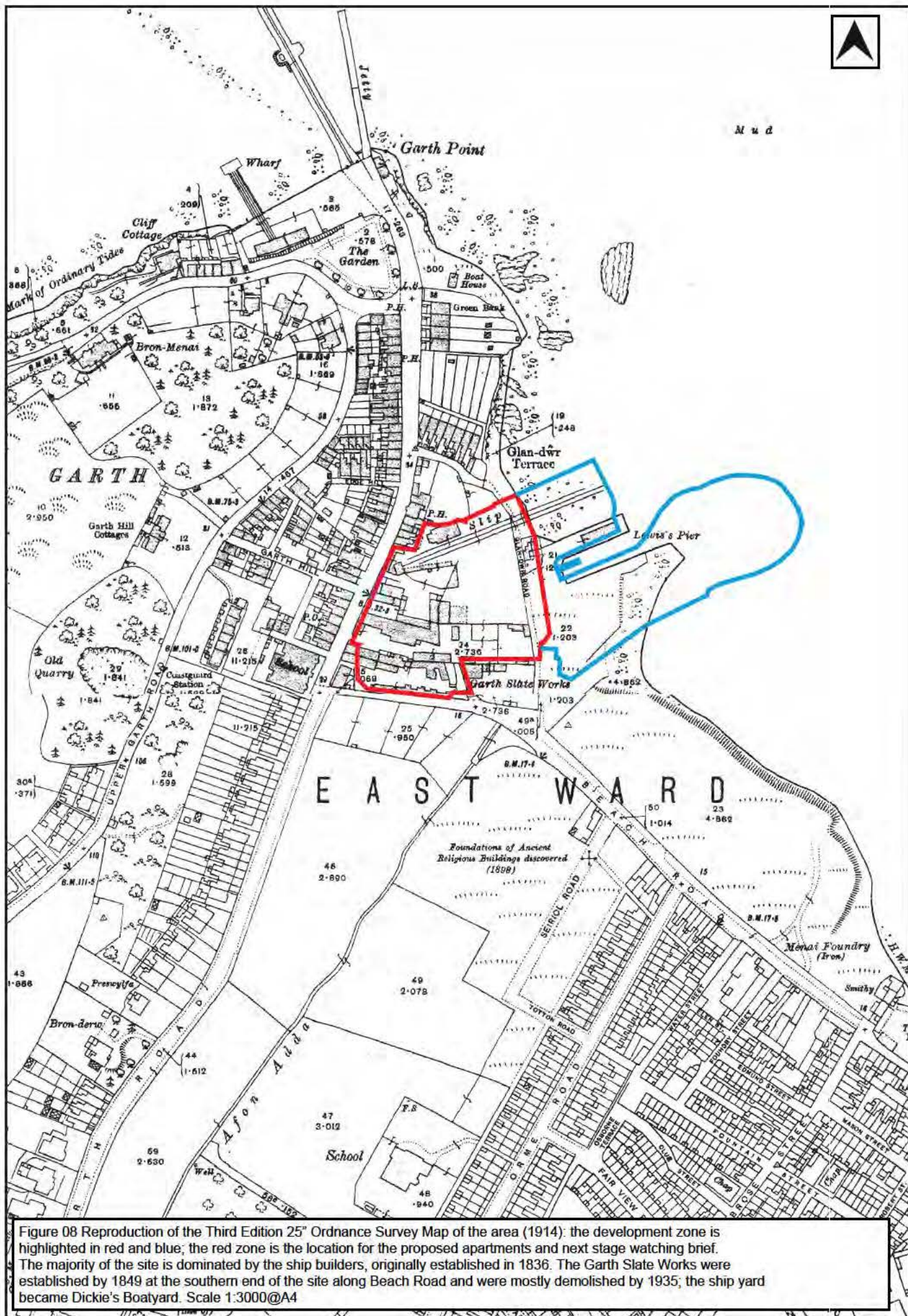


Figure 08 Reproduction of the Third Edition 25" Ordnance Survey Map of the area (1914): the development zone is highlighted in red and blue; the red zone is the location for the proposed apartments and next stage watching brief. The majority of the site is dominated by the ship builders, originally established in 1836. The Garth Slate Works were established by 1849 at the southern end of the site along Beach Road and were mostly demolished by 1935; the ship yard became Dickie's Boatyard. Scale 1:3000@A4





Figure 09 - Reproduction of a photograph of the junction of Beach Road and Garth Road in the early 1930's. A building marked "Bangor Slate Works" can clearly be seen in the foreground on the junction behind a boundary wall. A single storey building also against the boundary wall at the right end of the image was also part of the slate works. These buildings were demolished along with the boundary wall to accommodate improvements to Beach Road in 1935. In the background are buildings associated with the shipbuilding industry extant on the property since 1836. These buildings became part of "Dickie's Boatyard", the last business extant on the site prior to demolition in 2011. (Image reproduced from Cowell, J. 1994. Bangor: A Pictorial History: 60 (Llangefni))



Archival  
Ni ddylid ei gopïo  
Chyhoeddi heb ganiatad  
Not to be copied or  
Published without permission

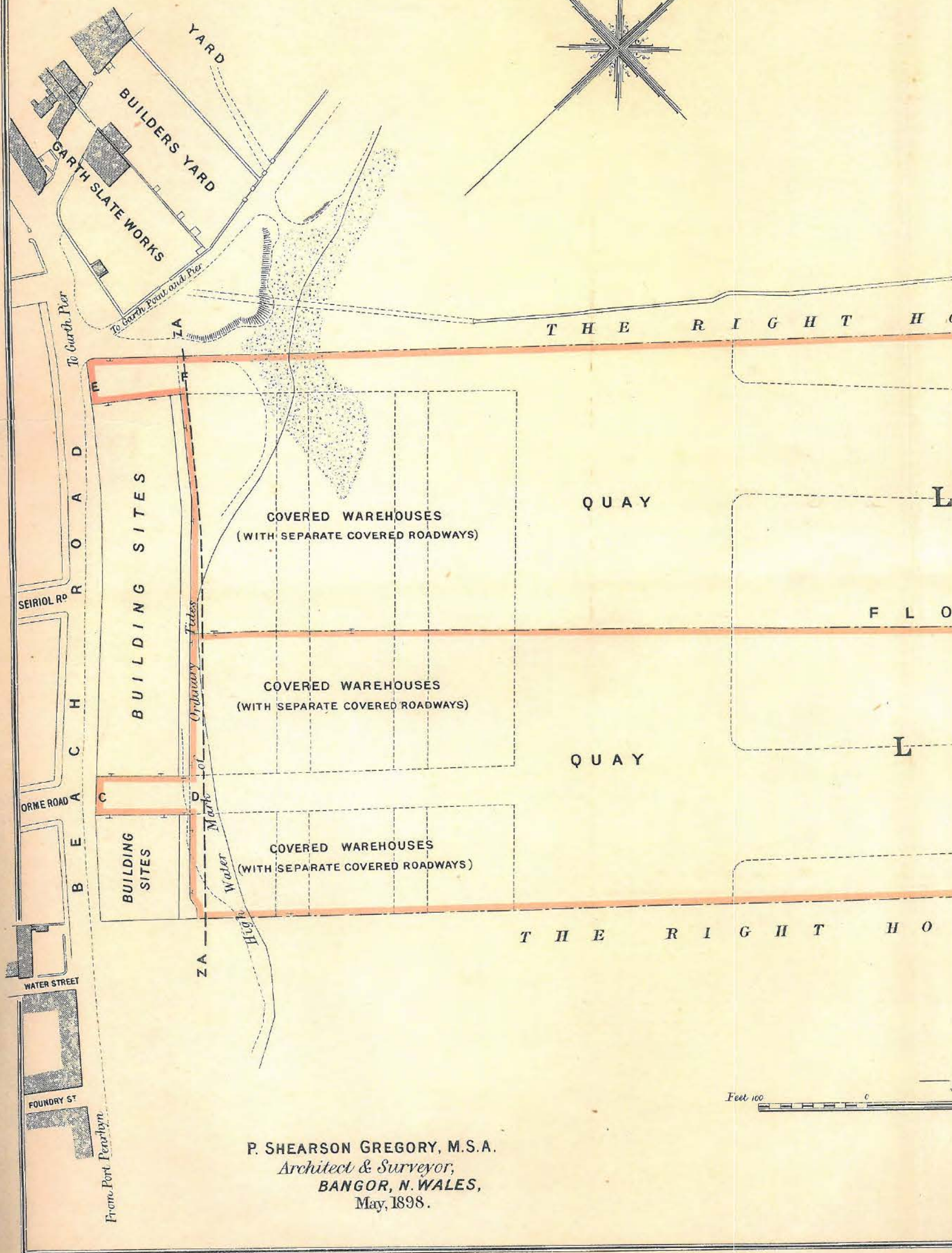


Figure 10 - Partial reproduction of an 1898 Friar's Estate Sale Catalogue (Gwynedd Archives reference XD35/24) located to the southeast of the development zone detailing a proposed quay development that was never realised. This map provides information on the former boundaries of the Friary and suggests that the Friary land was located outside of the Watkin Jones Homes residential development zone (cf. Figure 12 for a reproduction of the Third Edition 25" Ordnance Survey Map of the area (1914) with the the development proposals detailed on Watkin Jones Homes drawing 3811-02 and the foreshore Friary boundaries superimposed for reference.



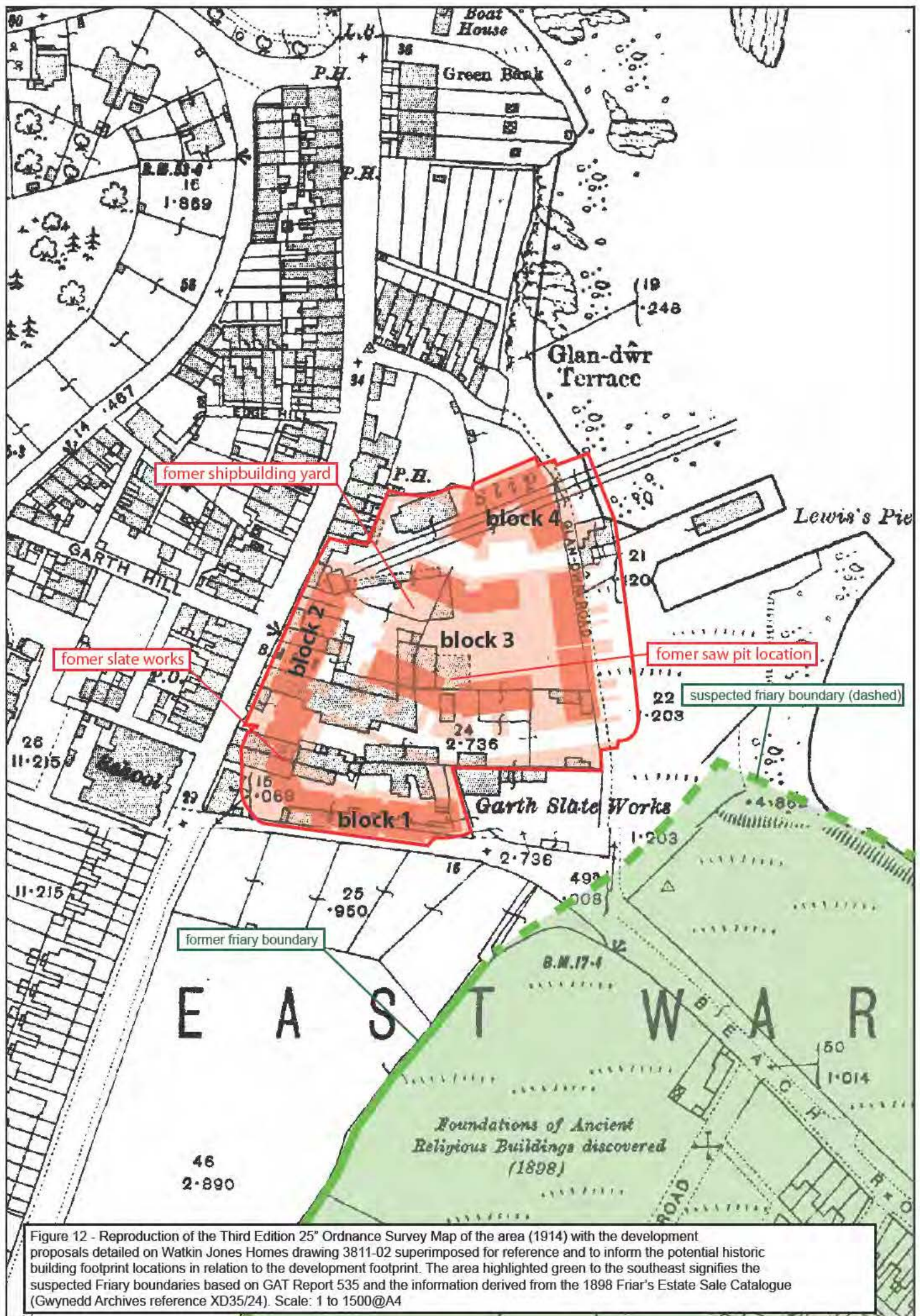


Figure 11 Reproduction of client drawing 3811-02, detailing the development proposals

Scale: not to scale

| Revision   | By         | Date    | Notes  |
|--|------------|---------|--------|
| 1  |            |         |        |
| <b>Watkin Jones</b><br>CONSTRUCTION<br>Llandudno Industrial Estate<br>Bangor Gwynedd<br>LL57 4TH<br>Tel: 01248 342516<br>Fax: 01248 352940 |            |         |        |
| Scale  | 1:250 @ A1 | Date    | Aug 09 |
| Drawn  | Scf        | Checked |        |
| Project  | 3811-02    | Client  |        |









**Plate 01 - View northeast of development area, looking from Beach Road. Note the demolition rubble at the centre of the area. The former boundary wall was built post-1933 after the widening of Beach Road. The original boundary wall was demolished ahead of the road widening.**



**Plate 02 - View northeast of development area, looking from Garth Road. Note the blocked entrance and the demolition rubble, representing former Dickie's Boatyard buildings. Note upstanding red-brick building at left of image: this has been partly demolished ahead of works.**





**Plate 03 - View northeast of development area, looking from the junction of Garth Road and Beach Road. Note the raised wall and planting: this was built post-1933 after the widening of Beach Road. The original boundary wall was demolished ahead of the road widening.**



**Plate 04 - View southwest of development area, looking from the jetty walkway towards the former boatyard. The jetty/boatyard replaced the former mid-nineteenth century slipway and "Lewis Pier" (post-1890)**



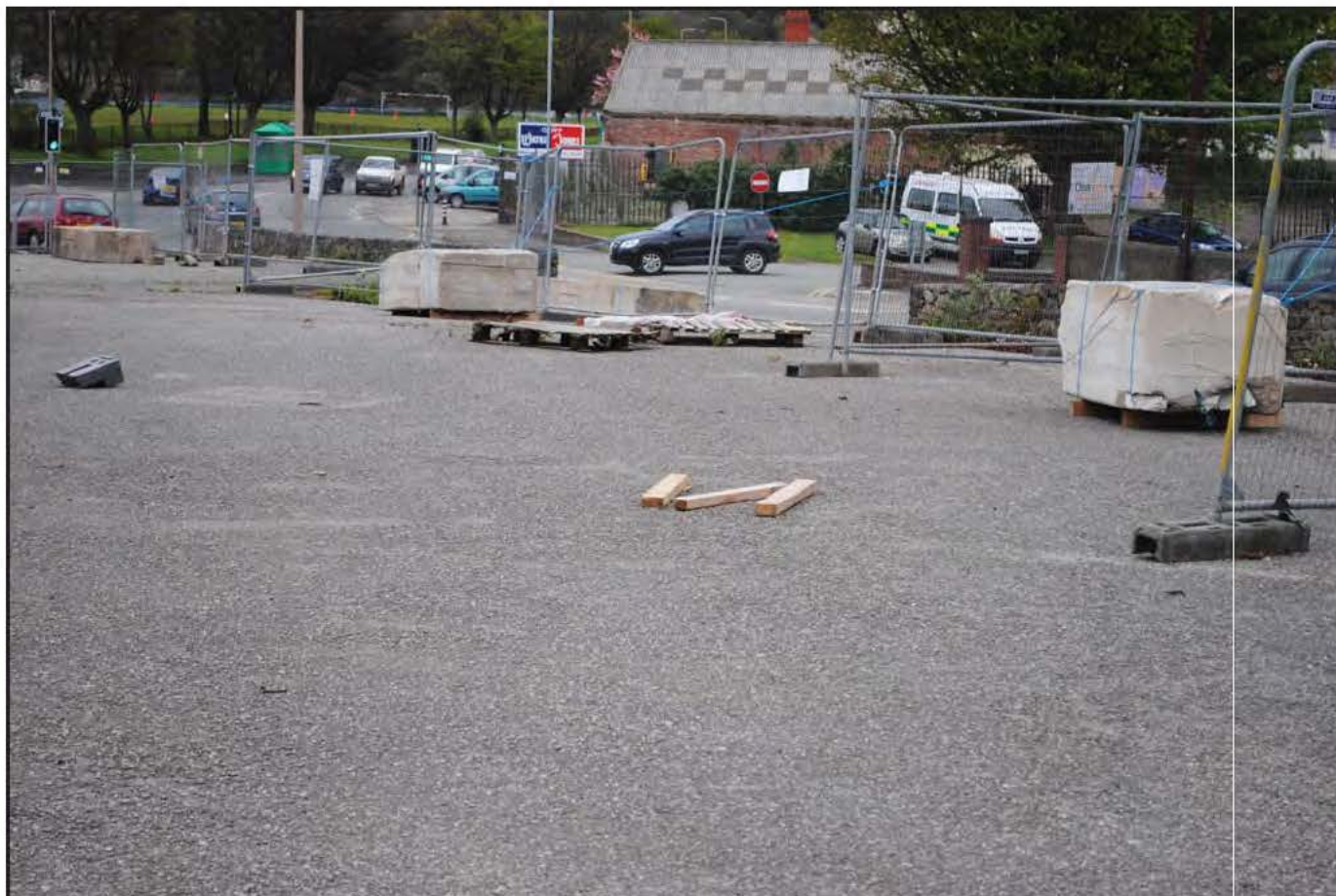


Plate 05 - View southeast from within development area detailing extant hardcore surface and existing boundary walls and entrance.



Plate 06 - View north from within development area, detailing demolition rubble from Dickie's Boatyard. Note also a foundation level structure towards centre of image, which may represent a former slate works building visible on the First to Third Edition 25" Ordnance Survey Maps





Plate 07 - View southwest from within development area detailing demolition rubble and extant levelled surface. Garth Road is visible in the background



Plate 08 - View east from within development area, detailing demolition rubble from former Slate Yard/subsequently Dickie's Boatyard buildings. Note the upstanding reb-brick building at left of image and jetty/boatyard in the background. The jetty/boatyard replaced an earlier slipway and pier.





**Plate 09 - View southwest from within development area detailing demolition rubble and extant levelled surface. Garth Road is visible in the background**



**Plate 10 - View east from within development area, detailing jetty/boatyard area.**  
**Note: this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' as the jetty/boatyard replaced the existing slipway and "Lewis' Pier" extant on late nineteenth/early twentieth century historic mapping**





Plate 11 - View northwest detailing jetty/boatyard/dock area. Note the concrete built dock in the centre, the sheet piled boatyard to the left and the made ground forming the boatyard on the right. Note: this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' as the jetty/boatyard replaced the existing slipway and "Lewis' Pier" (via the dock and sheet piled yard) that were extant on late nineteenth/early twentieth century historic mapping



Plate 12 - View southwest detailing boatyard/dock area. Note the concrete built dock in the centre, the sheet piled boatyard to the right and the made ground forming the boatyard on the right. Note: this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' as the jetty/boatyard replaced the existing slipway and "Lewis' Pier" (via the dock and sheet piled yard) that were extant on late nineteenth/early twentieth century historic mapping





Plate 13 - View west of the jetty from the sheet piled boatyard area. Note: this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' as the jetty/boatyard replaced the existing slipway and "Lewis' Pier" (via the dock and sheet piled boatyard) that were extant on late nineteenth/early twentieth century historic mapping



Plate 14 - View northeast of boatyard area. Note: this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' as the boatyard replaced the existing "Lewis' Pier" extant on 1900 and 1914 25" Ordnance Survey Maps of the area.





**Plate 15 - View east of the boatyards located either side of the concrete dock.**

**Note:** this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' as the boatyards replaced the existing slipway and "Lewis' Pier" that were extant on late nineteenth/early twentieth century historic mapping



**Plate 16 - View along the twentieth century jetty. The jetty is built from concrete; note the moorings in the foreground.**

**Note:** this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' within the slate works.





Plate 17 - View along the side of jetty/boatyard detailing concrete construction.  
 Note: this area is not being developed at this stage but the image indicates the extent of twentieth century development of Dickies' within the former slate yard.



Plate 18 - View south from within the development area of former boundary wall. An electricity substation is visible to the left. It is currently unclear from client drawing 3811-02 if this will be demolished or rendered.





Plate 19 - Detailed view of boundary wall from Plate 18: note the slate buttress.  
Note: It is currently unclear from client drawing 3811-02 if this will be demolished or rendered.



Plate 20 - View of southwest facing elevation of former building associated with the Garth Slate works and subsequently Dickies Boatyard. It appears on client drawing 3811-02 that this building will be demolished to accommodate a new access point off Garth Road.





Plate 21 - View of west facing elevation of former building associated with the Garth Slate works and subsequently Dickies Boatyard. It appears on client drawing 3811-02 that this building will be demolished to accommodate a new access point off Garth Road.



Plate 22 - View of southwest facing elevation of former building associated with the Garth Slate works and subsequently Dickies Boatyard. It appears on client drawing 3811-02 that this building will be demolished to accommodate a new access point off Garth Road.





Plate 29 - Rear view of the Dickie's Boatyard structure/former shipbuilding yard structure fronting Garth Road. This structure was demolished in 2011. The historic mapping details a complex grouping of structures at this location (Figures 06 to 08) including the slipway. A buttress has been added to the building, probably after the demolition of an attached structure. A blocked door and window are evident at ground level. Gated access from Garth Road is also visible at the right side of the image. (Source: Watkin Jones Homes)



Plate 30 - View north along Garth Road of the Dickie's Boatyard structure/former shipbuilding yard structure fronting Garth Road. The majority of this elevation was demolished in 2011 (part of the structure is still upstanding as of May 2012; cf. Plates 20 to 22). A former shop window, two access doors and a sash window are visible along with a gated access to the yard. A blocked window is visible on the gable end. (Source: Watkin Jones Homes)





Plate 27 - Rear view of the Dickie's Boatyard structure/former shipbuilding yard structure fronting Garth Road. This elevation was demolished in 2011 (part of the structure is still upstanding as of May 2012). A series of holes or sockets are visible just below roof level as well as above a large wooden lintel. The historic mapping details a complex grouping of structures at this location (Figures 06 to 08) including the slipway. A buttress has also been added to the whitewashed building at the left of image, probably after the demolition of an attached structure; again the map evidence suggests a building associated with the slipway was located there. (Source: Watkin Jones Homes)



Plate 28 - Rear view of the Dickie's Boatyard structure/former shipbuilding yard structure fronting Garth Road. This elevation was demolished in 2011 (part of the structure is still upstanding as of May 2012; cf. Plates 20 to 22). A series of holes or sockets are visible just below roof level as well as above a large wooden lintel. The historic mapping details a complex grouping of structures at this location (Figures 06 to 08) including the slipway. The large doors below the lintels imply that workshops were located at this level. (Source: Watkin Jones Homes)





**Plate 25 - View of northwest of the development site prior to the demolition of Dickie's Boatyard. The structure in the centre of the image appears to correspond with a structure at that location on Figure 09, albeit modernised to accommodate large windows. (Source: Watkin Jones Homes)**



**Plate 26 - View north detailing the former properties along Garth Road prior to demolition in 2011 that formerly belonged to the ship building yard (cf Figure 06) and subsequently Dickie's Boatyard. The red brick building was still partly upstanding during the GAT walkover (cf. Plates 20 to 22). Note the stone-built structure in the foreground with the blocked ground and first floor windows; the remnants of a lean-to structure tie-in is visible on the south facing elevation of the building. (Source: Watkin Jones)**





**Plate 23 - View of northeast of the development site prior to the demolition of Dickie's Boatyard in 2011.**  
The white washed property on the left of the image appears to correspond with a structure at that location on Figure 09.  
Source: Watkin Jones Homes.



**Plate 24 - View of northeast of the development site prior to the demolition of Dickie's Boatyard in 2011.**  
The white washed property on the left of the image appears to correspond with a structure at that location on Figure 09.  
Source: Watkin Jones.





Plate 31 - A reproduction of a photograph taken in 1978 of Dickie's Boatyard prior to the demolition of a boatyard shed. The photograph appears to have been taken from Glan Dwr Road, which ran along the eastern boundary of the site. A former boundary wall is visible in the foreground and the red brick office building along Gareth Road can be seen in the background. The modern pre-fabricated shed remained until the demolition of the Dickie's site in 2011; the older boatyard shed, based on the information in Plate 32, was built from timber with corrugated roofing. The boatyard shed is not visible on the 1914 Ordnance Survey map of the area, but is visible in a photograph from the early 1930s (reproduced as Figure 09) and it is likely to have been constructed in the early twentieth century (Source: Bangor Civic Society; ref. BCS00038)



Plate 32 - A reproduction of a photograph taken in 1978 of Dickie's Boatyard prior to the demolition of a boatyard shed. The image is contemporary with Plate 31 and is a view from the south looking the entrance points. Some of the timber framing is visible within the middle entrance and it is also apparent that the shed was expanded in phases as the middle of part of the building appears to have been added to the structures on the left and the right of the image, conjoining them. The boatyard shed is not visible on the 1914 Ordnance Survey map of the area, but is visible in a photograph from the early 1930s (reproduced as Figure 09) and it is likely to have been constructed in the early twentieth century (Source: Bangor Civic Society; ref. BCS00039)



Gwynedd Archaeological Trust  
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