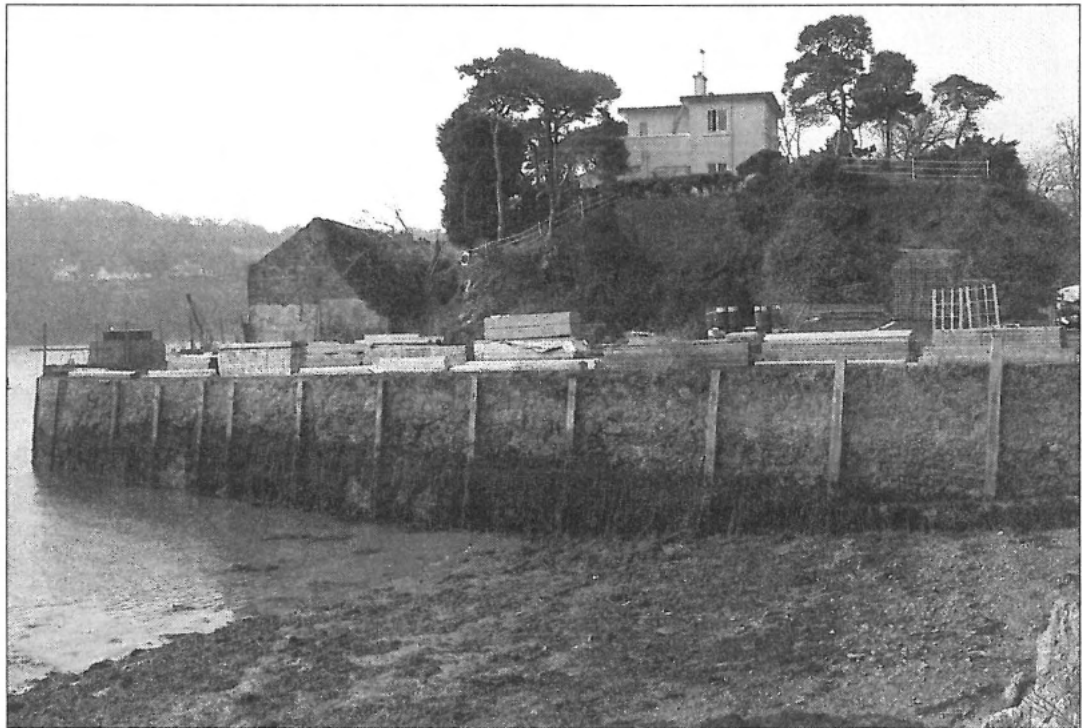

William Roberts Woodyard and Quay Menai Bridge



GAT Project No. 1839

Report No 539

April 2004

Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust
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William Roberts Woodyard and Quay
Archaeological Recording

April 2004

Event PRN 40663

Prepared for Russell-Hughes, Architects

by

David Longley



Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust
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William Roberts' Woodyard and Quay, Menai Bridge

Archaeological Assessment (G1839)

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William Roberts' Woodyard and Quay, Menai Bridge

Archaeological Assessment (G1839)

Summary

This assessment considers the significance of and impact upon the archaeology within an area proposed for development at the site of the William Roberts wood yards and quay, adjacent car park and adjoining warehouse complex known as the John Edwards warehouse.

The site occupies an area of the Menai Straits shoreline on the eastern flank of the rocky headland of Cerrig y Borth. In the Early Bronze Age burials had been made on Ponc Mostyn, nearby. It is likely that the inlet of the sea, Porth Daniel had been used as a landing place for small boats for centuries before the present quay was built on its southern edge. A short distance to the south another landing place at Porth yr Wrach served the ferry crossing to and from the George Hotel, particularly in respect of coaching traffic. To this end a posting stables had been established before 1815 in the area of the present woodyard.

The most significant development on the site, however, occurred when Richard Davies of Llangefni, in the context of a population boom during and after the construction of the suspension bridge, obtained a lease on part of the site in 1828. He began, with his sons, to develop a mercantile and commercial enterprise that diversified into wholesale, timber and shipping, expanding to the extent that Davies ships were, by the late 1840s, trading around the world.

The commercial impact and influence of the Davies family on the development of Menai Bridge was considerable as was their contribution to the cultural life of the community. Several structural features survive from this period of growth, chief of which is the warehouse complex flanking Water Street or Stryd y Paced.

The features are described and mitigatory recommendations are offered in the context of the proposed development. Consideration is also given to the group value and integrity of the component parts.

Introduction

It is proposed that a development should take place in respect of an area of approximately 6,500 square metres on the site of William Roberts timber yards and quay, adjacent car park and adjoining warehouse complex known as the John Edwards warehouse, to comprise new housing, landscaping, parking and new vehicular and pedestrian access routes.

An archaeological assessment has been requested to assess the level of impact of the proposals upon any archaeological remains that may exist upon the site. Gwynedd Archaeological Trust (Contracts Section) has been asked by Russell-Hughes, Architects, to undertake the archaeological assessment. A detailed brief has been prepared for this work, by Gwynedd Archaeological Planning Service (and this is included as an appendix to the report). The assessment has been conducted to a level specified in Standard and Guidance for Archaeological Desk-based Assessment (Institute of Field Archaeologists, 1994, rev. 1999).

Assessment brief

The requirement is for a desk-top survey and field search in order to assess the impact of the proposals on the archaeological and heritage features within the proposed development area and close enough to it to be affected.

Gwynedd Archaeological Trust's proposals for fulfilling these requirements are as follows:

- a) to identify and record the cultural heritage of the area to be affected by the proposals;
- b) to evaluate the importance of what was identified (both as a cultural landscape and as the individual items which make up that landscape); and
- c) to recommend ways in which damage to the cultural heritage can be avoided or minimised.

It is possible that certain features will be not be capable of being assessed by a desktop and field visit, and that subsequent field evaluation may be necessary in the form of trial excavation or geophysical survey. This report will contain recommendations for any field evaluation required.

Methods and Techniques

Desk-top Study

Maps, computer records, written records and reference works, which make up the Sites and Monuments Record at Gwynedd Archaeological Trust were consulted. Records (including early Ordnance Survey maps, tithe maps and schedules, estate maps, leases and rentals and reference works and secondary sources) were also consulted in the library and the archives of the University of Wales, Bangor, the County archives at Llangefni, the Menai Bridge public library, the British Library, London and the National Archives, Kew.

I am grateful to Ann Benwell, Menai Bridge, for sharing her local knowledge with me and to the staff of the County and University Archives at Llangefni and Bangor for access to relevant documents.

Field Search

This was undertaken on 31 March and 7 April, 2004, when the site was walked, and the interior of the warehouse and office buildings were searched.

Report

All available information was collated. Sites were then assessed and allocated to the categories listed below. These are intended to give an idea of the importance of the site and the level of response likely to be required, for ease of reference. Descriptions of the sites and specific recommendations for further evaluation or mitigatory measures, as appropriate, are given in the relevant sections of this report.

In some cases, further investigation may result in sites being moved into different categories. The criteria used for allocating sites to categories are based on those used by the Secretary of State when considering ancient monuments for scheduling; these are set out in Annex 3 to Welsh Office Circular 60/96 Planning and the Historic Environment: Archaeology.

Category A Sites of national importance.

Scheduled Ancient Monuments, Listed Buildings and sites of schedulable or listable quality, i.e. those which would meet the requirements for scheduling (ancient monuments) or listing (buildings) or both.

Sites which are scheduled or listed have legal protection, and it is recommended that all Category A sites remain preserved and protected in situ.

Category B Sites of regional or county importance.

Sites which would not fulfill the criteria for scheduling or listing, but which are nevertheless of particular importance within the region.

Preservation in situ is the preferred option for Category B sites, but if damage or destruction cannot be avoided, appropriate detailed recording might be an acceptable alternative.

Category C Sites of district or local importance.

Sites which are not of sufficient importance to justify a recommendation for preservation if threatened.

Category C sites nevertheless merit adequate recording in advance of damage or destruction.

Category D Minor and damaged sites.

Sites which are of minor importance or so badly damaged that too little remains to justify their inclusion in a higher category.

For Category D sites, rapid recording, either in advance or during destruction, should be sufficient.

Category E Sites needing further investigation.

Sites whose importance is as yet undetermined and which will require further work before they can be allocated to categories A - D are temporarily placed in this category, with specific recommendations for further evaluation. By the end of the assessment there should be no sites remaining in this category.

Impact

The following terms define the levels of direct impact used within this report upon the archaeological resource, and upon each of the archaeological sites:

None: There will be no impact upon the feature.

Negligible: This is used where the impact is marginal, and would not by the nature of the site cause irreversible damage to the remainder of the feature, for example a linear feature such as a wall, or a large silt deposit which is only being marginally disturbed.

Moderate: This is used when impact would affect less than half the feature concerned, and the remainder would retain its intrinsic archaeological value.

Considerable: The total removal of a feature or its partial removal which would effectively destroy the remainder of the site.

Existing statutory protection

The part of Menai Bridge within subject to the current development proposal does not fall within a Conservation Area. The area is not within an AONB or Heritage Coast designation.

Scheduled Ancient Monuments and Listed Buildings (fig.1)

There are no scheduled Ancient Monuments within or adjacent to the area of development.

Menai Bridge has a many listed buildings. One falls within the area of development and there will be a direct impact on it. This is the John Edwards warehouse complex, listed as:

AW 18560 Warehouses NGR 255780 371890

Listed Grade II as an impressive early C19 warehouse retaining much historic character and original detail, including 16-pane sash windows to 1st floor. The building reflects the economic growth of Menai Bridge in the early C19 following the construction of Menai Suspension Bridge in 1826, and the continued importance of maritime trade. It contributes to the historic character of the lower, quayside area of Menai Bridge.

There is one other listed building sufficiently close to the development area to suffer indirect visual impact. It is:

AD18553 St George's Pier Booking Office and Gates, listed Grade II NGR 255820 371950

A number of other listed buildings are reasonably close to the proposed development area and have been listed in part because they are representative of that phase of economic growth which ensued following the construction of the suspension bridge. They are recorded here for information only as it can not be argued that the development will have any impact on them.

AT18564 English Presbyterian Chapel, listed Grade II NGR 255670 371870

AJ18558 Cottage on west side of Beach Road, listed Grade II NGR 255730 371680

AU18556 Capel Mawr Presbyterian Chapel, listed Grade II* NGR 255690 371800

AV18571 Capel Mawr Chapel House, listed Grade II NGR 255680 371790

AK18555 Former Police Station, listed Grade II NGR 255740 371760

AL18554 Menai Courthouse Church, listed Grade II NGR 255740 371770

AC5406 The Cambria, listed Grade II*, NGR 255690 371650

AM18561 The Foundry, listed Grade II NGR 255760 371690

AS5407 Victoria Hotel, listed Grade II NGR 255700 371920

AX18572 Menai Suspension Bridge, listed Grade I NGR 255650 371450

Historical context

Menai Bridge has two names. Porthaethwy, which is the more ancient and which describes the area's intimate connection with an important ferry across the Menai Straits. Menai Bridge is the more recent and reflects the significant impact the bridge-building had on the local community and its subsequent development. The Road on which the development site stands is officially known in the present day by the name Water Street or Stryd y Paced. As the majority of records which relate to the significant period of development at this site in the nineteenth century consistently use the form Packet Road, then Packet Road will be used in this discussion.

Prehistory

There is evidence of some activity in the general area of Porthaethwy in earlier Prehistory. A small chambered tomb of 'simple passage grave' type stands, in a dilapidated condition, on the prominent ridge overlooking the Menai at Ty Mawr between Menai Bridge and Llanfairpwll (SH 539 722). Stone axes have been found at four locations, at Hen Penclip (SH 557 726), Refail Newydd (SH 542 736) and at two other locations in Menai Bridge for which the precise findspot is no longer known. Three of these axes are of Graig Lwyd origin, the fourth is Gabbro. A flint scrapper is recorded at Cwm Cadnant (PRN 2178).

There is continuing evidence of burial in the area in the Early Bronze Age, and at Porthaethwy itself. Cremation burials, or the indication of such, have been found at three locations (Lynch 1991, 193ff). All were discovered during road works, in a built-up area, during the nineteenth century. The evidence is, in consequence, partial. An overhanging rim urn and sherds from two others were recorded during road works on the route between Menai Bridge and Beaumaris, in the grounds of Plas Cadnant, in 1825. Two urns, both containing burnt bone were found close to the pier in 1864. A bronze awl was included in the cremation deposit of one of the urns. A small bronze blade, not necessarily from the same burial group but described as being from the same spot, was also recovered at that time. A third burial group, comprising two urns, one containing bone and protected by a cist was discovered opposite the Anglesey Arms Hotel in 1855.

An important secular deposit of eight flanged bronze axes was discovered during stone quarrying near the suspension bridge in 1874 or 1875. The axes were covered by two stones, six under one and two under the other. Only three survive but the evidence suggests that all were very similar in size (about six inches by three and a half inches at the blade), weight and decoration. The three surviving axes are decorated with hammered, swagging, horizontal grooves on their faces and oblique or herring-bone grooves on their flanges. These axes are in the Arretton tradition of the end of the Early Bronze Age, of metal of ultimately European origin and are imports to Menai Bridge (Lynch 1991, 218-21, 387-9).

There is little direct evidence of settlement in the Porthaethwy area during Later Prehistory or during the Roman centuries. However, there is a small fortification of uncertain date and status at Dinas, Plas Cadnant and the remains of a hut circle settlement and field system on sloping ground overlooking the Straits between Menai Bridge and Llanfairpwll (PRN 2713). A sculptured stone head, lately fixed to a farmhouse garden wall at Hendy, Four Crosses, has been considered to be of Iron Age date. If this interpretation is correct then such a ritual object might have adorned a shrine within the wooded groves presided over by druids or perhaps more correctly, *vates*, so graphically described by Tacitus in the context of the Roman invasion of Anglesey in AD 54.

Within the hinterland of Porthaethwy there are several settlements of potentially Iron Age and Romano-British period along the river Braint. The one tangible indication of activity in the Romano-British period at Menai Bridge itself is represented by the discovery of a late third-century hoard of thirty-seven coins at Coed Cynrol (PRN 2177).

The Early Middle Ages

There is a local tradition that a church was founded on Ynys Tysilio (Church Island) in the sixth century. This is based on the evidence of the dedication, St. Tysilio. Tysilio, according to Bonedd y Saint and to a Breton Life of the Saint, was a son of Brochfael Ysgithrog, King of Powys in the early sixth century. According to the tradition, Tysilio eschewed the life of a king's son mapped out for him

and entered the great Powys monastery at Meifod. Circumstance caused him to leave Meifod, whereupon he arrived at the banks of the Menai and established a church on the island that bears his name. However, it is as likely that dedications to reputedly early 'Saints' owe as much to the popularity of a Saint's cult in the eleventh and twelfth centuries as they do to any genuinely early foundation. This is not to deny the possibility of an early church foundation at Porthaethwy, but to accept that it cannot be demonstrated by any evidence. The present church building dates from the fifteenth century.

Porthaethwy is first referred to in a poem by Prydydd y Moch celebrating a victory of Llywelyn ap Iorwerth 'at the passage of the Menai at Porthaethwy', in 1194 (Lloyd vol 2, 589, *History of Wales*, London 1911). The name means the passage or entrance to the land of Daethwy. Daethwy may be attested earlier in a twelfth or thirteenth century reference to an eighth century character named 'Cynan from Castell Dindaethy' (Evans, 1990, 23, 53). Dindaethwy was the name of the commote or administrative region comprising the south-eastern portion of Anglesey from at least the twelfth century within which Porthaethwy lay. The element Daethwy is probably a tribal or regional name of greater antiquity and the name Porthaethwy, and the importance of the ferry there, may also be significantly earlier than the first recorded occurrence of the name.

The Middle Ages and the Early Modern period to 1800

In the thirteenth century Porthaethwy was assessed as a township within the Commote of Dindaethwy. The commotal centre was at Llanfaes. Such a township could comprise several small holdings, dispersed or clustered and often related by kinship but not necessarily so. The area of a township within which these settlements lay could be extensive, corresponding in some instances to the areas of later parishes. In the first extent, or Crown rental, taken in 1294, eleven years after the conquest of Gwynedd, the only information we can glean from the documentation is that the ferry was in operation and that it was expected to produce £2.13s. 4d. revenue for the Crown in rent. We are also told that a further 10s. rent was assessed in lieu of services. In practice, sheriff's accounts for the 1290s show that the ferry was actually farmed out for more than the extended sum and was bringing in up to 86s. in revenue. This, in fact, is the assessed sum at the next large survey in 1352. The 1352 survey provides us with significantly more detail and allows us to begin to consider the nature of the Medieval community at Porthaethwy. There were two principal elements.

The first is described as a *gwely*, a unit of kinship on patrimonial land capable of being subdivided through partible inheritance so that there might, at any particular time, be several small holdings of related families operating within the patrimonial boundaries. In Porthaethwy the *gwely* was held by freemen. There were two principal heirs Griffuth ap Madog Gloddaeth and Grono ap Bledd. ap Heilyn, and there were other heirs, with their own smallholdings who are not named. These families share their own mill called Melin Bach.

The second element is represented by a half-gafael or half-holding of 'tir cyfrif' land. David and Cadwgan Morfydd are the two tenants. They are bondsmen in a very restrictive tenure characteristic of the demesne lands of the prince. That is to say, part of Porthaethwy was free land and part was the Prince's land, which, by 1352, had become English Crown land, tenanted by the Crown's bond tenants. These tenants had to mill their corn at the prince's mill of Cefncoch. They also paid 10s a year rent in lieu of services.

An interesting aspect of the ownership and running of the Porthaethwy ferry at this time is that the king's interest in the ferry was restricted to a half share of the total assessment. The king, remarkably, through his sheriff, paid half of the cost of running the ferry boats. Sheriff's accounts in the fourteenth century account for, for example, 20s. for half a boat bought; 6s. out of 12s. total for pitch and tallow; 1s.4d. for four days carpenter's work and other costs for ropes, oars, hurdles under the feet of animals to protect the boats and quantities of iron nails (Davies, 1942, 41).

No where, however, does the sheriff account for a ferryman's wages. Is it reasonable to suggest that this was the function of the tied tenants in the half gafael of Crown land and, possibly, that the free tenants of Gwely David ap Mabon also contributed the labour of their tied tenants in a comparable half-gafael? Further, could this be the origin of the recognition, much later, that the shoreline of the Straits at Porthaethwy had always been Crown lands, removed from the effects of the Enclosure Act of 1827 and, furthermore, why development on this land in the nineteenth century could be the subject of an enquiry into encroachment, as we shall see.

There was a second ferry which plied this stretch of the Straits. This was the Porthesgob ferry, in the hands of the Bishop of Bangor. Traditionally this ferry ran between Gorad y Git (below Gorad Road, Bangor) and Cadnant. During the eighteenth century, however, the Porthesgob ferry was perceived to be encroaching on Porthaethwy waters. In the litigation which ensued, it was determined that the Porthaethwy ferry's sphere of interest ran from Carreg yr Halen (east of the later suspension bridge) to Porth y Wrach). It is possible that these had anciently been considered to be Porthaethwy waters although the principal crossing is likely always to have been from Borth (below the present Bodlondeb) on the Caernarvonshire side to the stone slipway below the Cambria on the Anglesey side.

Following a dispute over rents in the fifteenth century and early sixteenth century the Crown discontinued previous arrangements with regard to the moiety, claiming all rights. During the seventeenth century, however, the opportunity arose for a certain Thomas Williams to purchase the ferry in perpetuity for £100, subject to an annual rent of £3. 6s. 8d. In 1792 Holland Williams bought out the annual rent for a lump sum of £72. 7. 6d., thereby severing all Crown interest in its revenue.

During the seventeenth century the Porthaethwy ferry boats could be described as little round sea-boats holding no more than three horses at a time. The ferry was difficult of access for wheeled vehicles and, furthermore, the Borth crossing was unsuitable for larger heavier boats which could take such vehicles when the current ran strongly westward (Davies, 1937, clxxii-clxxxiii). It is likely that a more easterly landing place came into use by the early eighteenth century to answer this deficiency.

However, in 1686, a licence was granted for the construction of a house for ferrymen on Porthaethwy Common. Initially the Three Tuns, this became the Cambria Inn. This development is indicative of an increase in the volume of traffic. At about the same time livestock fairs were established on both sides of the Straits, in the 1680s at Borth, by the Bishop of Bangor, and in 1691 on the Anglesey side, up and behind the Cambria. Early seventeenth-century estimates place the volume of cattle crossing the Straits by swimming at 3000 per annum. By the end of the eighteenth century, this had increased to an incredible 10,000 head.

During the mid-eighteenth century a number of road improvements were contributing to an increasing volume of wheeled traffic. The roads across Anglesey and over Penmaenmawr were both turnpiked in 1765. A year earlier a stagecoach is noticed on the Chester-Holyhead run. Following the road improvements, coaches ran regularly on routes from Chester and also from London via Shrewsbury, Llangollen Llanrwst and Conwy and, by 1808 via Capel Curig and Nant Ffrancon to Bangor ferry.

To cater for this business, the Bishop of Bangor had, in 1768, built an Inn on his tenement at Cae'r Glowr. The Bishop's interests were set back when legal proceedings found against him in respect of the use of Porthaethwy landing places. However, the Bangor Ferry Inn at Cae'r Glowr, The George, was to flourish. The inn was enlarged in 1777. It was well-designed to handle wheeled vehicles with an inclined curving ramp down to the shoreline, and was able to make good use of the wide landing offered at Porth y Wrach on the Anglesey shore. Stables, owned by The George were set up close to the Porth y Wrach landing, as they were on the Caernarvonshire side. Mail coaches and teams were changed at these points while private vehicles were ferried across. Orders for horses to be made ready were conveyed across the Straits by speaking trumpet (Davies, 1942 *passim* for detailed references to the ferry).

1800 to present

The Porthaethwy ferries were approaching their busiest period. Three routes were in operation: Carreg y Halen to Treborth Mill; Cambria to Borth and Porth y Wrach to The George at Bangor ferry. In addition, small boats would be plying back and forth with cargoes and loading and off-loading them at any convenient point on the shoreline. Porth Daniel with its convenient and purpose-made track down to the inlet would be one such. Porth Daniel is recorded as early as 1588 as a perceived division between the limits of operation of the Porthesgob and Porthaethwy ferries (Davies, 1942, 155).

However, all was not well. In 1782 the 'Gentlemen of Anglesey', led by Holland Griffith of Garreglwyd, met at Gwyndy Inn to consider 'the several complaints of imposition, delay and ill-treatment experienced by the public at Porthaethwy Ferry'. The complainants were unable to achieve any improvement in the ferry service and determined to seek an alternative remedy. In January 1801 the Act of Union with Ireland was passed. Pressure increased in the matter of securing good

communications. Designs for bridging the Straits were submitted by Rennie (1802) and Telford (1811). A major consideration was that any bridge should present no impediment to navigation. In 1817 Telford, who by then was actively engineering the post-road from London to Holyhead, submitted an adventurous design for a suspension bridge at Ynys y Moch. The design was accepted and preliminary works for the construction of the bridge were underway by 1818. The bridge, which carried its carriageway 100 ft above high water, suspended from chains, was completed and opened to the public on 30 January 1826.

The ferry was now redundant. Miss Silence Williams, who had inherited the ferry from the percipient Holland Williams, was compensated in the order of £26,000, being an estimate of 30 years loss of future revenue.

It is ironic that steam packet boats, plying the coastal and Irish trade had, by 1826, began to operate sufficiently regularly and efficiently that they diverted a portion of the Holyhead business through Liverpool. The peak years for the Holyhead, and by extension, Porthaethwy, passage were those last years of the ferry in 1823 and 1824 when nearly 20,000 passengers passed through the port of Holyhead every year. By 1831 the totals had reduced to around 9000 (Davies, 1942, 280 and 1937, clxxii-clxxxiii).

The impact on Menai Bridge, however, was very considerable. A very large number of workmen, clerks, engineers and so on, arrived in Porthaethwy and lodged there and in the surrounding area during the period of construction. Many stayed, married and set up their own businesses. The bridge itself was a tourist attraction and packet steamers brought the visitors. When, in the late 1840s, Robert Stephenson built his tubular Bridge at Llanfairpwll, a number of Menai Bridge business and professionals were able to supply their services.

In 1811 the population of the entire parish of Llandysilio totalled 300. In Porthaethwy itself, defined as Cerrig y Borth (the rocky headland and its shoreline between Ynys Tysilio and Ynys Faelog and Ynys Geint) there were few houses, mostly concerned with the operation of the ferries, hostelling and stabling. Seventy percent of the population farmed in the hinterland of Cerrig y Borth, with the notable exception of the 'linsey-wolsey' factory at Cadnant (Senogles, 1946; C. Davies. 1888). By 1821 the population had increased to 493, almost entirely due to the influx of workmen on the bridge and the services needed to support them. With minor fluctuations, the population continued to increase dramatically during the remainder of the century.

In 1814, subject to an Act of Parliament for enclosing lands in the parishes of Llandysilio and Llaneilian, a process was begun to enclose the commons of Llandysilio. A map for this purpose was drawn up c.1815 although the actual award was not made until 1827. The principal beneficiaries were: the Marquis of Anglesey (45 acres); Mrs. Eleanor Price (32 acres); John Price (24 acres) and the Bishop of Bangor (7 acres). It is significant, however, that four acres were reserved from the award for holding the Menai Bridge traditional fairs and that all of the coastline to the south of the public highway which skirted the shoreline from Carreg yr Halen to Ponc y Paced (that is, just north of Porth Daniel), was removed from the award as reserved for the ferry.

It is within this context that the history, development and significance of the area under review must be seen.

The John Edwards warehouse, William Roberts wood yard and quay

Topography and setting

A headland of predominantly schist rock, reaching a height of around 30m, extends southward from the mainland of Anglesey into the Menai Straits. The promontory stands approximately midway along the south-eastern shoreline of Anglesey but only 3 km south west of Garth, Bangor, where the Straits open into Conwy Bay. The headland constricts the channel to its narrowest point here, contributing to the importance of the location as a long-standing ferry crossing.

The proposed development site is on the eastern flank of this headland, extending eastward, over a distance of approximately 100m from the 10m contour to the waterfront. The structures on the

western side of the area are terraced into the rocky slope. Prominent rock outcrops occur close to the shoreline, broken by inlets of the sea at Porth Daniel and Porth y Wrach.

The site under review comprises a complex of industrial buildings, yards and a tidal wharf flanking the road now known as Water Street or, in Welsh Stryd y Paced and formerly more commonly referred to as Packet Street.

The wharf is flanked on its north side by The Liverpool Arms public house, the Pier House and by Porth Daniel, an inlet of the Menai Straits. On its east side the site is bordered by the Menai Straits; on its south side Y Bonc, a prominent rock outcrop on which stands a private house and, alongside the Straits, the Prince's Pier and a row of warehouses and offices of which the southernmost is the present Pier Master's House.

To the west of Packet Street, the development is bordered on the north by a private house, gardens and sheds, formerly the site of the Star Inn. On its west side the site shares a common boundary with the grounds of the Victoria Hotel. On its south side the site shares a boundary with the grounds of Min y Don, a private house.

Local historical context

The earliest recorded discovery of archaeological or historical significance in the immediate vicinity is that of cremation burials of the Early Bronze Age contained within urns, one of which also included a small bronze awl (see above). A small bronze blade was also found on the same occasion but its direct association with the burials is uncertain. The location is close to St. George's Pier and the year of discovery was 1864. The occasion of the discovery was road works. At this date the curving promenade approach to St. George's pier had not been made, neither had the modifications to the pier which characterise its early twentieth-century manifestation.

A prominent rocky outcrop rises along the length of the shore between St. George's pier and Porth Daniel. This was known in the nineteenth century as Ponc Mostyn or Ponc y Paced. It is continued south of Porth Daniel at Ponc Daniel (Y Bonc). Such a conspicuous feature would provide an appropriate location for potentially prestigious burials although the circumstances of discovery would seem to suggest that the finds were made behind the Bonc on St. George's road near the Mostyn Arms public house.

On the seaward side the development area is bracketed between the two arms of the sea, Porth Daniel and Porth y Wrach. Both, from their names, suggest that they are landing places of long standing. Porth Daniel is cited in a deposition of 1588 concerning the respective rights of the Porthesgob (to the north) and Porthaethwy (to the south) ferries. Porth y Wrach is similarly referred to in 1771 and 1773 as defining the northern limit, on the Anglesey side, of the Porthaethwy Ferry (Davies, 155, 248, 249).

A map (referred to above) and produced in c.1815 to accompany and inform proceedings toward enclosure of common land in Llandysilio clearly identified Porth y Wrach as a 'landing place' and shows access to and from it from the main road which served the shoreline of Carreg y Borth. Porth Daniel is shown on the same map as having a side road or tract connecting it directly to the highway. John Evans' map, surveyed before 1776 (Davies, 307) shows the significance of the Porth y Wrach landing, communicating with the coaching inn, The George, on the Caernarvonshire side.

William Jackson of The George maintained posting stables on both sides of the Straits. The 'enclosure map' of 1815 shows these clearly and accurately. They stood in a position that would, from a modern perspective, occupy the central area of the wood store of William Roberts' yard on the west side of Packet Road. The enclosure map also shows the Cambria 'Ferry House', a cluster of buildings in its immediate vicinity and closer to the shoreline. A map surveyed by Rennie in 1810 to accompany a proposal for bridging the Straits identifies at least one of the buildings close to the Cambria as stables. A further cluster of buildings is visible to the west, some of which now lie under the embankment of the suspension bridge. One of these buildings, on land owned by the Marquis of Anglesey, bears the name Stable Newydd (new stables), another is described by Cadwaladr Davies as 'Yr Hotel Bach' (Davies, 1888, 6). Further to the west at Carreg yr Halen, in another 'ancient enclosure' in the Marquis' holding, further structures stand. From the map this appears to be one building. However, from Cadwaladr Davies' account it is clear that two thatch-roofed houses stood

here 'ar lan y mor' - on the shoreline. These are the cottages associated with the Carreg yr Halen ferry route.

Almost all the dwellings and structures which stood along the shoreline of Carrig y Borth in the first decade of the nineteenth century were, therefore, associated with the operation of the ferry and the lodging and stabling of customers and horses. The large influx of population associated with the construction of the Menai Suspension Bridge had a very significant impact on the development of the town. Commercial opportunities presented themselves and it is very difficult to overstate the contribution of one family, Davies and Sons, towards the growth of Menai Bridge during the nineteenth century. Their business operation was based on the site which is currently the subject of this assessment.

Richard Davies senior was born in Llangristiolus in 1778. He established a very successful general store in Llangefni. He soon appreciated the potential of selling at a discount, for cash, at the point of import. This philosophy was embraced by his sons. Richard Davies junior's watchword in business was: 'un pris a dim coel, y pris isaf ac arian parod' 'one price and no credit, the lowest price and ready money'. His business sense led him to identify locations where goods could be imported by sea and where there existed a market on the spot. His first venture in this direction was to establish a base at Red Wharf Bay in the 1820s, where stone-quarry workers provided the market. By the late 1820s, however, he was trading in Menai Bridge. A lease of 25 April 1828 made between the Marquis of Anglesey and Richard Davies of Llangefni, shopkeeper, identifies the circumstances: 'In consideration of the said Richard Davies having heretofore at his own costs and charges erected, built and completed a warehouse and timber yard with other improvements upon part of the land hereinafter demised ...being formerly a part of a certain common called Cerrig y Borth, situate in the parish of Llandesilio ... together with the said warehouse timber yard and appurtenances as the same are more particularly delineated and described in the map or plan thereof in the margin of these presents and being now in the occupation and possession of the said Richard Davies ...'. The lease was for three lives and thirty-one concurrent years. The plan identifies the plot as immediately adjacent and to the west and north-west of Porth y Wrach. It formed part of the award out of the common land to the Marquis of Anglesey in 1827. It is clear, however, that this plot had been encroached upon by Davies before this date and that it may have been enclosed some years previously. William Alexander Provis' survey of the Straits, undertaken during his tenancy as resident engineer for Telford during the construction of the suspension bridge, was published in 1828. However, the survey may be as early as 1818. This plan shows an enclosure along the western side of the highway that was to become Packet Road, and between the southern boundary of Jackson's posting stables and the northern boundary of the land reserved for the ferries. It does not, however, show any buildings on the site. The warehouse which is shown on Davies' lease of 1828 and which, according to the lease, had already been built, is located in a position now occupied by the southern part of the range of warehouses known as the John Edwards Warehouse.

Initially a certain William Hughes ran Davies' operation in Menai Bridge but, by 1830, Davies' son John, then aged 21, had moved in to take over. Cadwaladr Davies, in his history of the origins and development of Calvinistic Methodism in Menai Bridge, makes no apology for discussing the mercantile success of the Davies family alongside the progress of Methodism. He stresses that the achievements of Davies and his sons in business went hand in hand with the development of the Methodist cause and one could not be understood without considering the other. The family were staunch Methodists, influential in its organisation and financially supportive. Over and above this, Richard Davies junior was a notable figure in Non-Conformist Radical politics. His position was almost iconic and he has been described as 'exemplifying the new free-trade economic order and as an almost legendary symbol of the new Liberal Non-Conformist middle class' (DWB, 148-9).

In 1841 we can identify John Davies, Merchant, as resident in the 'Warehouse'. Living there with him were William Griffith, clerk, Owen Pritchard, warehouseman and Thomas Jones and Thomas Hughes, Carters. There were also two female servants. We cannot be certain but it is possible that this was the same structure as the warehouse built by Richard Davies before 1828. The detail of the sequence of construction of this building will be discussed separately. The business had expanded and was continuing to do so at an increasing rate and would have made good use of the landing at Porth Daniel.

Henry Rees Davies, son of Richard Davies junior, and nephew of John Davies, was aware that, 'having leased property from the Marquis of Anglesey they took the old coach stables and yards and proceeded to squat upon and enclose certain of the lands which had been reserved for the ferry. After a few years they built a wharf, which is now the Prince's Pier and during the 1830s, their own and other ships began to trade to Menai Bridge' (H R Davies MSS Box 4, UWB Archives, quoted by Eames, 1973, 222).

It has been shown above that in the early nineteenth century the extent of the ferry's operation, on the Anglesey shore, ran from Carreg yr Halen to Ponc Mostyn, as represented by the extent of land reserved for the ferry in the 1827 enclosure award. Further, it would seem to have been a long-standing opinion, locally, that this had more or less always been the case, as represented by depositions and judgements, in citing Carreg yr Halen to Porth Daniel (1588; Davies 1942, 151) and Carreg yr Halen to Porth y Wrach (1768). This land was considered to be Crown land and may always have been since the thirteenth and fourteenth centuries if not earlier. During the nineteenth century, however, there had been encroachments of the kind recalled by H. R. Davies. Between 1865 and 1895 the Llantysilio Improvement Commission and the Government Department of the Office of Woods began to investigate these encroachments.

It emerged that Richard Davies and Sons had sought a Crown lease for a relatively extensive tract of land in 1837. This included Ponc Mostyn, all the land between Porth Daniel and Porth y Wrach and the plot of land now occupied by the bowling green and known as Ponc Pegi. Although agreed in principle, the lease was never authorised or issued. Nevertheless, by July 1838, Richard Davies and Sons can be seen to have completed the erection of a steam engine and sawmill on the present wharf on the south side of Porth Daniel and were enclosing the land. Part of the area now known as Prince's Pier with its storehouses and offices, was, it seems, subsequently sub-let to the City of Dublin Steam Packet Co. and a saw mill and timber yard established on Ponc Pegi.

By 1843 a house had been built within the southern half of the plot acquired by lease from the Marquis in 1828. The Tithe map shows the house against the southernmost boundary of the property and within the same curtilage as the warehouse. The schedule shows exactly the same area, 2 roods, 31 perches, as identified in the 1828 lease and Richard Davies and Sons answer for the property, described as warehouse, house and garden. It is not until 1851 that we can identify the house as Min y Don. By reference to a Plas Newydd rental of 1859, we are able to identify more clearly the layout of Min y Don, centrally disposed within its own curtilage.

By the middle of the nineteenth century the Davies' business had expanded to occupy the waterfront area from Ponc Mostyn to Ponc Pegi and the area of the former Porth Daniel Stables in addition to the land of the 1828 lease which now included the private house of Min y Don. The Davies family, now established at Menai Bridge with the company under the management of John Davies, saw the potential of the North American trade. The business had previously invested in locally-made coastal vessels. In 1843, however, Richard Davies and his sons bought their first British North American ship, built at St. John's, New Brunswick, 137ft long and 795 tons (Eames, 1973, 219-222).

The Davies' ships took Penrhyn slate and emigrants to the New World and returned with North American timber to Menai Bridge. The early voyages called principally at Quebec, St. John's and New Orleans and, in Britain, at Liverpool. As the business expanded and the nature of trade changed, the Davies fleet made longer and more distant journeys and made more use of the larger ports of Liverpool, London and Cardiff for Far-Eastern and Australian destinations. Coastal trade, too, remained important and the wood-yard supplied much of the building boom along the North Wales coast. During the 1870s iron ships were brought into the fleet and between 1875 and 1877, seven sister ships named after Welsh counties were commissioned from Roydens shipbuilders. During the 1880s the fleet comprised eighteen ships, sailing principally to San Francisco, Rangoon and Rio de Janeiro, although by this stage in the firm's career, no large ship had berthed at Menai Bridge since the early 1870s.

John Davies, the imaginative entrepreneur of the firm's early expansionist phase, died in 1848, aged 39. His brothers Richard and Robert took over. The firm now had many interests, with managing clerks administering different aspects of the business.

The National Census for 1851 records Richard Davies, timber merchant and ship-owner, in residence at Min y Don. With him in the house were David Jones, a visiting Calvinistic Methodist Minister from Dolwyddelan, and William Roberts and Richard Hughes, both described as clerks. William Roberts was to run the timber yard and Richard Hughes, a cousin of the Davies brothers, ran the shipping business. John Edwards ran the wholesale warehouse.

John Edwards (wholesale and provisions merchant) was trading under his own name from Packet Road from at least 1850. Richard Hughes and Co was the name registered at Lloyds, for the shipping interest, from the 1860s, to differentiate it from other aspects of the business. The Davies brothers, however, retained managing ownership of many of the ships (Eames, 1973, 240). It is not until the 1880s, however, that Hughes and Co appears in the trade directories. William Roberts ledger and account books begin in 1838 and there is a lot of mutual business enacted (A.R.O. WM.1078/1,2,3). The copy letter books of William Roberts do not begin until 1869. However, the earliest letters, from the 1860s and 1870s are sent above the signature: William Roberts, for R Davies and Sons. It is not until the 1880s that William Roberts and Co, Packet Yard, appears as such in the Trade Directories.

The shipping business came to an end with the death of Robert Davies in 1905. The firms of John Edwards and William Roberts continued to trade well into the twentieth century under the original names. William Roberts was sold in 1927 but the new owners retained the name and are still in business, based at the 'Packet Road' timber yard. Timber was still brought to the wharf by sea as recently as the 1970s.

Archaeological Features and Recommendations

Feature 1

Structures on the boundary of the yard between Crag Side and the path to the Victoria Hotel at the north end of William Roberts wood yard.

Category D

Impact: uncertain, possibly considerable, see recommendation

This area is in use as a car park by William Roberts and Company and has a rough tarmac surface over most of the area. The western boundary is represented by the back wall of a stone-built outhouse to an adjacent property and, in the north west corner, a random-coursed rubble masonry single-story structure with slate roof. Adjoining this to the north are lengths of rubble-coursed masonry with blocked openings. The northern boundary is represented by a modern garden wall and the eastern boundary flanks Packet Road. The single-storey stone building and the lengths of masonry wall adjoining, in the north west corner of the site are of local interest in that they represent a surviving component of outbuildings associated with The Star public house, a hostelry established on the site between 1818 and 1826.

Recommendation:

If these features on the boundary are to be removed then the recommendation is for basic record by photograph and description.

Feature 2

The perimeter wall of the covered wood store in the northern part of the William Roberts yard on the west side of Packet Road.

Category C

Impact: considerable if the boundary is to be replaced

This wall is of random-coursed rubble masonry, mortared and roughly pointed in places. The stone is local schist except that more rounded and smaller pebbly stone appears to have been used in the east wall. This is particularly visible on the inside face of the wall at the north east corner where the junction with the north wall is oblique. The wall encloses a roughly rhomboidal area: straight along the northern face for c. 17m; straight along the western face for 50m to the point of junction with the gable

end of the northernmost of two stone-built sheds standing perpendicular to the line of the wall; and curving from north-west to south along the eastern face for 42m, to the entrance to the timber yard. There are indications on the exterior face that this wall has been raised from, perhaps, an original height of c. 3m, in order to accommodate the roofing of an interior space of the wood store. On the north and west faces the increase in height has been achieved in stone. Along the east wall, the height has been raised with brickwork. The area enclosed by this boundary has been levelled by cutting into the rock slope on the western side.

Internally the west wall now stands around 6m in height. Some small roughly-made holes are visible in the wall. These would have taken timbers for shelf supports. There is a slight batter on the eastern wall towards the north end where the wall stands 4m high. The internal height reduces to 3m towards the southern end.

This wall corresponds very closely to the plan of an enclosure mapped by W A Provis around the site of the Porth Daniel Stables between 1818 and 1826. This correspondence extends to the curvature of the boundary on the east side. The southern return of this wall (in c. 1818) corresponds to the point of junction of the present wall with the northern of the two perpendicular stone sheds referred to above. The Porth Daniel Stables, which served as posting stables for The George - Porth yr Wrach ferry crossing prior to the closure of the ferry in 1826, were also mapped during the preliminary proceedings towards the enclosure of Llandysilio Common. The enclosing boundary mapped by Provis is not evident but a short stretch of wall approximately corresponding to the north wall shown on Provis' map is visible.

Recommendation

This feature contributes and acquires enhanced significance and group value by association with features representative of the operation of the Porthaethwy ferry and the development of the waterfront. The recommendation is for detailed recording by photography and measured drawing, with attention to be paid to structural changes in the character of the masonry and that consideration also be given to retaining this wall as a component of the line of the nineteenth-century perimeter wall on the west side.

Feature 3

The interior of the covered wood store.

Category E

Impact: Unknown

A wood store has been created by roofing the space defined by the boundary wall described as Feature 2. The floor is concrete. Four longitudinal bays running north-south, have been defined by roof supports of steel girders (west side) and timber posts (east side). The roof over the two western bays and along the north side is pitched corrugated iron. The roof against the eastern wall is flat, supported by timber joists.

It is evident from the 'Enclosure' map of 1815 and W A Provis' map of 1818-1826 that the long rectangular Porth Daniel posting stables once stood centrally within the area defined by the enclosing walls of this wood store. No evidence of this structure now survives above the surface of the ground. However, it would seem that the roofed areas within the present yard had been built up around the shell of the old stable building, in the space between the stables and the north and west wall of the enclosure. This process can be seen to have already reached something close to its early twentieth century appearance by 1859. A Plas Newydd estate survey plan of that date shows the foot print of a long structure in exactly the position of the stable building planned by the Enclosure Map and Provis' map. This feature is said by H R Davies to have survived into the early twentieth century and would appear to be mapped on the 1910 OS 25 inch survey.

Recommendation

The Porth Daniel posting stables were an important component of the operation of the Porthaethwy ferry at the George Hotel - Porth y Wrach crossing. It was from here that the mail coaches left for Holyhead on the Anglesey leg of their journey. Nothing now survives above the surface of the ground in respect of the stable building itself, although the perimeter walls may do (see Feature 2).

Consideration should be given to the provision of archaeological excavation and recording in the area of the stable building in advance of any development.

Feature 4

Stone-built sheds perpendicular to western perimeter wall in the south-west corner of the proposed development area.

Category D

Impact: considerable

Two two-storey stone-built sheds stand side by side perpendicular to the western perimeter wall, towards the south-western corner of the wood yard. Together they occupy a footprint of approximately 15m by 15m. The fronts, that is the east sides facing the interior of the yard, are now open at ground level. The stub ends of the ground floor walls on this side are refaced and strengthened in brick. Otherwise the lower walls are of stone rubble. The eastern gable ends at first floor level are timber clad. The upper east gable of the southern shed is in-filled with brick although original stone-work survives at the south east corner. Where visible the first floor walls are clad with chipboard and the roof clad with plywood. Externally the roofs are pitched corrugated iron, aligned east-west. Although obscured by undergrowth, the external western gable ends retain much of their original stone-work. The frames of original small windows are visible at two levels in the external gables. These are now blocked. One has had an extractor fan inserted. The ground floors are now in use as circular saw benches, the upper floors are for storage. The upper floor of the southern shed is approached by external wooden steps from the yard.

These buildings or their precursors on the same footprint are recorded on the Plas Newydd estate survey of 1859. On the evidence of this 1859 plan and comparison with Provis' 1818-1826 plan, it would appear that they were built at the northern end of the lot originally leased in 1828. That is to say, the northern wall of the northernmost of these two sheds abuts the southern boundary of the Porth Daniel Stable Yard. However, they are not shown on the Tithe survey of 1843, where the warehouse and a house are both indicated within the precise plot demised in 1828. Furthermore, there is an indication on the 1859 plan of a second boundary aligned on the south wall of the southern shed which corresponds to a division in the construction of the 'John Edwards' warehouse. This possible boundary will be discussed under the heading of the warehouse.

Recommendation

These sheds were built before 1859 and represent part of the development of the complex of structures servicing R Davies and Sons commercial activities after 1828. Encroachments were being made on to adjacent plots of land including the former stable yard and the wharf during the 1830s.

These structures have been heavily altered from their original condition. However, they contribute and acquire group value by association with other features in the immediate vicinity representative of the development of R Davies and sons commercial activities in the early and mid-nineteenth century.

It is recommended that the external faces of the west gables of these buildings be recorded by photography and measured drawing and that consideration be given to retaining these gable ends as a continuation of the line of the nineteenth-century perimeter wall on the west side.

Feature 5

The 'John Edwards Warehouse' offices and additions

Category A

Impact: considerable

This range of buildings stands on the west side of Packet Street to the south of the present William Roberts wood yard, north of the private house, Min y Don, and opposite the Porth Daniel wharf and Princes Pier. The range comprises a complex of individual and related components.

The central part of the range comprises two separately built but clearly related warehouse buildings measuring together, in plan 30.6m in length, north-south and 9.5m in width. The facade rises 5.12m above the present road surface at the northern end and 5.95m at the southern down-slope end. The roof rises a further 3.6m above the eaves. At the north end is a two-storey office building, now the

offices of William Roberts and Co., rising to the same height of facade as the warehouse, measuring 6.1m along the roadside and extending to the same 9.5m depth as the warehouse. At the south end is another office block, similarly rising to the same eaves height as the warehouse, 10m in length and 5.6m deep. At the back of the warehouse, a twentieth-century extension runs perpendicular to the warehouse for 11m abutting, at ground floor level, certain structures of mid-nineteenth century date.

1. The two warehouse units

The two units are both built of large blocks of local schist rubble, not precisely coursed but very well laid, mortared and pointed. The total external length of the two units is 30.6m and there is a clear and very precise abutment of the two constructions at 15m from the northern end. There is one party wall between the two units, which was constructed as the south wall of the northern unit which indicates that the northern unit was built first, with the long walls of the south unit abutting the south-west and south-east corners of the north unit. The external walls are 0.6m thick, as is the party wall between the units. In consequence the internal dimensions of the southern unit are slightly longer than those of the northern unit.

The northern unit has three wide (c.1.5m) door openings at ground floor level at the street frontage. The central door is now blocked, the other two have modern doors and concrete steps. The lintels are simple blocks of slate on the outer face, timber inside. At first floor level there is a further wide door opening with modern double-door inserted. There is a hoist mechanism to the left of the door. The door is flanked by two sixteen-pane sash windows. The windows and door on the first floor have timber lintels and slate sills.

The southern unit has two wide door openings (1.5m) on the ground floor. The right-hand (northern) is a double door, recessed, with two openings in the upper part. The entrance is raised on a stone step, 0.7m above the road surface. The left hand (southern) is also a double-door with two openings and a large window opening above the door. The lintels of the doors are single blocks of slate. At street level, between the two doors, there is a hatch giving access to a cellar. On the first floor there are three sash windows each lit by sixteen panes. The lintels are timber, the sills are slate. At lintel level, between the two doors, there is a large sign, now barely legible, which identifies the building as that of John Edwards, Wholesale ... Est. 1850(?).

The hipped slate roof has wide overhanging eaves and extends unbroken across both units.

The interior of the north unit would appear to have been modified to a greater degree than the southern unit. The walls have been pointed and there is a modern stair against the north wall. Rows of closely-spaced bookshelves occupy the interior of both floors. There is no obvious sign of any ground floor openings in the west wall. However, there is a low, blocked opening on the ground floor in the north wall and there are two blocked window openings in the west wall on the first floor. There is also a large blocked opening in the north wall at first floor level, corresponding to the one below. The window openings on the east (road) side are splayed internally. There is a large vertical beam fixed to the east wall with fixings for a hoist, corresponding to the feature on the outer wall.

The interior space on both floors is of four bays, defined by three pairs of bevelled and chamfered square posts, 3.5 m apart, which support the first floor and the loft floor, with joists carried on large square beams.

The southern unit is more complex. The ground floor space is of five bays defined by four pairs of bevelled and chamfered posts, approximately 3m apart longitudinally and 2.75m apart transversely (with the exception of the second pair from the north end which are more widely spaced at 4.08m).

The southernmost of the two double-doors in the east wall has steps up to the wood boarded warehouse floor at 0.7m above street level. Another set of wooden stairs is set against the eastern wall giving access to the first floor. A further set of steps at the north-east corner lead down to a basement. There is a trap door in the floor of the second bay from the north wall, opening into the basement. There is one blocked door in the west wall, opposite to the southern double door in the east wall. This blocked door is visible from the outside on the west side as an impressive stone-stepped entrance to the warehouse from the back. The now blocked door may have carried a distinguishing sign above it on the outside but is now overgrown and obscured by vegetation. There is a second door in the west wall at ground floor level which gives access to another room. Internally,

pitch-pine boarding of various widths (six and a half inches, ten and a half inches and twelve inches) survives as a lining to the warehouse walls at the south-west corner. One board bears the stamp JE 1/-.

The first floor has wood steps in the north east corner, leading to the loft. A door to this loft is made from boards which still (partly legibly) carry the legend ENG(LISH) PRESBY(TERIAN)?. There is an opening, central to the wall on the north side which communicates with the same floor in the north unit. There is a boarded access hatch in the floor towards the north end above which is fixed a pulley wheel. The loft floor is supported on steel girders. The first floor has been partitioned at the south end to create an office space of two rooms with shelved walls. An original window in the west wall is included in the partitioned space. A second, sixteen-pane window is visible, more or less centrally positioned in the west wall. There is a door to the north of this window leading to a later structure and probably represents a modification of a former third window opening in this wall at this location.

The loft space extends the length of both units. The roof is of eight bays, including the hipped spaces at each end. The floor is boarded. The trusses are a form of king-post construction with side-posts and diagonal braces. The braces are omitted from the space between the king-post and side-post on the east side to allow a walkway through the loft. The stairs rise from the north end of the southern unit into the fifth bay from the north end. There is a hatch in the 'walkway' in the third bay. The maximum internal height of the loft space above the boards is 3.12m. A more recent roof has been joined to the west side of the warehouse at the fifth and sixth bays, causing some modification to the structure here. There are few visible graffiti on the timbers. One, however, painted on a king-post reads 'RE India Oct 1912'.

The basement is accessed via stairs in the ground floor. There is also a door and steps behind the office on the southern end wall of the warehouse and a hatch, central to the east wall, which gives access to goods from street level. The space extends under three-quarters of the length of the ground floor. The floor is concrete and there have been a number of modifications to the structure. A white-tiled area with drain has been inserted in the south-east corner. Certain of the timber posts which support beams under the first floor joists have been strengthened by the addition of brick pillars.

2. Extension to the west

A two-storey extension has been added to the warehouse on its west side, perpendicular to the line of the warehouse. The west wall of this extension runs obliquely north-east to south-west as it abuts an earlier structure in this position. The dimensions are 6.8m north-south and between 11 and 14m east to west. The structure is brick-built with metal windows and is accessed via doors in the west wall at both ground floor and first floor levels. There is a bricked-up opening adjacent to the current door at ground floor level. There is an external door in the south wall with steps leading up from the surface of the yard or garden behind the south end of the warehouse. There is a hatch allowing goods to be transferred between first and second floor levels. The first floor is supported by steel girders. The roof is slate.

3. Offices

North end

There is an office unit of two storeys attached to the north end of the warehouse complex. It now extends for the full 9.5m depth of the warehouse but was, originally smaller. The masonry is random rubble-coursed but neat and pointed and generally smaller than that applied in the warehouse construction. There is a large door in the facade (1.5m), now blocked by a modern wooden door. The lintel is slate. There is a sash window in the upper storey, originally of sixteen panes but now only the upper frame has its original lights. The roof is slated and hipped. There is a valley between the office roof and the warehouse roof although the eaves form a continuous line.

South end

There is a larger two-storey office at the southern end of the warehouse complex. There is a central door on the ground floor on the east side (1.3m wide), flanked by two blocked windows. There are three sash windows in the upper storey on this side. These now have single panes of glass although it is clear from the glazing bar stubs that they once carried six panes in each sash; larger panes than the other original windows. The lintels are slate. There are two windows, one on each floor, in the south wall. These carry sixteen panes each. The rear wall is coated in pebble-dash but a twelve-

pane sash window is visible in the upper storey towards the north. An out-shot from the back wall provides a toilet facility at half-landing level.

The two rooms at ground floor level provided accommodation for offices and the receipt and sale of goods. There is access down three steps from the south-east corner of the warehouse and through the main door from the road. The roadway entrance leads into a small hallway with doors to the offices and access to stairs up. The glass light above the main double doors bears the legend Offices and Sale Room. The ground floor offices have wood-shuttered windows which open on to wide shelves. There are plain slate fireplaces in both rooms. The southernmost room has two alcoves in both of which there are safes.

The first floor layout repeats that of the ground floor except that these rooms would appear to provide domestic accommodation. The northernmost room has a slightly more ornate slate fireplace and twelve-pane windows. The shutters on the east wall window are original. The space above the ground floor hallway has been partitioned-off as a tea-room.

Recommendation for the warehouse units and the adjoining offices

Components 1 and 3 of the warehouse complex

This is a monument of national importance as recognised in its status as a listed building. As such the structures have statutory protection with a presumption in favour of the preservation of historic features. Any proposed modification to these structures will require listed building consent and will have to take account of their historic character. This is a very important group which acquires and contributes enhanced significance and group value by association with other features in the immediate vicinity representative of the diversity of commercial initiatives developed by R Davies and Sons along this part of the waterfront of Menai Bridge. The structures are of several phases of construction and modification and deserve detailed analysis and recording. The recommendation, therefore, is that should any development take place which has the potential to directly impact on these units, then consideration should be given to detailed analysis and recording by measured drawing and photography.

Component 2 - the western extension

The recommendation is for basic recording by photography with the exception that in the area where this structure abuts the warehouse, the provisions of the recommendations concerning the warehouse should apply.

Feature 6

Structures behind the southern warehouse unit and against the western perimeter

Category D

Impact: considerable

In the area behind the brick building described above as an westward extension of the warehouse there are two buildings against the western perimeter of the complex.

The first is accessible from the brick-built structure. It is irregular in plan with a width of 8m at its eastern end, the north and south walls converging to within 4m of each other at the western end. This structure stops 5m short of the perimeter wall. This base between this building and the wall has been filled in with a brick and breeze-block shed. A structure of this shape and dimensions stood in this location before 1859. The walls are of stone rubble but heavily rendered in places. There is a bricked-up opening in the east wall and a large opening with a timber lintel central to that wall. The roof is pitched and the trusses are timber king-post with side-posts and braces similar to the trusses in the warehouse roof. The roofing material, however, is now corrugated iron, in very bad repair. The timber floor has been suspended on joists supported by narrow brick walls along the base of the rubble walls. The joists have rotted, however, and much of the floor has collapsed.

To the south of the previously described structures and sharing a common alignment is another building, the two long sides of which (north and south) are of stone rubble construction. The eastern gable end is open and the western end, continuing the line of the perimeter wall, is of modern breeze-block construction. The roof is pitched, corrugated iron, in poor condition. The length of this structure

is now 14m and the width is 7m. In 1859 a long (25m) building or shed stood here. It is reasonably clear from the OS Survey of 1889 that this length comprised two structures laid end to end and that they were unroofed. They lay without roofs into the 1930s on the evidence of the 10,560 OS map of that period. However, the aerial photograph of 1947 shows one of these, that which is roofed and in a dilapidated condition now, had been brought back into service by that date.

Recommendation

Photographic record

Feature 7

The Wharf

Category B

Impact: Moderate

Porth Daniel, a natural inlet, has been recognised as a landing place since at least the sixteenth century and probably for centuries before that. A track from the highway is shown leaving to Porth Daniel in 1815 and Richard Davies must have made good use of it when he established his business here *circa* 1828. Anecdotal evidence suggests he had built a wharf in the 1830s (see above) and his intentions in this respect are corroborated by the Government Office of Wood's admission that he was a long way to securing a lease on the land by 1838.

The quay is a substantial one and judging by photographs taken at the turn of the nineteenth and twentieth centuries, has changed very little in the intervening period (Steel, 1996, p.17). The mooring area of the quay is 60m long on the north east side of Ponc Daniel. Beyond this, along the Straits, southward and outside the proposed development area, runs the prince's pier with its nineteenth-century warehouse and Harbourmaster's Office. This area was once sub-let by R Davies and Sons to the City of Dublin Steam Packet Company. The surface of the quay is now concrete, with concrete reinforcement at the edges. The quay was built, very largely over a pre-existing area of projecting coastline. The revetment wall is stone with vertical timber battens fixed at around 4m intervals. There is a row of recessed 1m square emplacements at approximately 5m intervals set back 2m from the quay edge. There are low masonry foundations of sheds close to the rock outcrop of the Bonc but these are not recorded on any map and do not appear to have been structures of any significance

Recommendations

In consideration of the Early Bronze Age activity in the near vicinity (see prehistory, above), and the potential for similar activity at the prominent outcrop of Ponc Daniel, provision for an archaeological watching brief is recommended should ground works be undertaken on the site. Further, in respect of the historic wharf, the recommendation is for a photographic record of the quay in advance of any development.

Feature 8

Structures in the area of the wharf at the junction of Packet Road and the track to the shore.

Category: B

Impact: Considerable

At this location stands a small group of conjoined, slated, pitched roof structures. It was here, or close by, that Richard Davies set up a steam engine and saw pit in 1838 (PRO CRES 49/4 CRES 39/33).

In 1866 W G Haslam responded to an enquiry from the Office of Woods concerning a plan his father John Haslam had made in 1847. One of the features W G Haslam was able to identify on that map was a saw pit and smithy in the occupation of R Davies and Sons on exactly this spot. The building, or buildings are mapped again in 1859 by the Plas Newydd Estate. Neither of the plans conform exactly to the buildings which survive. However, comparison of these plans with the OS mapping of 1889 allow us to identify that the western, and part of the northern, portion of at least the shell of the buildings is a survival from the 1840s if not earlier. The present building is now in use for processing timber with a planing-machine. The north and western walls are random coursed rubble. The north wall has three windows, splayed internally, of sixteen panes each. The external facade on the north side displays a central pitched gable. The floor is now mostly concrete. There are, however, areas of

square stone sets towards the western end and in the central area of what might have constituted the original core of the structure, a well worn timber floor concealing a large cavity below. This was not accessible during the field visit. The possibility exists, however, that it may relate to the documented saw pit or perhaps even to the operation of the steam engine.

Recommendation

Elements of this group of buildings at the entrance to the quay may be of mid-nineteenth-century date or earlier and may possibly relate to the operation of a documented saw pit and steam engine installation. Examination of the cavity in the floor of the structure should be made to establish its relevance or significance and any details recorded by measured drawing and or photograph as appropriate. It is recommended that a detailed record of the plan and elevation of the nineteenth century component of this complex be made, together with a photographic record.

Consideration should be given to retaining elements of these structures on the north and west sides of the group.

Summary of the development, survival and replacement of structures within area of the wood yard and the warehouse.

In 1815 the only structures within the proposed development area were the Stables at Porth Daniel, established by William Jackson of the George Hotel to service the George to Port yr Wrach ferry route. These are mapped in the Llandysilio Enclosure map of 1815 with the indication of an east-west boundary wall immediately to the north of the stables; and they are mapped again by W A Provis between 1818 and 1826, showing a roughly rectangular boundary around the stables (figs 3 and 6).

In 1828 Richard Davies was granted a lease of 2 roods and 31 perches of land on which he had already built a warehouse and established a timber yard. This area and the location of the warehouse is mapped in the margin of the lease. This places the warehouse alongside the highway on the west side and immediately south of the Porth Daniel Stables, now presumably redundant (figs 3b and 9).

By 1837-1838 we hear that R Davies is seeking a lease to Crown land in a strip from Ponc Mostyn to Ponc Pegi, including the area of the wharf which falls within the development area.

In July 1838 it is said that Richard Davies and Sons had just installed a steam engine and saw mill on the land between Porth Daniel and Porth yr Wrach. This is in the area of the Porth Daniel Wharf and would appear to be confirmed to have been on the corner of Packet Street at the entrance to the quay by WG Haslam's annotations of his father's 1847 survey (figs 4 and 10, PRO CRES 49/4, 49/33)

We understand through the recollection of Henry Rees Davies that the company, Richard Davies and Sons, had, during the 1830s, encroached up on the area of the Old Stables and had built the wharf.

By 1843 a house, within the curtilage of the property leased in 1828, had been built in the approximate location of the Davies family home in Menai Bridge, Min y Don, although Robert Davies and others were registered as still living in the 'Warehouse' in 1841 (figs 4 and 7).

By 1859, a complex of structures had been built within the northern part of the area leased in 1828 and, also, over all of the area formerly occupied by Porth Daniel Stables. In addition, a rectangular structure is visible across the road, on the corner of Packet Street and the track leading to Porth Daniel. Within the area identified as Timber Yard, there are structures against the north and west boundary which survived into the second half of the twentieth century but are no longer visible. More significantly, it would seem that the Old Stable unit and the perimeter wall of the Stable yard had been retained as new structures encroached upon them. Part of the perimeter wall as it stands today may retain elements of that wall (figs 4b and 8).

In the area of the Warehouse, the cluster of structures against the western perimeter may be represented, in a dilapidated condition, by elements of workshops and sheds in use today.

In respect of the warehouse, there is a hint on the 1859 map of an east-west boundary or division mid-way along the length of the warehouse. This corresponds precisely with the differentiation in the

building of the warehouse, discussed above. In other words, the warehouse, or warehouses, which stand today were complete before 1859. It could be argued that this is also the case in respect of the northern office unit (although the present office unit at the northern end was extended slightly to the rear). However, the southern office in 1859 seems to have projected into the street and not to have extended as far back from the road as the present office at this end. The southern office may be a rebuild, post-1859 but pre-1889, when the OS 1:2500 map shows the present structure. The masonry of the southern office is very different to that of the remainder of the building and the bond between the two structures is showing cracks (figs 4, 5 and 8 and 12).

As to the date of construction of the warehouse itself, certain considerations suggest themselves. Firstly, there is a possibility that the northern unit is the c.1828 manifestation and the southern was built up against it. Secondly, and more probably, the double warehouse was built in stages so that the old warehouse was left standing while a new unit was built immediately to the north. The old warehouse could then be taken down to allow the second unit to be built over it abutting the first. Whichever possibility is accepted, it is probable that the establishment of a double warehouse, each with its own office, represents a phase in the diversification of the Davies' business. In the late 1830s the business was expanding, establishing units on encroached land. By 1838 William Roberts was administering the wood yard business on behalf of R Davies and Sons. Again, during the 1840s, the business expanded into ship-owning in a big way. With the death of Robert Davies in 1849 we are able to see further diversification with John Edwards managing the wholesale trade and Richard Hughes becoming involved in the shipping branch of the firm. The 1840s or early 1850s presents itself as a possible context for the creation of a double warehouse. Edward Edwards' large iron foundry had been built a short distance to the south, on the shoreline, around 1839 (UWB, Carter Vincent Papers, 290, 293)..

The 1859 map shows two units abutting the warehouse to the west. The foundations of the northern structure still recognisable in the present wood yard although this area is not conveniently accessible at present. The small southern structure has become engulfed by the twentieth-century brick building at the back of the warehouse.

Summary of Recommendations

Feature 1

PRN 29720

SH 55727196A

Structures on the boundary of the yard between Crag Side and the path to the Victoria Hotel at the north end of William Roberts wood yard.

Category D

Impact: uncertain, possibly considerable.

Recommendation:

If these features on the boundary are to be removed then the recommendation is for basic record by photograph and description.

Feature 2

PRN 29721

SH 55747191A

The perimeter wall of the covered wood store in the northern part of the William Roberts yard on the west side of Packet Road.

Category C

Impact: considerable if the boundary is to be replaced

Recommendation

This feature contributes and acquires enhanced significance and group value by association with features representative of the operation of the Porthaethwy ferry and the development of the waterfront. The recommendation is for detailed recording by photography and measured drawing, with attention to be paid to structural changes in the character of the masonry and that consideration also be given to retaining this wall as a component of the line of the nineteenth-century perimeter wall on the west side.

Feature 3

The interior of the covered wood store.

Category E

Impact: Unknown

Recommendation

The Porth Daniel posting stables were an important component of the operation of the Porthaethwy ferry at the George Hotel - Porth y Wrach crossing. It was from here that the mail coaches left for Holyhead on the Anglesey leg of their journey. Nothing now survives above the surface of the ground in respect of the stable building itself, although the perimeter walls may do (see Feature 2). Consideration should be given to the provision of archaeological excavation and recording in the area of the stable building in advance of any development.

Feature 4

Stone-built sheds perpendicular to western perimeter wall in the south-west corner of the proposed development area.

Category D

Impact: considerable

Recommendation

These sheds were built before 1859 and represent part of the development of the complex of structures servicing R Davies and Sons commercial activities after 1828. Encroachments were being made on to adjacent plots of land including the former stable yard and the wharf during the 1830s.

These structures have been heavily altered from their original condition. However, they contribute and acquire group value by association with other features in the immediate vicinity representative of the development of R Davies and sons commercial activities in the early and mid-nineteenth century.

It is recommended that the external faces of the west gables of these buildings be recorded by photography and measured drawing and that consideration be given to retaining these gable ends as a continuation of the line of the nineteenth-century perimeter wall on the west side.

Feature 5

The 'John Edwards Warehouse' offices and additions

Category A

Impact: considerable

Recommendation for the warehouse units and the adjoining offices

Components 1 and 3 of the warehouse complex

This is a monument of national importance as recognised in its status as a listed building. As such the structures have statutory protection with a presumption in favour of the preservation of historic features. Any proposed modification to these structures will require listed building consent and will have to take account of their historic character. This is a very important group which acquires and contributes enhanced significance and group value by association with other features in the immediate vicinity representative of the diversity of commercial initiatives developed by R Davies and Sons along this part of the waterfront of Menai Bridge. The structures are of several phases of construction and modification and deserve detailed analysis and recording. The recommendation, therefore, is that should any development take place which has the potential to directly impact on these units, then consideration should be given to detailed analysis and recording by measured drawing and photography.

Component 2 - the western extension

The recommendation is for basic recording by photography with the exception that in the area where this structure abuts the warehouse, the provisions of the recommendations concerning the warehouse should apply.

Feature 6

PCN 29724

SH55767187A

Structures behind the southern warehouse unit and against the western perimeter

Category D

Impact: considerable

Recommendation

Photographic record

Feature 7

PCN 7215

The Wharf

Category B

Impact: Moderate

Recommendations

In consideration of the Early Bronze Age activity in the near vicinity (see prehistory, above), and the potential for similar activity at the prominent outcrop of Ponc Daniel, provision for an archaeological watching brief is recommended should ground works be undertaken on the site. Further, in respect of the historic wharf, the recommendation is for a photographic record of the quay in advance of any development.

Feature 8

PCN 29736

SH55807193A

Structures in the area of the wharf at the junction of Packet Road and the track to the shore.

Category: B

Impact: Considerable

Recommendation

Elements of this group of buildings at the entrance to the quay may be of mid-nineteenth-century date or earlier and may possibly relate to the operation of a documented saw pit and steam engine installation. Examination of the cavity in the floor of the structure should be made to establish its relevance or significance and any details recorded by measured drawing and or photograph as appropriate. It is recommended that a detailed record of the plan and elevation of the nineteenth century component of this complex be made, together with a photographic record.

Consideration should be given to retaining elements of these structures on the north and west sides of the group.

Summary and general considerations

The history of Menai Bridge is inextricably linked to the history of the Menai Straits. For centuries the Porthaethwy ferry provided that link. The construction of Telford's masterpiece, the suspension bridge, brought the ferry to a close and opened another chapter. It is impossible to overstate the impact that influx of population, and the market it created, had on Menai Bridge's development. Mercantile and commercial opportunities were open to those who had the entrepreneurial flair to take them. The Davies family were at the heart of this boom and, to paraphrase Cadwaladr Davies, it is impossible to disassociate success in the market place with advancement in the cultural and political sphere. It is not considered hyperbole to describe, as many did, Richard Davies junior, MP and Lord Lieutenant as 'an almost legendary symbol of the new Liberal non-Conformist Middle Class'. The Davies' s were patrons of education and particularly the non-Conformist, and especially the Calvinistic Methodist, cause. The first MC chapel in Menai Bridge was built in 1838 and rebuilt in 1856. In 1838 John Davies was the witness to the transfer of lease which secured the land for the chapel. Previously he built a pulpit in the woodyard where William Roberts' business was to develop so that the congregation could hear John Elias preach. In 1856 Richard and Robert Davies were, together, the largest donors to the building fund and, while the new chapel was under construction, they loaned the loft of the warehouse for services. These cultural associations are important to a community as

was the commercial benefit the rapidly diversifying business enterprises of the Davies family generated. The nucleus of woodyard, wharf and warehouse made a very significant contribution to the development of Menai Bridge from the 1830s to the 1890s, on a local level, while the ship owning business introduced an international dimension.

Together the tangible evidence of this period of great development: the warehouses, the wharf, the adjacent private house of Min y Don, and the cultural associations of nearby Capel Mawr contribute significant group value to the component parts as do the associations of the packet steamer quays, the promenade and the bridge itself which was the catalyst for these developments. The landing places of Porth Daniel, Porth y Wrach, the posting stables and the George across the Straits are visible reminders of a longer history represented principally by the Porthaethwy ferry.

Recommendations have been made in respect of individual components within the area of the development proposal. It is also here recommended that consideration be given to the group value and integrity of the components should development proceed, so that where possible the historic character and setting of this culturally and historically important group is treated sympathetically and not compromised.

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Senogles. 1946 'The Parish of Llandysilio in 1815', Trans. Anglesey Antiq. Soc., 60-79.

Documents consulted

- Plas Newydd Estate map, 1859 and rentals and rent receipt books for the years 1815, 1818, 1820, 1826, 1830, 1839, 1845, 1855, 1865, 1870 (contained in UWB Plas Newydd Papers, particularly PN5 and PN Add. Mss.).
UWB Carter Vincent papers (leases relating to land in Cerrig y Borth)
William Roberts Account book and ledgers ARO WM1078
National Census Data 1841, 1851, 1861, 1871, 1891
Trade Directories
Slater's 1850, 1853, 1858, 1868, 1883 and 1895
Worral's 1873
Porter's 1886
Sutton's 1889-90
Newspapers
Caernarvon Herald and North Wales Advertiser 1833

Schedule of items searched in papers relating to encroachment on Crown Land in Porthaethwy c. 1847-1900

1. Land Applied for by Mr Griffith Edwards being 18 perches on shoreline below Cambria Inn. November 1875.
2. Correspondence 27 February 1865 on behalf of Mr. John Edwards, Bodfair, requesting a lease on Crown land already enclosed by himself [? From Hugh Gray ? Solicitor to Mr Wilkins, Spring Gardens, London].
3. Plan by W G Haslam showing land applied for by J. Edwards Esq. Adjacent to Bodfair, appended to 2.
4. Letter dated 20 November 1866 from W G Haslam to the Hon James Howard, Office of Woods etc., concerning amendment of map made by J R Haslam.
5. Map of Menai Bridge waterfront from Craig yr Halen to Old Packet pier (St. George's Pier) made by J R Haslam, c.1847, amended by W G Haslam 1866, showing Crown Land.
6. Reference accompanying tracing of land between the Menai Suspension Bridge and the Old Packet Pier, (accompanies 5), W G Haslam 1866.
7. Letter. W G Haslam to James Howard, Office of Woods, 17 January 1867, concerning lease by Messrs. Davies (Ponc Packet, Timber Yard, Storehouse Offices, etc.)
8. Map accompanying 7 showing Crown land between Cambria Inn and Old Packet Pier. 1867 W G Haslam
9. Calculation to accompany tracing of land between the Menai Suspension Bridge and the Old Packet Pier. Calculations include a.r.p; fee simple and buildings on the land. W G Haslam 1867.
10. Letter J Howard, Office of Woods to Robert Davies of Richard Davies Menai Bridge dated May 1867 requesting particulars of lease claimed in respect of land between Menai Suspension Bridge and the Old Packet Pier.
11. Letter Owen T Owen to James Howard, Office of Woods, 30 October 1867. Requesting opportunity to purchase a piece of land with the remains of an old stable, lately used as a woodshed and workshop, fronting the Menai Straits.
12. Letter Owen T Owen to James Howard, Office of Woods, 1 November 1867 enclosing a sketch of land referred to in 12 (being a piece of land with ruins of an old stable).
13. Plan showing land referred to in 13 and accompanying 13. The land fronts the Menai Strait and is situated between Mrs Ann Owen's land and Mr H Jones' land (and lies between the old foundry and the old ferry).
14. Pencil sketch of area adjacent to Packet landing stage.
15. Memorandum OW 1105/84 as to the length of time that Messrs Davies have been in possession of their encroachments.
16. Note, headed Office of Woods 20 November 1884 commenting on memorandum 1105/84.
17. Plan showing plots 1-8 mentioned in memo O/W 1105/84 and claimed by Messrs Davies. Copy of part of 1867 survey.

18. List of Tenancies at Menai Bridge at present in Charge on Rental. The document identifies the encroachments on Haslam's 1867 survey. Date January 1891.
19. Tracing of OS 1:2500 scale plan with crown land as identified in Haslam 1867 survey superimposed n.d.c.1891

Maps

Ordnance Survey maps

OS 1:2500, 1889, 1910, 1914

OS 1:10560, 1920, 1938

OS surveyors drawings 2" mile scale Caernarvonshire and Anglesey 1822

Telford, T. 1811, Mail Road from Shrewsbury to Holyhead, Report to House of Commons.

Rennie, J. 1910. Plan of Part of the Straits of Menai, Showing the two different Situations for the Proposed Bridges and Roads leading thereto.

Collins G. 1693. Great Britain's Coasting Pilot

Evans, J 1795. Map of the counties of North Wales.

Robinson, C G. 1835 Wales, Beaumaris Bay and the north eastern entrances to the Strait of Menai

Llandysilio Tithe Map and Schedule 1843

see also Provis, 1828 and Plas Newydd 1859

Collins (1693), Evans (pre 1795) and Rennie (1810) maps are useful for identifying the routes to and from the ferry crossing but are at too small a scale and too schematic to be useful for the purposes of the present assessment. Robinson's Coastal Chart (1835) is detailed for the Straits but is also schematic for buildings and other land features.

In 1818 Thomas Telford began work on the Menai Suspension Bridge. The Straits were surveyed at this time and the survey was published in detail by Telford's Resident Engineer, William Alexander Provis, in 1828. This, and the Enclosure Award Map (1815) are particularly reliable surveys for the development of Menai Bridge, before and during the construction of the bridge.

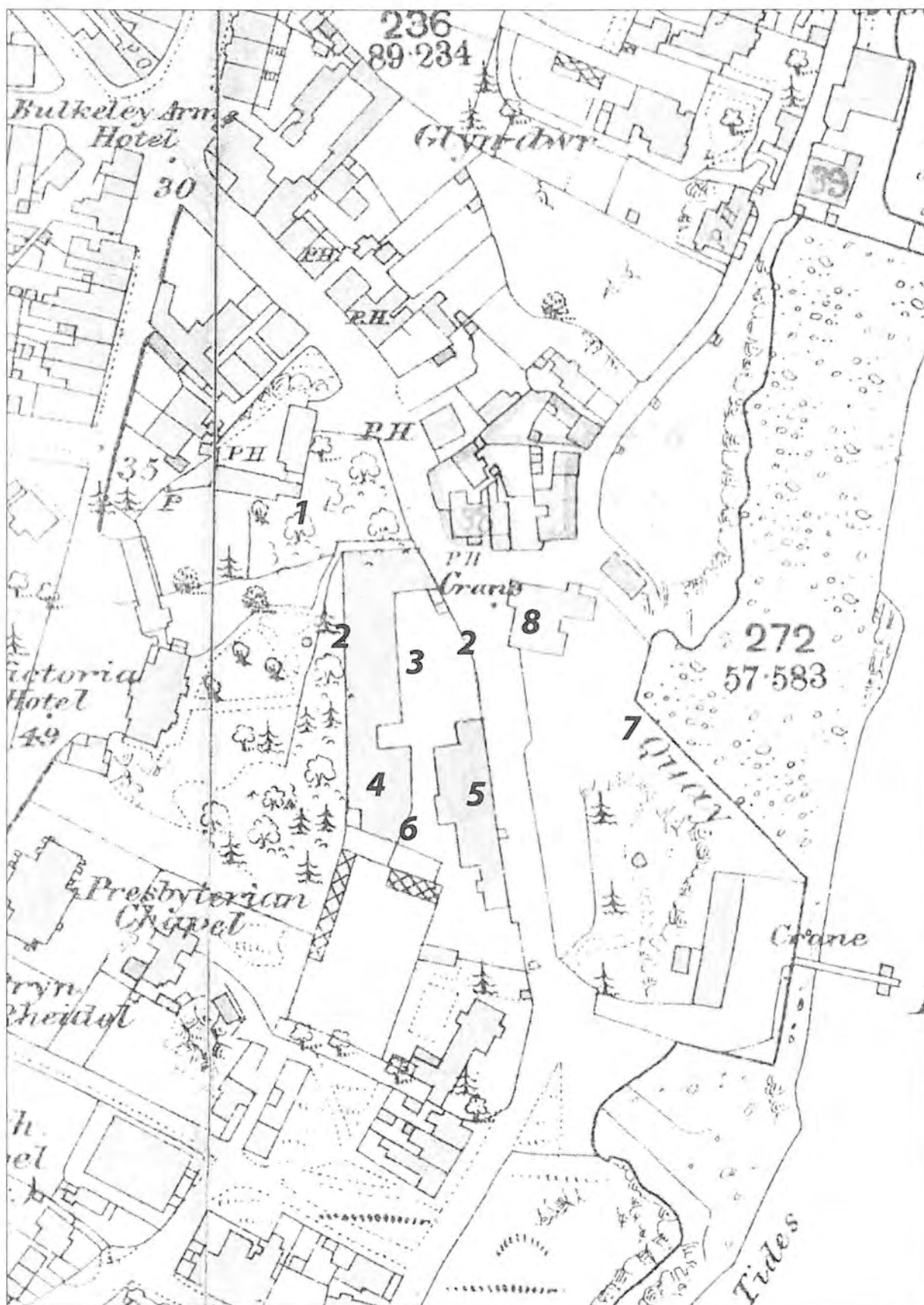
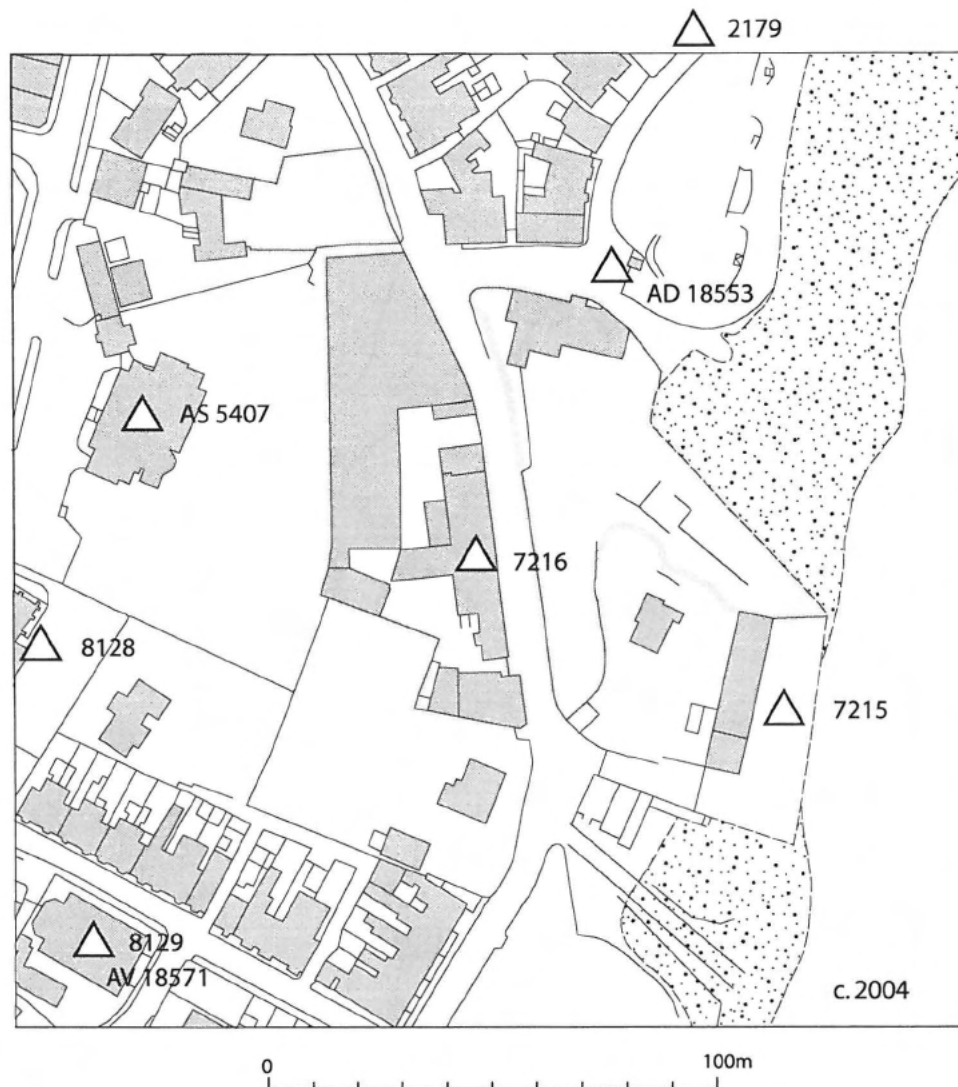


Fig 1 Index to features described (1887 OS 1:2500 base map)



Archaeological Sites and Listed Buildings within the mapped area

PRN 2 9	Bronze Age urn burials	NGR 255600 371500A
PRN 7215	Quay (Princes Pier)	NGR 255840 371850
PRN 7216 AW 18560	Warehouses (John Edwards' Warehouse)	NGR 255780 371890
AD18553	St George's Pier Booking Office and Gates, listed Grade II	NGR 255820 371950
PRN 8128 AT18564	English Presbyterian Chapel, listed Grade II	NGR 255670 371870
PRN 8129 AU18556	Capel Mawr Calvinistic Methodist Chapel, listed Grade II*	NGR 255690 371800
AV18571	Capel Mawr Chapel House, listed Grade II	NGR 255680 371790
AS 5407	Victoria Hotel, listed Grade II	NGR 255700 371920

*need to
be linked
to event
map data*

Fig 2 Archaeological site and listed buildings within the mapped area

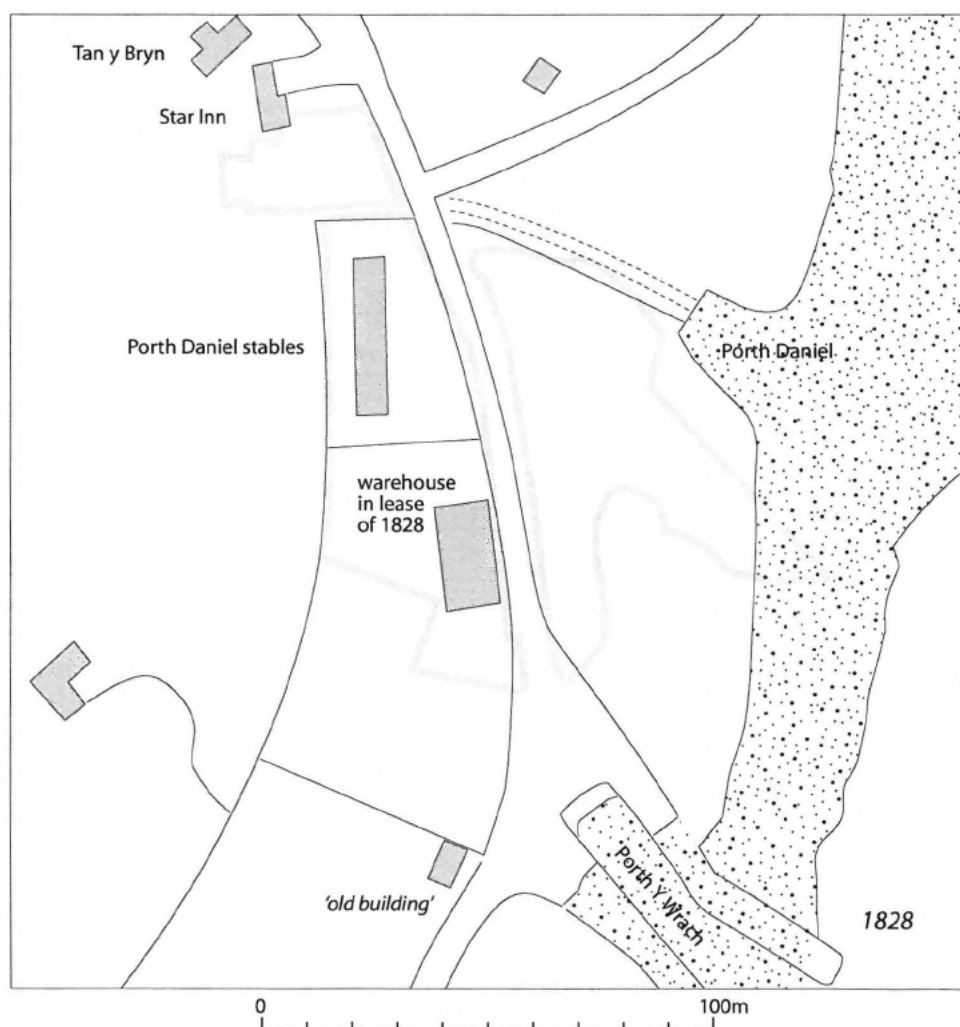
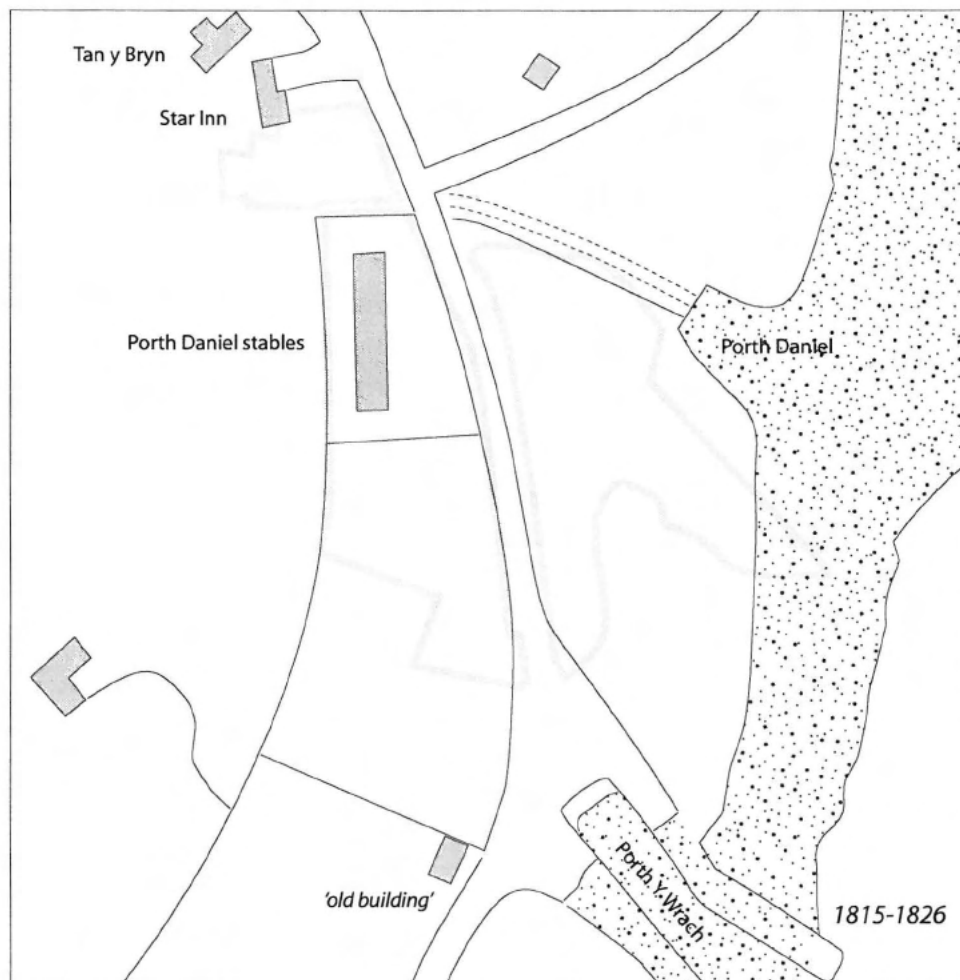


Fig 3a and b 1815-1828

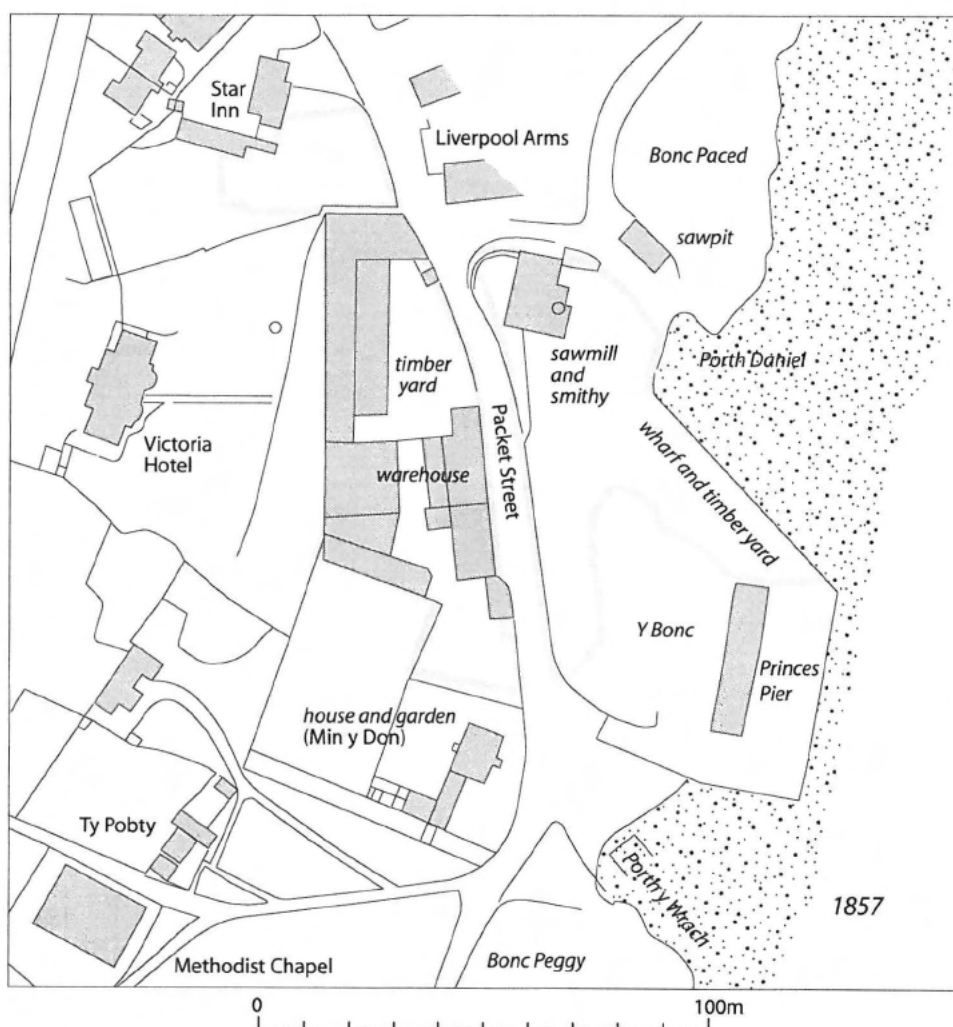
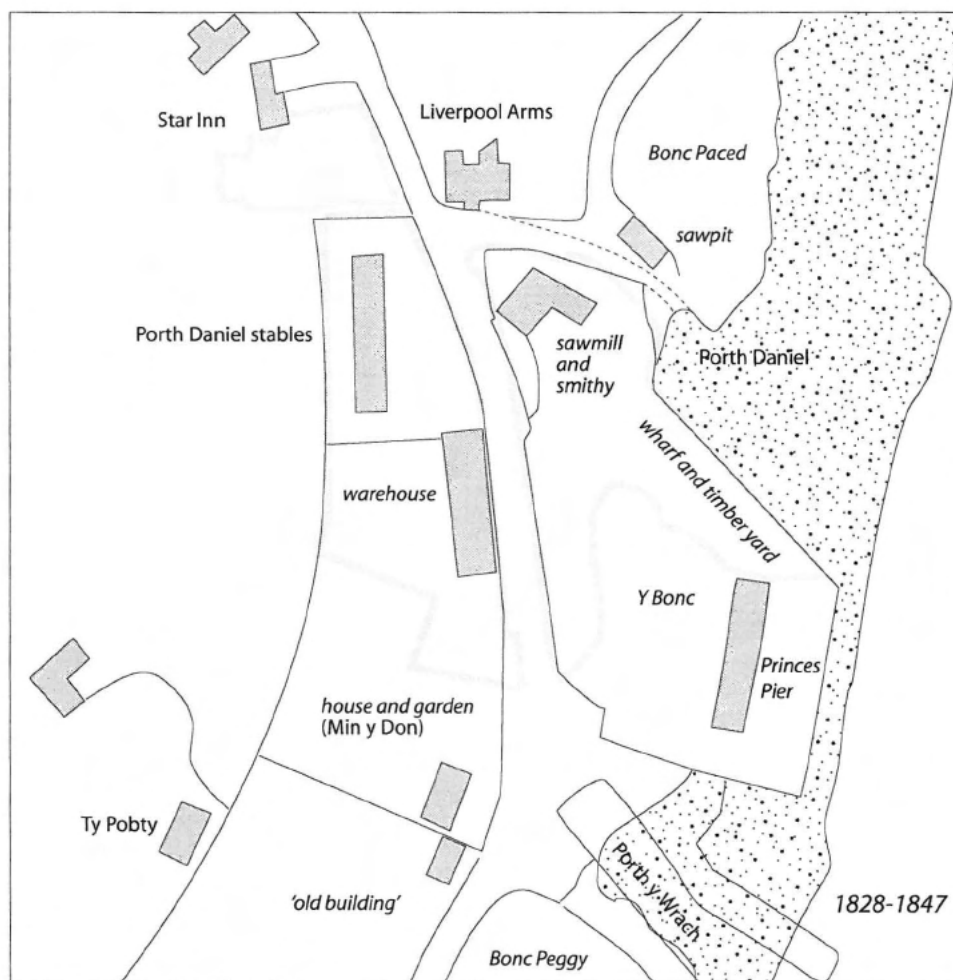


Fig 4a and b 1828-1857

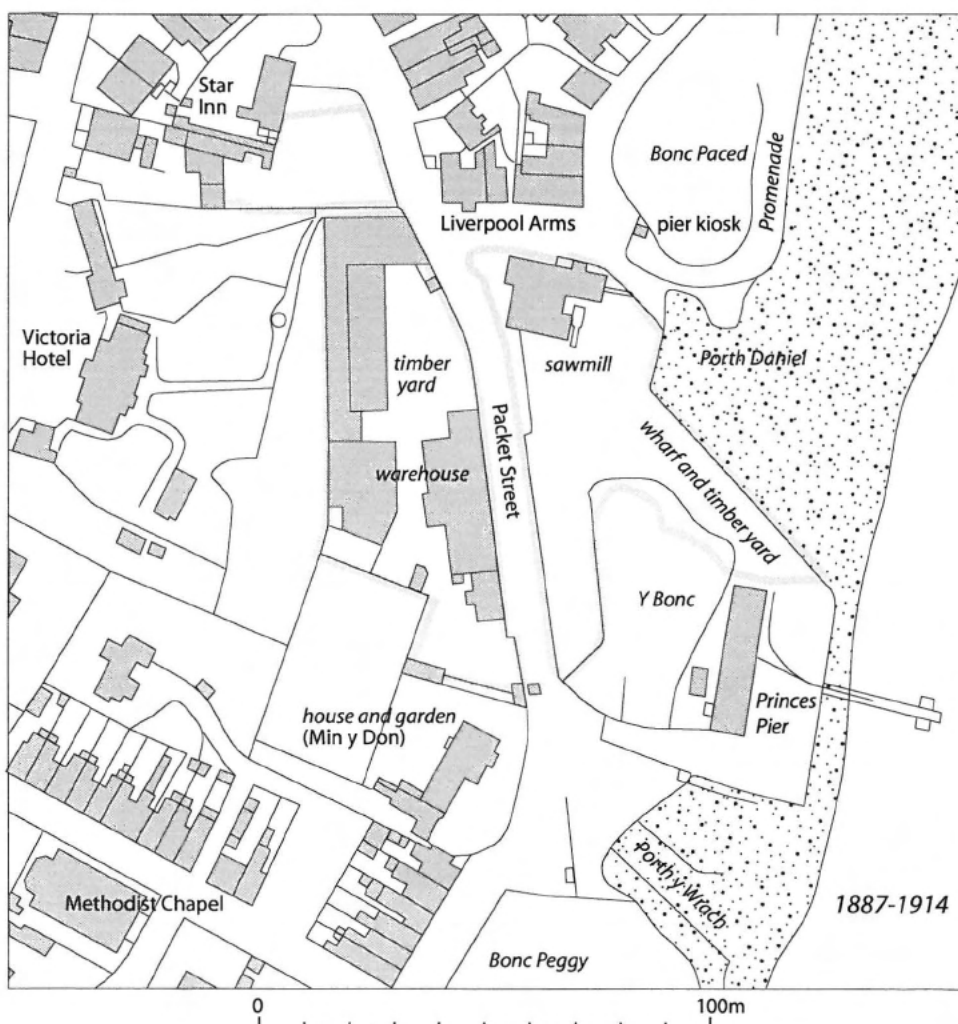
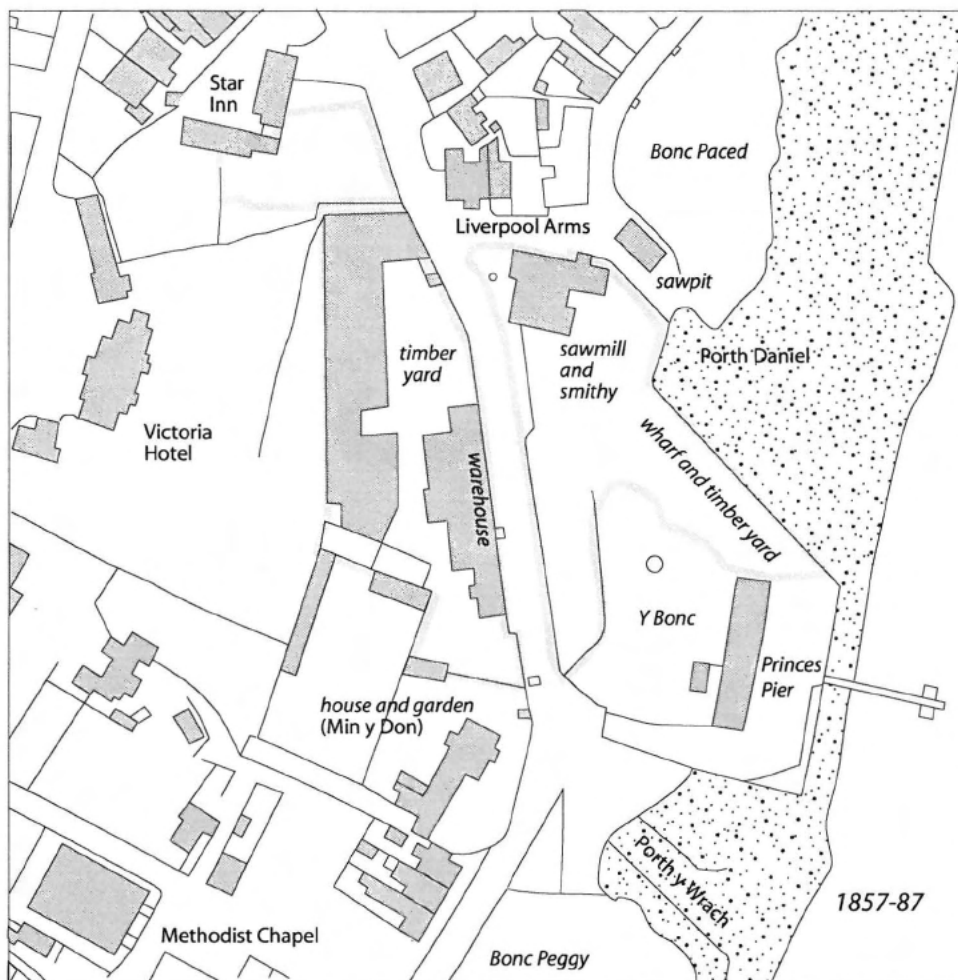


Fig 5a and b 1857-1914

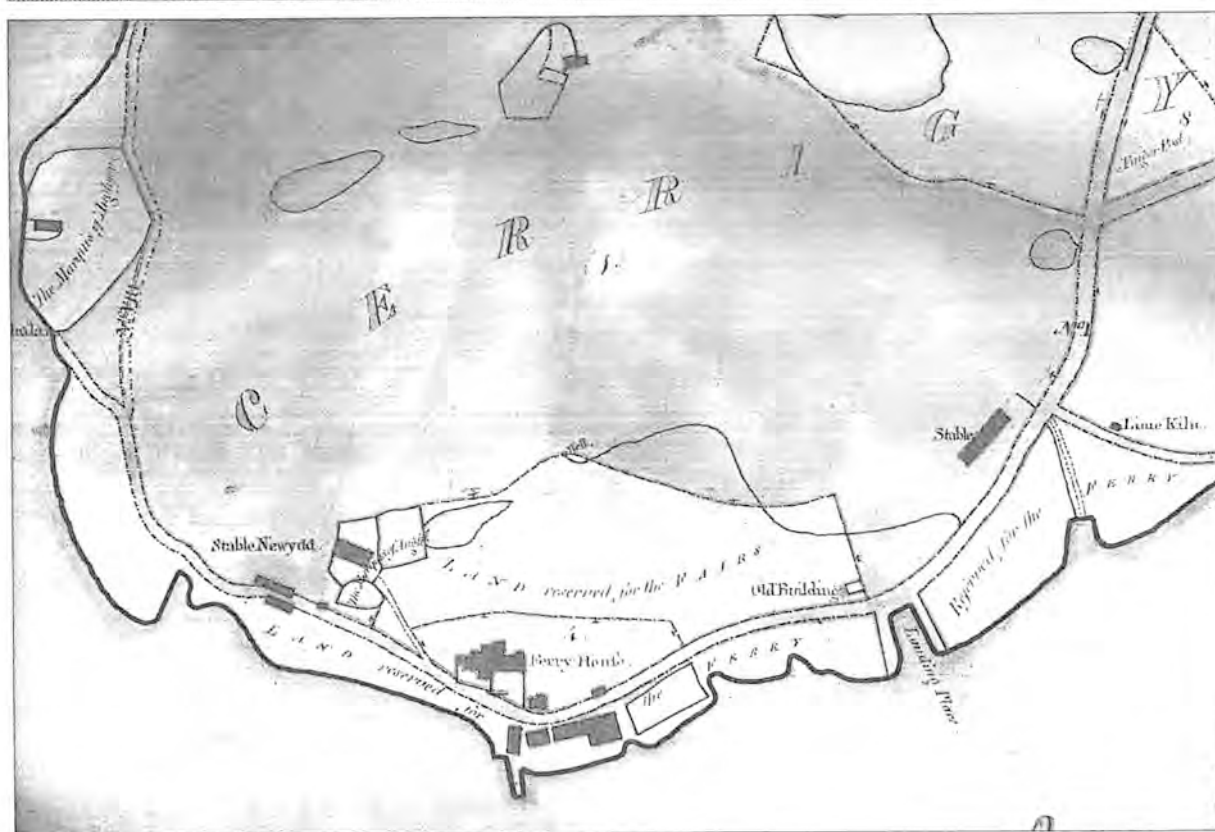


Fig 6 W A Provis plan of the Menai Straits 1818 - 1826
 Fig 7 Enclosure Map 1815

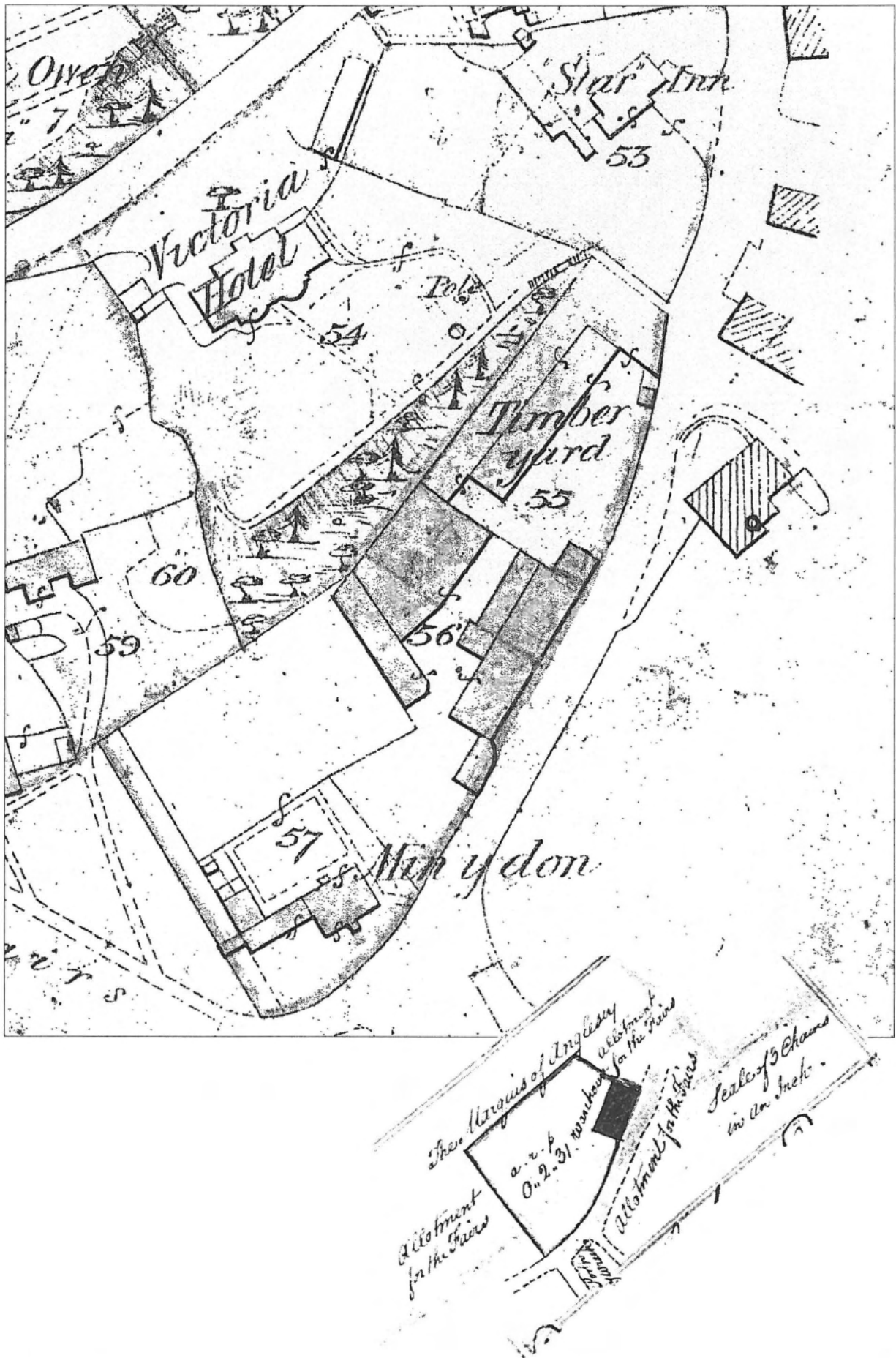
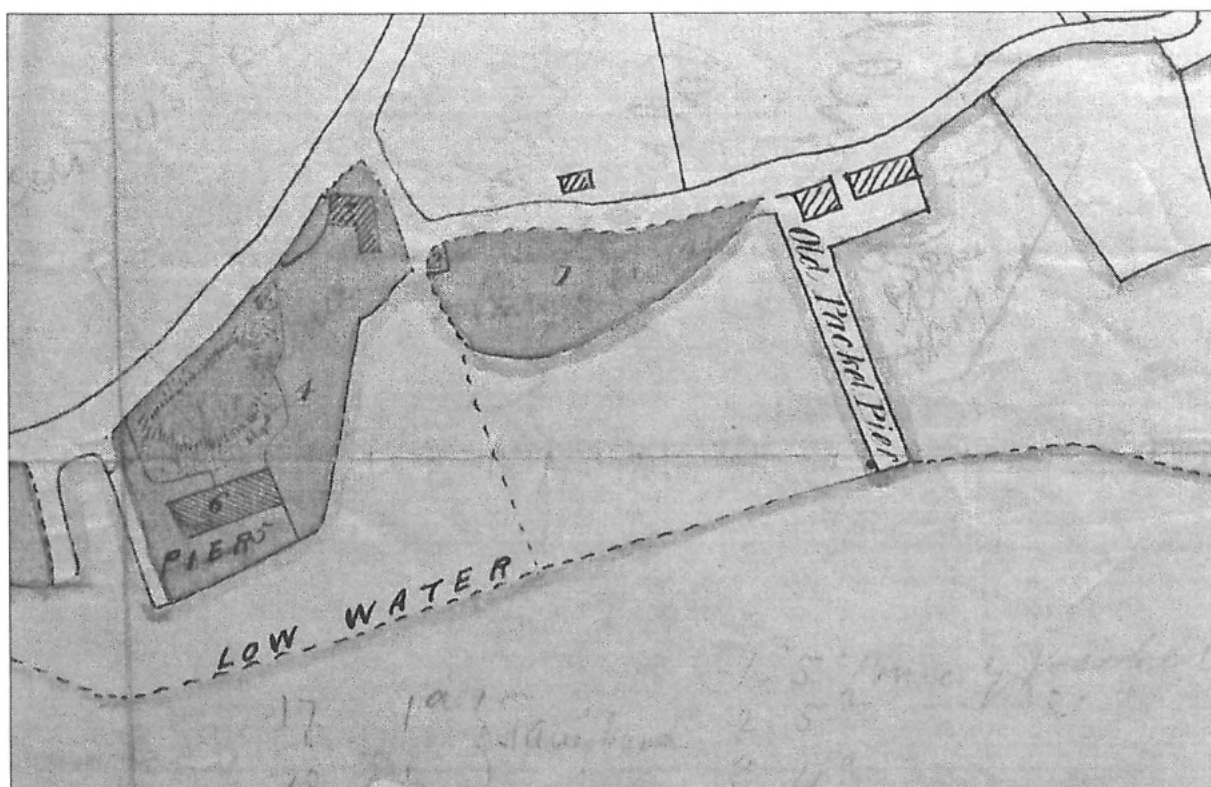


Fig 8 Plas Newydd Estate Survey 1859
 Fig 9 Inset Plan of lease to Richard Davies 1828



*Reference accompanying having of land between the Urban
Suspension Bridge and the Old Packet Pier—*

<i>No.</i>	<i>Description</i>	<i>Owner, or reputed owner</i>	<i>Occupier</i>	<i>Remarks as to occupation or title</i>
1	Unenclosed land	Robert Richard,	Themselves—	Lease to the
2	Law pit —	Davies Bros—	—	Messrs Davies—
3	Law Mill & Smiths	— de —	—	from the office of
4	Timber Yard & Wharf	— de —	—	Meeds &
5	Packet Pier &	— de —	The City of Dublin	— de —
6	Stowhouse, offices &c	— de —	Stann Packet Co.	— de —
7	Timber Yard	— de —	Themselves	— de —
8	Law pit —	— de —	—	— de —
9	Three cottages	Supt of the water	M ^r Thomas Butler	Just possession, no rent
10	Old Laundry Works	John Price Esq	— de —	being paid by owners.
11	House	William Jones	Himself	
	— de — top & upper story		William Green	
12	"			

Fig 10 J Haslam's Plan 1847 annotated by W G Haslam 1866
Fig 11 Schedule to accompany annotated plan 1866



Fig 12 OS 1:2500 1889

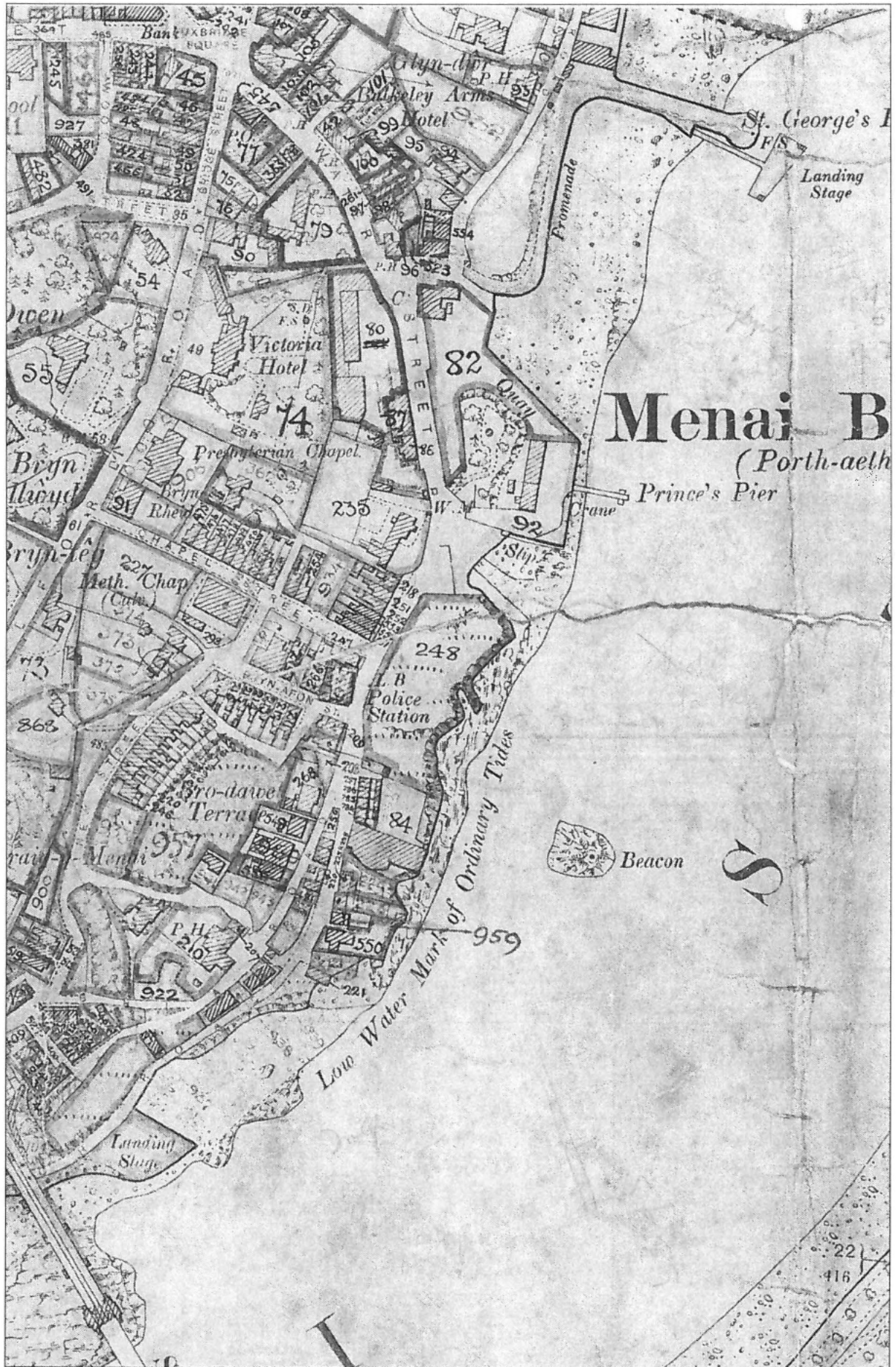


Fig 13 OS 1:2500 1910

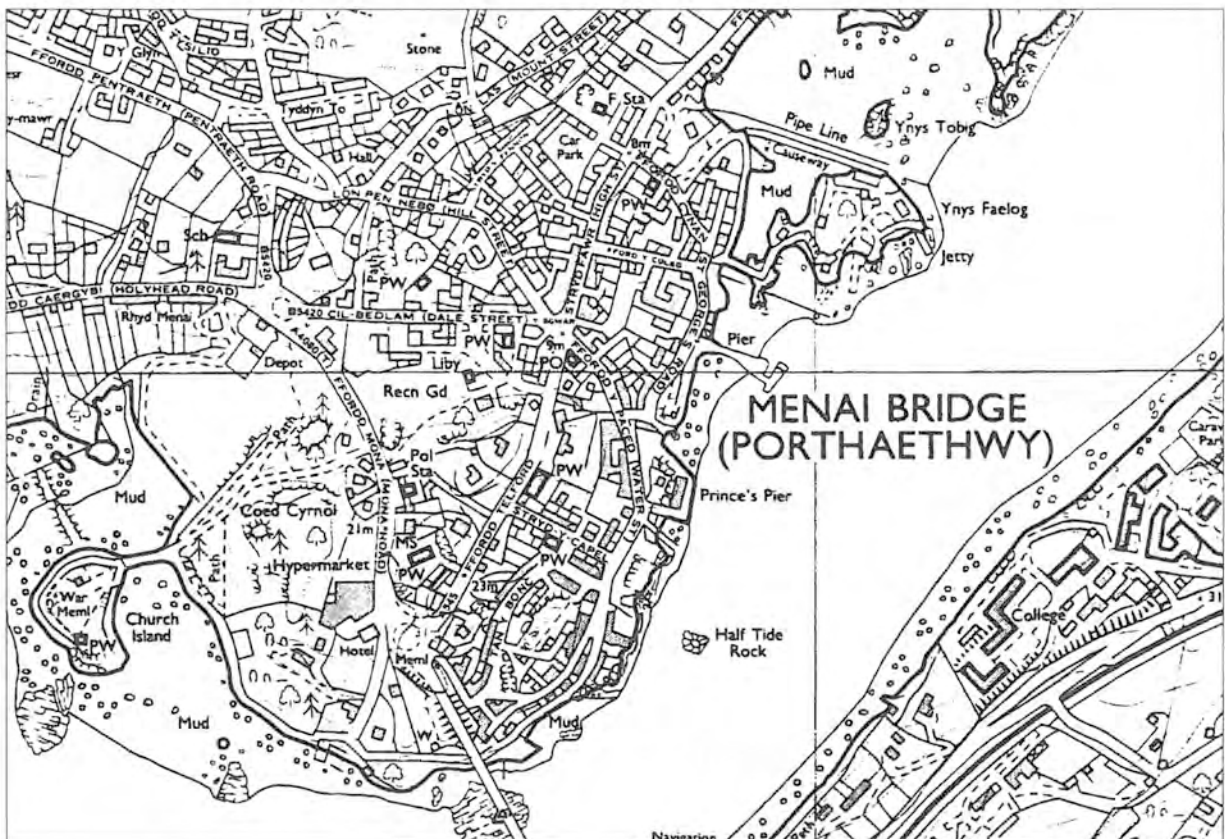


Fig 14 Aerial photograph of Porth Daniel area 1947 and OS 1:10000 reproduced under licence

Fig 15 Small structure at rear of car park. Part of the outbuildings of the former Star public house.



Fig 16 Curving wall on eastern perimeter of the wood yard.



Fig 17a The western perimeter wall of the wood yard.



Fig 17b The western perimeter wall of the woodyard - outer face



Fig. 18 Porth Daniel and the quay

Fig. 19 Porth y Wrach

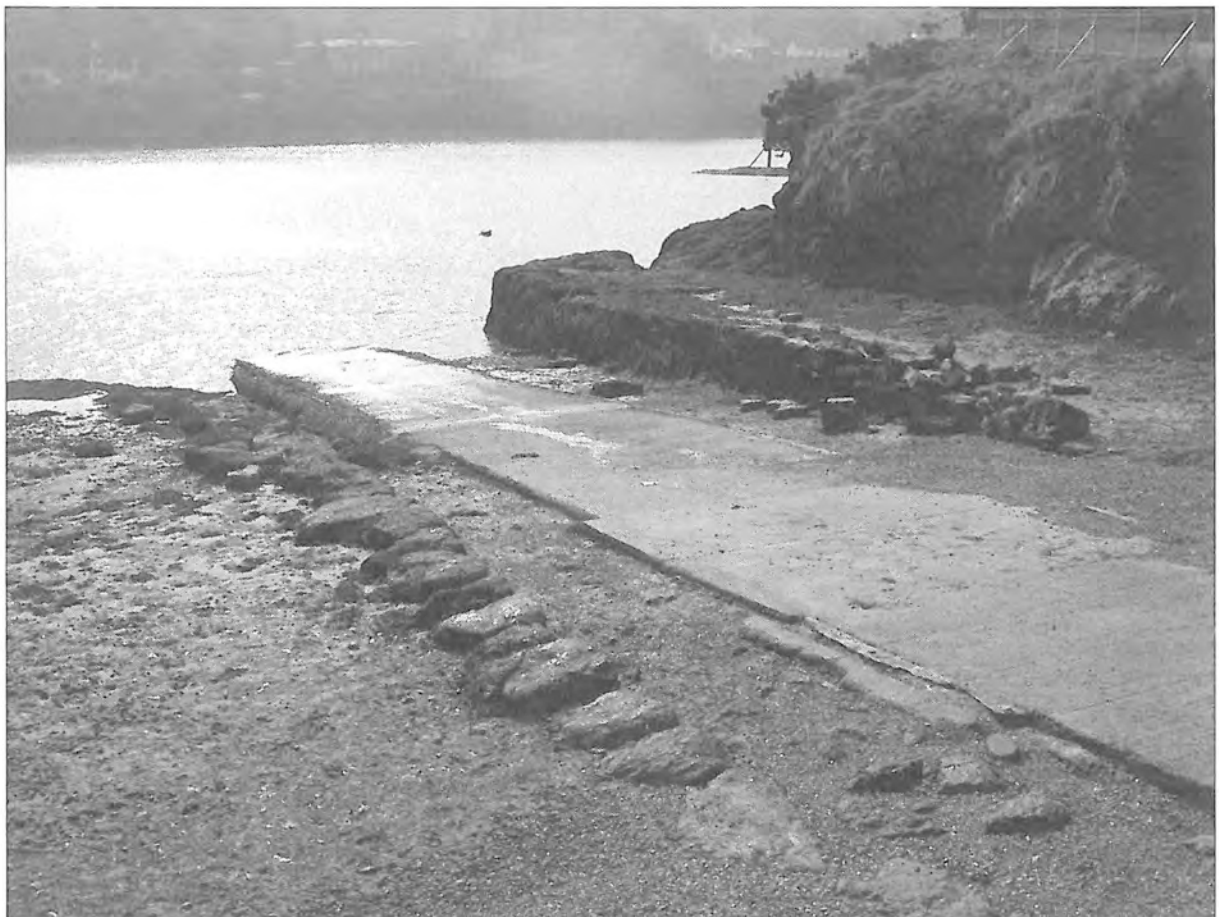




Fig 20 Gable end at rear of nineteenth century shed at western perimeter.



Fig 21 Southern warehouse -
raised door and window above



Fig 22 The join between the
northern and southern ware-
houses

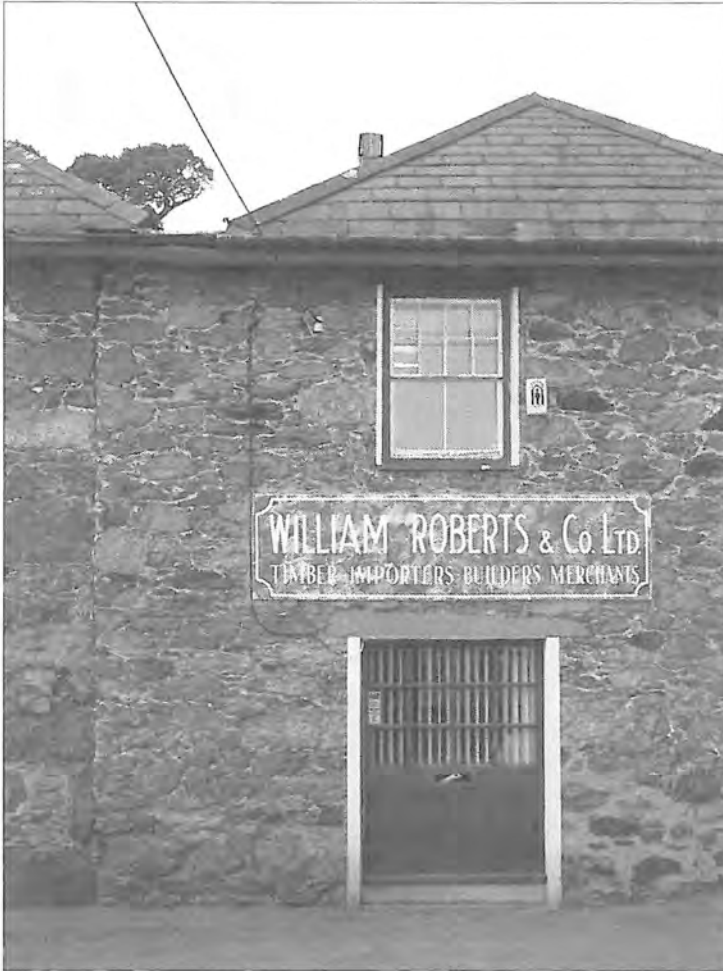


Fig 23 The offices at the north end of the warehouse



Fig. 24 The offices at the south end of the warehouse

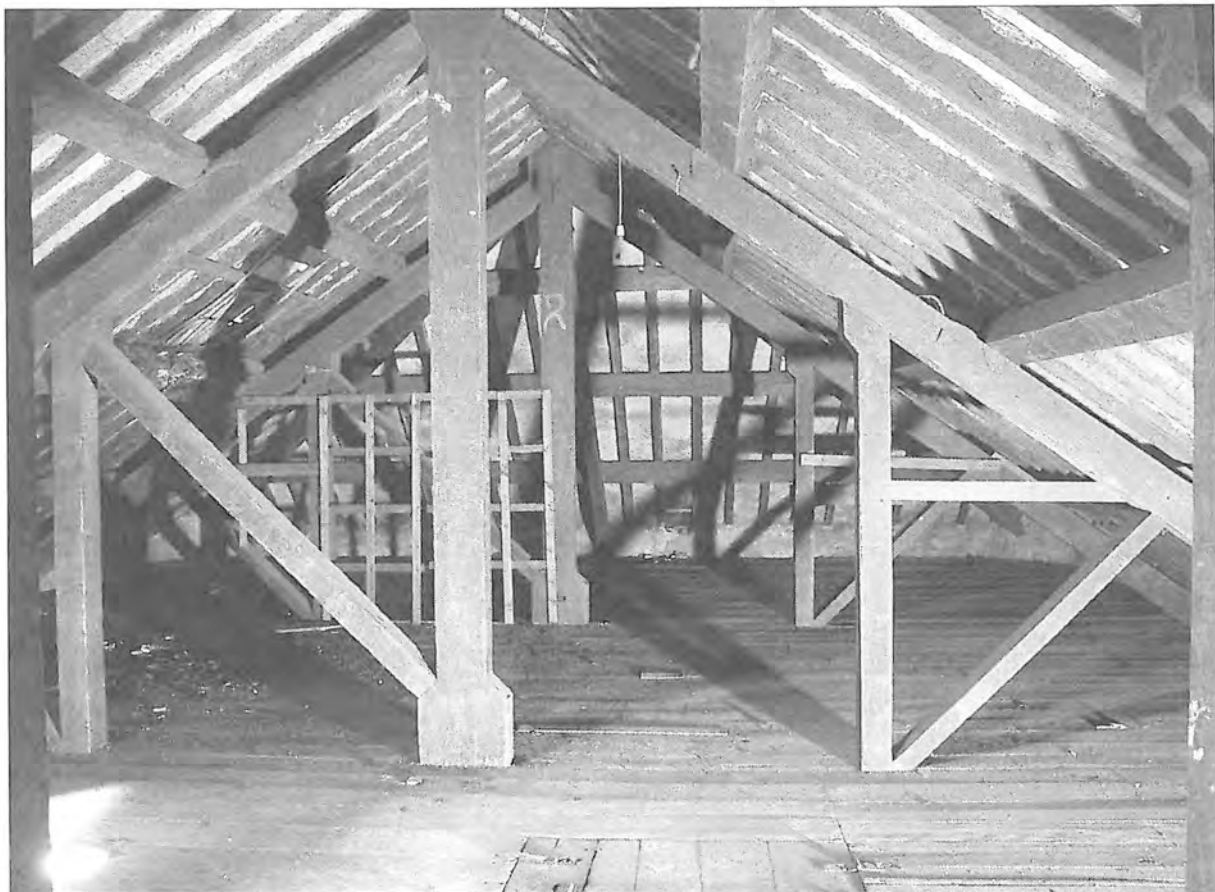


Fig 25 The warehouse loft



Fig 26 The ground floor of the warehouse showing roof supports stair to first floor and steps down to the street



Fig 27 Possible nineteenth-century building on quay at site of saw pit and steam engine

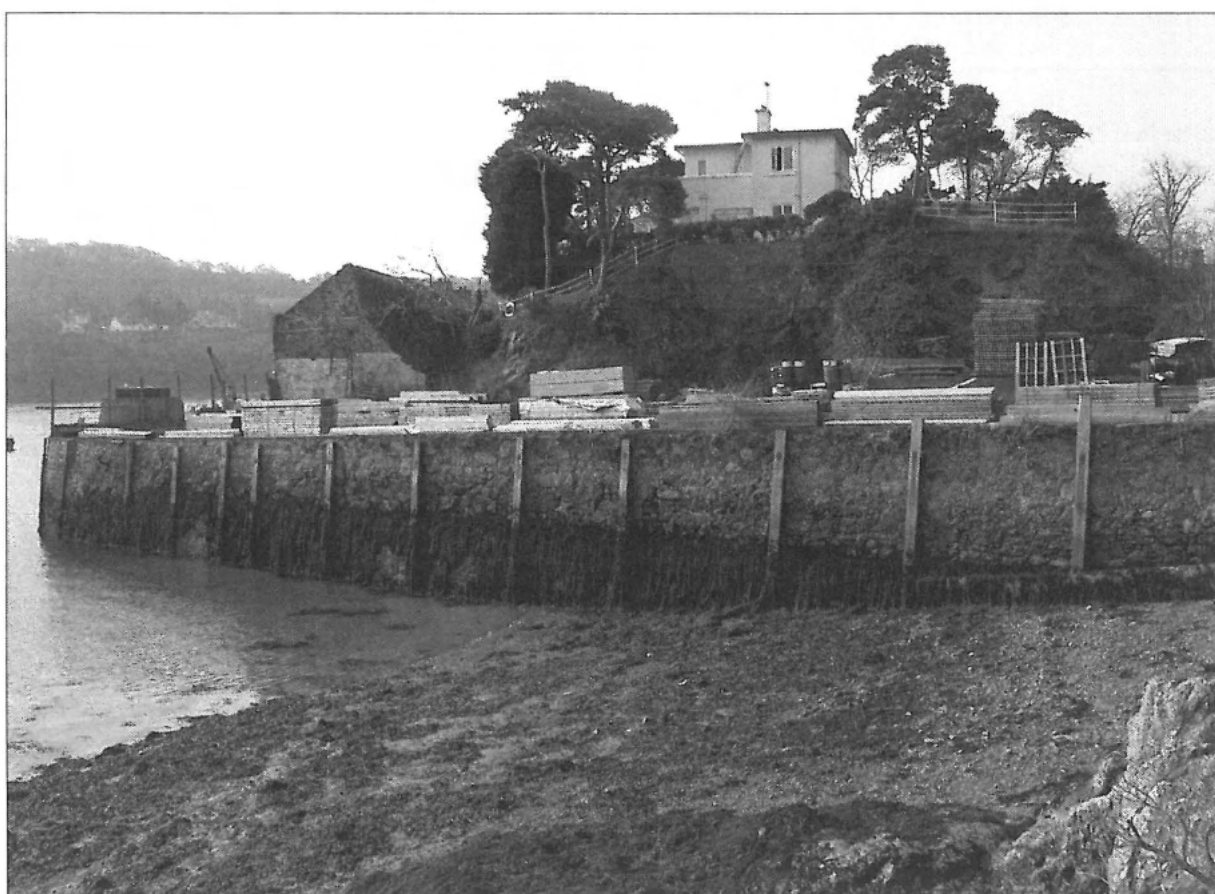


Fig 28 The quay

Appendix 1

DESIGN BRIEF FOR AN ARCHAEOLOGICAL ASSESSMENT

Gwynedd Archaeological Planning Service

Site: Stryd y Paced/Water Street, Porthaethwy/Menai Bridge

Client: LDC Limited

Agent: Penseiri Russell Hughes

Date: 18 March 2004

National Grid Reference: 255800, 371800

Planning applications: 39C291A, 39C291B, 39C291C/LB

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 Sites and Monuments Record (SMR) 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.

Site Location and Description

For the purposes of this brief the site comprises a plot of land adjacent to the Afon Menai/Menai Strait in Porthaethwy/Menai Bridge, as shown on the site plans accompanying planning applications 39C291A, 39C291B and 39C291C/LB.

The site is used as a timber yard, with a group of industrial buildings and a quay surviving on a split plot of land adjacent to the sea; the yard adjacent to the quay is separated from the main group of industrial buildings by Stryd y Paced/Water Street.

Porthaethwy/Menai Bridge is located on the south-east shoreline of Ynys Môn/Anglesey, north-west Wales, at a major crossing point between the island and mainland.

Archaeological Background

The range of warehouses on Stryd y Paced/Water Street are thought to date to the early to mid-nineteenth century and may incorporate Port Daniel stables, recorded in the vicinity in 1815. The range, known as the John Edwards warehouses, are grade II listed because of their impressive scale, historic character and retention of original detail.

Industrial buildings, of mixed character and date, survive to the rear of the John Edwards warehouses. Comparison of the modern Ordnance Survey map and the first edition (1891) map suggests that the range is essentially nineteenth century in date.

The industrial development in Stryd y Paced/Water Street was part of the economic growth of Porthaethwy/Menai Bridge in the early nineteenth century, following the completion of the Menai Suspension Bridge in 1826 and the continued importance of maritime trade.

The beach adjacent to the timber yard, Porth Daniel, is a small natural harbour along this stretch of the Menai Strait. According to Davies (1966: 272) Telford's survey of the strait (1818) shows approaches and landing places along the shoreline, including a road that lead down to a level beach at Porth Daniel. The development of the foreshore and date at which the quay was built is not fully understood.

Pier Y Tywysog/Prince's Pier is situated to the east of Y Bonc, immediately adjacent to the development area on the quay; the pier master's house and associated range of buildings still survive. From the 1830s onwards, packet ships, bringing visitors from Liverpool, docked here to allow passengers to disembark and embark, hence the street name 'Stryd y Paced'.

Documentation

The following references must be read in conjunction with this brief:

- Davies, H.R. 1966. *The Conway and the Menai Ferries*. University of Wales. Board of Celtic Studies, University of Wales History and Law Series, No VIII
- Eames, A. 1973. *Ships and seamen of Anglesey, 1558-1918: studies in maritime and local history*. Llangefni: Anglesey Antiquarian Society.
- Senogles, H. 1946. The Parish of Llandysilio in 1815. *Transactions of the Anglesey Antiquarian Society*

The nature of the development and archaeological requirements

The proposed development comprises three related planning applications: The first, outline application, is for the erection of 30 various dwellings, consisting of 18 apartments and 12 two-storey houses together with the construction of a new vehicular and pedestrian access at Stryd y Paced/Water Street (39C291A). The second is for the demolition of industrial buildings and the erection of 8 dwellings, the conversion of the principal industrial building, the John Edwards warehouse, into a Heritage Centre, and the construction of a new vehicular and pedestrian access at Stryd y Paced/Water Street (39C291B). The third is for listed building consent for the partial demolition of the John Edwards warehouse and conversion of the remaining building and offices into a heritage centre and two dwellings (39C291C/LB).

This development footprint comprises an area of approximately 6,500 square metres, to comprise new housing, landscaping, parking and new vehicular and pedestrian access routes.

This is a design brief for an **archaeological assessment** to be undertaken according to guidelines set out in Welsh national planning guidance (*Planning Policy Guidance Wales 2002*) and Welsh Office Circular 60/96 (*Planning and the Historic Environment: Archaeology*). The assessment will comprise a **desk-based study** and **field visit**.

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 to assess the impact of the development proposals on surviving monuments or remains

Following desk-based assessments field evaluation work may also be required in order to further assess the presence or absence of remains, their extent, nature, quality and character before determining the appropriate mitigation strategy, whether it be preservation *in situ*, archaeological excavation or a combination of the two.

Desk-based assessment detail

This *brief* should be used by archaeological contractors as the basis for the preparation of a detailed archaeological *specification* (also known as a project design). The specification must be submitted to the archaeological curator for approval before the work commences.

The assessment must consider the following:

The nature, extent and degree of survival of archaeological sites, structures, deposits and landscapes within the study area through the development of an **archaeological deposit model**. This deposit model should reflect accurately the state of current knowledge and provide a research framework for further work if necessary. [See 4.3 below for further details]

The **history of the site**. [See section 4.4 below for further details]

The potential impact of any proposed development on the **setting of known sites of archaeological importance**. [See section 4.5 below for further details]

A **methodology for non-intrusive survey and intrusive evaluation** to determine the location, extent, date, character, condition, significance and quality of any surviving archaeological remains liable to be threatened by the proposed development. [See

section 4.6-4.8 below for further details]

4.3 The **archaeological deposit model** will involve the following areas of research:

Collation and assessment of all relevant information held in the SMR, including listed building records.

Assessment of all available excavation report and archives including unpublished and unprocessed material effecting the site and its setting.

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. Many of the main archaeological aerial photographic records can be consulted at the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW), Aberystwyth. However, the Countryside Council for Wales (CCW), Bangor, also holds AP collections including 1940s Luftwaffe photographs, and these may be equally suited to the requirements of the desk-based study.

Assessment of records held at the RCAHMW and University College Bangor, if appropriate.

Assessment of the environmental potential of the archaeological deposits through existing data or by inference.

Assessment of the faunal potential of the archaeological deposits through existing data or by inference.

Assessment of the artefactual potential of the archaeological deposits through existing data or by inference.

Assessment of all available geotechnical information for the area including the results of test pits and boreholes.

Assessment of the present topography and landuse of the area through maps and site visits.

The Marine Environmental History Programme, based at University the Wales, Bangor, must be contacted for data relating to sea level change.

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

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 should be considered.

Telford's survey of 1818 and John Evans *Map of the Six Counties of North Wales* (1795) must be consulted.

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.

Any records/historical records held by the present timber yard must be consulted, if possible, because the site may have been in continuous use as a timber yard since the early nineteenth century.

When considering the **issue of setting** for scheduled ancient monuments, listed buildings and other sites of national and/or regional significance, the SMR should be consulted to determine if the development falls within any designated landscape areas, such as World Heritage Sites and landscape character areas. Of particular importance are the *Register of Landscapes of Outstanding Historic Interest in Wales*, the *Register of Landscapes of Special Historic Interest in Wales*, published by Cadw: Welsh Historic Monuments in 1998 and 2001 respectively.

4.6 The **evaluation methodology** must consider the use of the following techniques:

Ground survey within the core area.

The use of geophysical survey.

A programme of trenching and/or test pits to investigate the deposit model in more detail.

- 4.7 The evaluation should aim to determine the location, extent, date, character, condition, significance and quality of any surviving archaeological remains liable to be threatened by the proposed development. An adequate representative sample of all areas where archaeological remains are potentially threatened should be studied.
- 4.8 The evaluation should carefully consider any artefactual and environmental information and provide an assessment of the viability (for further study) of such information. It will be particularly important to provide an indication of the relative importance of such material for any subsequent decision making regarding mitigation strategies.

Results

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 SMR Officer should be contacted to ensure that any sites or monuments not previously recorded in the SMR are given a Primary Recognition Number (PRN) and that data structure is compatible with the SMR.** The historical development of the site must be presented in phased maps and plans comprising clearly, the outline of the site.

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.

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).

All relevant aerial photographs, re-plots and historic maps must be included and be fully referenced.

The report should specifically include the following:

- a copy of the design brief
- a location plan
- all located sites plotted on an appropriately scaled plan of the development
- a gazetteer of all located sites, including full dimensional and descriptive detail

General requirements

The archaeological assessment must be undertaken by an appropriately qualified individual or organisation, fully experienced in work of this character. 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 development control archaeologist and all written work attributed to an author (s).

Contractors and subcontractors are expected to conform to standard professional guidelines, including the following:-

English Heritage's 1991 Management of Archaeological Projects (MAP2).

The Institute of Field Archaeologists 1985 (revised 1997) Code of Conduct.

The Institute of Field Archaeologists 1990 (revised 1997) Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology.

The Institute of Field Archaeologists 1994 (revised 1999) Standard and Guidance for Archaeological Desk-Based Assessment.

The Institute of Field Archaeologists 1994 (revised 1999) Standard and Guidance for Archaeological Watching Briefs.

The Institute of Field Archaeologists 1994 (revised 1999) Standard and Guidance for Archaeological Field Evaluation.

The Institute of Field Archaeologists 1995 (revised 1999) Standard and Guidance for Archaeological Excavation.

The Institute of Field Archaeologists 1996 (revised 1999) Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures.

The Institute of Field Archaeologists 1999 Standard and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials.

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.

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.

Where relevant, specialist studies of environmental, economic and historical data must include a *statement of potential*. All specialist reports used in the preparation of this study must be reproduced **in full** in the desk-based study.

A full archive including plans, photographs, written material and any other material resulting from the project should be prepared. All plans, photographs and descriptions should be labelled, cross-referenced and lodged in an appropriate place (to be agreed with the archaeological curator) within six months of the completion of the project.

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 SMR Officer, who will deposit the copy in the SMR.

The involvement of Gwynedd Archaeological Planning Service should be acknowledged in any report or publication generated by this project.

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.

Assessment □ A desk-based archaeological assessment (also known as a *desk-top assessment*) is a detailed consideration of the known or potential archaeological resource within a specified area or site (land-based, intertidal or underwater), consisting of a collation of existing written and graphic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional or national context as appropriate.

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.

Evaluation □ A limited programme of non-intrusive and/or intrusive fieldwork which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area or site; and, if present, defines their character and extent, and relative quality. It enables an assessment of their worth in a local, regional, national or international

context, as appropriate. The programme of work will result in the preparation of a report and archive.

Sites and Monuments Record (SMR) □ A documentary record of known sites in a given area. In north-west Wales the SMR 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.

Further information

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.

Further details or clarification of any aspects of the brief may be obtained from the Development Control Archaeologist at the address below.

Emily La Trobe-Bateman
Development Control Archaeologist

Gwynedd Archaeological Planning Service, Craig Beuno, Ffordd Y Garth, Bangor, Gwynedd L57 2RT
Ffon/Tel: 01248 370926 Ffacs/Fax: 01248 370925 HYPERLINK
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