
Beaumaris Pier: **ANGLESEY**



Archaeological Assessment and Photographic Survey

GAT Project No. 2122

Report No. 848

March, 2010

Archaeological Assessment

Beaumaris Pier

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Prepared for
Capita Symonds

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BEAUMARIS PIER (G2122)

ARCHAEOLOGICAL ASSESSMENT

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BEAUMARIS PIER (G2122)

ARCHAEOLOGICAL ASSESSMENT

SUMMARY

An archaeological desk-based assessment and photographic record has been carried out on the pier at Beaumaris. The pier was built between 1840 and 1846, initially in stone, and served the coastal trade. The pier was extended in 1872 with the addition of a wooden extension and 'T' shaped landing stage. The pier became popular with pleasure steamers, particularly with visitors from Liverpool, making it an important element in the development of tourism in the town. A pavilion was added to the pier head in 1895. The timber work section of the pier was renewed in 1926, and the landing stage was demolished in the 1950s when the traffic from pleasure steamers declined. Further work was carried out on the pier between 1964 and 1987.

A good historic photographic archive was seen, indicating the changes to the pier between the late 19th century and the Second World War. Survivals from the 19th century include the stone section of the pier itself and at least some of the ornamental metalwork. These are essential elements of the Victorian character of the pier and should be retained.

The location of the pier is also noted to be just to the south of the former medieval town walls of Beaumaris, and there is thought to be some potential for the survival of archaeological remains in the vicinity of the pier, associated both with the medieval town and former harbour. It is recommended that an archaeological watching brief be carried out in association with any ground works.

1 INTRODUCTION

Gwynedd Archaeological Trust (GAT) has been asked by Capita Symonds to carry out an archaeological desk-based assessment and photographic recording in advance of proposals for the refurbishment and extension of Beaumaris Pier, Anglesey (Fig. 1).

1.1 Acknowledgements

The staff at Archifdy Ynys Mon/Anglesey Archives are thanked for their assistance with producing archive material relating to this project. Patrick Bingham from Capita Symonds is thanked for providing information regarding the refurbishments carried out in 1986-7. Ashley Batten at GAPS is thanked for his help with the production of this report.

2 DESIGN BRIEF AND SPECIFICATION

2.1 Project Background

A detailed archaeological brief has not been prepared for this scheme, but Gwynedd Archaeological Planning Service (GAPS) have requested a desk-based study (to incorporate an archive search) to be undertaken alongside a photographic and descriptive survey of Beaumaris Pier. The proposals envisage a new pontoon off the end of the pier with a link span bridge connection. Elsewhere, there will be extensive refurbishment with new decking, new balustrade and railings and either refurbishment or rebuilding of the existing shelter at the seaward end of the pier depending upon its present condition.

This report conforms to the guidelines specified in *Standard and Guidance for Archaeological Desk-based Assessment* (Institute of Field Archaeologists, 1994, rev. 2001).

2.2 Desk-based Assessments

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

international context as appropriate'. (*Standard and Guidance for Archaeological Desk-based Assessment*, IFA 2001, 2).

The aims of the assessment as given in the specification are:

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

To comply fully with the aims expressed above it can be necessary to undertake a programme of Field Evaluation following the Desktop study and Field Visit. This is because some sites cannot be assessed by desktop or field visit alone, and additional fieldwork is therefore required. This typically takes the form of geophysical survey or trial excavation, although measured survey is also a possible option. A full programme of assessment and evaluation may therefore consist of:

- Desktop study
- Field walkover
- Initial report
- Field evaluation
- Draft report
- Final report

The phase of the project concerns the first three phases only, and recommendations will be made for any field evaluation required. GAPS however remains responsible for advising the Local Authority on the suitability of the work undertaken.

3 METHODS AND TECHNIQUES

3.1 Desk top study

The desktop study comprised the consultation of maps, documents, computer records, written records and reference works, which form part of the Historic Environment Record (HER), located at Gwynedd Archaeological Trust (GAT), Bangor. The archives held by the Anglesey Record Office, Llangefni and Bangor University were also consulted. Information about listed buildings was consulted by means of the CARN (Core Archaeological Index), which is the online index of the Royal Commission on Ancient and Historic Monuments, Wales. Relevant aerial photographs from the collection at RCAHM, Wales were examined

Sites, buildings and find spots listed in the GAT HER were identified within 250m of the study area were identified in order to give background information relevant to understanding the area, and these are listed in the appendix. The term PRN refers to the Primary Record Number given to each site on the HER.

3.2 Field Search

The field search was undertaken on the 5th November 2009, when the area of the proposed development was examined. Notes were taken, sketches and measurements were taken of sites of potential archaeological interest and a photographic record was made. Conditions were reasonable for a site visit.

3.3 Report

The available information was synthesised to give a summary of the archaeological and historic background and of the assessment and recommendations, as set out below. The separate features, their evaluation and recommendations are listed separately, and a summary of the overall assessment of the area is given at the end.

The criteria used for assessing the value of features was based upon those used by the Secretary of State for Wales when considering sites for protection as scheduled ancient monuments, as set out in the Welsh Office circular 60/96. The definitions of categories used for impact, field evaluation and mitigation are set out below.

3.3.1 Categories of importance

The following categories were used to define the importance of the archaeological resource.

Category A - Sites of National Importance.

Scheduled Ancient Monuments, Listed Buildings of grade II* and above, as well as those that would meet the requirements for scheduling (ancient monuments) or listing (buildings) or both.

Sites that 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.

Grade II listed buildings and sites which would not fulfil 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 that are of minor importance or are so badly damaged that too little remains to justify their inclusion in a higher category.

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

Category E - Sites needing further investigation.

Sites, the importance of which 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 usually be no sites remaining in this category. In this case several areas of unknown potential have been allocated to this category. These require environmental sampling which should be carried out during the pipeline works.

3.3.2 Definition of Impact

The impact of the road development on each site was estimated. The impact is defined as *none, slight, unlikely, likely, significant, considerable or unknown* as follows:

None:

There is no construction impact on this particular site.

Slight:

This has generally been used where the impact is marginal and would not by the nature of the site cause irreversible damage to the remainder of the feature, e.g. part of a trackway or field bank.

Unlikely:

This category indicates sites that fall within the band of interest but are unlikely to be directly affected. This includes sites such as standing and occupied buildings at the margins of the band of interest.

Likely:

Sites towards the edges of the study area, which may not be directly affected, but are likely to be damaged in some way by the construction activity.

Significant:

The partial removal of a site affecting its overall integrity. Sites falling into this category may be linear features such as roads or railways where the removal of part of the feature could make overall interpretation problematic.

Considerable:

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

Unknown:

This is used when the location of the site is unknown, but thought to be in the vicinity

3.3.3 Definition of field evaluation techniques

Field evaluation is necessary to fully understand and assess most class E sites and to allow the evaluation of areas of land where there are no visible features but for which there is potential for sites to exist. Two principal techniques can be used for carrying out the evaluation: geophysical survey and trial trenching. Topographic survey may also be employed where sites are thought to survive as earthworks.

Geophysical survey most often involves the use of a magnetometer, which allows detection of some underground features, depending on their composition and the nature of the subsoil. Other forms of geophysical survey, including resistivity survey and ground penetrating radar might also be of use.

Trial trenching allows a representative sample of the development area to be investigated at depth. Trenches of appropriate size can also be excavated to evaluate category E sites. Trenching is typically carried out with trenches of between 20 to 30m length and 2m width. The topsoil is removed by machine and the resulting surface is cleaned by hand, recording features. Depending on the stratigraphy encountered the machine may be used to remove stratigraphy to deeper levels.

3.3.4 Definition of Mitigatory Recommendations

Below are the measures that may be recommended to mitigate the impact of the development on the archaeology.

None:

No impact so no requirement for mitigatory measures.

Detailed recording:

This requires a full photographic record and measured survey prior to commencement of works.

Archaeological excavation may also be required depending on the particular feature and the extent and effect of the impact.

Basic recording:

Requiring a photographic record and full description prior to commencement of works.

Strip, Map and Sample:

The technique of Strip, Map and Sample involves the examination of machine-stripped surfaces to identify archaeological remains. The stripping is undertaken under the supervision of an archaeologist. Stripping and removal of the overburden is undertaken in such a manner as to ensure damage does not take place to surfaces that have already been stripped, nor to archaeological surfaces that have not yet been revealed.

Stripping is undertaken in as careful a manner as possible, to allow for good identification of archaeological features. A small team of archaeologists will be responsible for subsequently further cleaning defined areas where necessary. Complex sites which cannot be avoided will need to be fully excavated.

Watching brief:

This is a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons. This will be within a specified area or site on land, inter-tidal zone or underwater,

where there is a possibility that archaeological deposits may be disturbed or destroyed. The programme will result in the preparation of a report and ordered archive.

Avoidance:

Features, which may be affected directly by the scheme, or during the construction, should be avoided. Occasionally a minor change to the proposed plan is recommended, but more usually it refers to the need for care to be taken during construction to avoid accidental damage to a feature. This is often best achieved by clearly marking features prior to the start of work.

Reinstatement:

The feature should be re-instated with archaeological advice and supervision.

4 ARCHAEOLOGICAL RESULTS

4.1 Topographic description

Beaumaris occupies a coastal site on the south-eastern shore of the Isle of Anglesey overlooking the Menai Strait, and the *beau maris* (beautiful marsh) that gives the town its name (Fig. 1). It is located 6.5km south-west of Penmon Point. Beaumaris Bay is the wide mouth of the Strait, encompassing Penmaenmawr Head, Lavan Sands and Penmon Point. The pier is located on the sea front on the southern edge of the town at NGR SH 60647591.

4.2 Archaeological and historical background

4.2.1 Medieval

Beaumaris is the last of the castle-towns to be built in north Wales by King Edward I. The castle was begun in 1295, although the site had been known to the king from 1283, when he was present in person to create a pontoon bridge across the strait (Taylor 1986, 103-4). The town replaced the Welsh port town and maerdref of Llanfaes with its Franciscan Friary which had been founded in 1237 nearby, which comprised of about 120 properties with the inhabitants involved in fishing and sea-trading with links to Liverpool and Gascony (Soulsby 1983, 166). Edward I had rendered Llanfaes uninhabitable after it had been burnt during the uprising of Madoc ap Llywelyn in 1294, and replaced it with a new town and castle at Beaumaris, exiling the native population to a new town at Rhosfair, called Newborough, the site of a Welsh *llys*. The castle was taking shape by 1296, including the construction of a dock to enable the castle to be supplied by sea (*ibid.*).

In 1305 132 rented burgage plots in Beaumaris are recorded, which are stated to have been 80ft long by 40ft wide and this rises to 154 by 1322 (Lewis 1912, 63), indicating that the town was expanding. The town would have proved attractive to immigrants to take up residence and trade there, as it would have enabled country people to loose their ties to their lord and land. In 1407, following an attack on the town by Owain Glyndwr in 1403 in which part of the town was burned, the burgesses received a donation of £10 from the Prince of Wales (later king Henry V) ‘in aid of making a ditch round the aforesaid town’ (Taylor 1986, 111). In 1414 work on this had clearly begun, as the work required the loss of 30 burgage plots (Soulsby 1893, 79). The circuit of the defence is shown on John Speed’s map of the town of 1610 (Fig. 3), and linked to the castle walls. It ran along the seashore, then northwards across Castle Street parallel to Steeple Lane before turning sharply east to cross Church Street where remnants still survive (Lilley *et al.* 2005). An earlier circuit is also suggested by archaeological work to the west of the castle, where a ditch was identified heading south westwards aligning with the castle itself, with 14th century pottery in its fill (Anon. 1985; White 1992, 123-130). In the opposite direction it would align with the surviving remains of the town wall east of Church Street, which would have taken in the entire 14th century town. This suggests that the size of the town was reduced as a result of the re-fortification after the Glyndwr uprising, resulting in the loss of 30 burgage plots.

A number of medieval buildings survive within the town, including 32 Castle Street, thought to date from around 1400 (RCAHMW 1937, 13-16).

4.2.2 Post-Medieval

The port of Beaumaris was busy during the 16th to 18th centuries; records show that Beaumaris was handling more tonnage than any other Welsh port (Eames 1973, 103-13), most of which was probably coastal trade

however by the later part of the 18th century the port was in decline. No stone piers or docks appear to have been constructed, and our understanding of the town Green is slight. Speed's map shows no development between the town wall and the coast edge, and this area was almost certainly still marshy in 1610 (Fig. 3). The town wall formed a clear division between the edge of the town and the coast from the castle to the water gate. A small structure is noted on the coast edge to the east, which is thought to have been demolished by 1895, and may have been related to the ferry crossing that went from the Green (Davidson 2006). Substantial rebuilding and improvements took place within the town in the 18th and 19th centuries, the time from which many of the listed buildings in the town date from (Fig. 4).

4.2.3 Early-Modern/Modern

In 1821 it was ordered that a 'landing quay be constructed at the expense of the corporation of sufficient length and depth at the Green for the accommodation of persons landing from small boats (UWB Beaumaris and Anglesey MSS 14, 201). The whereabouts of this quay is not known, but it is likely to have been close to where the pier now stands.

A Baron Hill estate map of 1829 (UWB Baron Hill 6496; Fig.4) shows properties built up right against the sea front, suggesting encroachment upon and development on the front from medieval times onwards. The pier was constructed from the position of the southern end of Water Street as shown on the map. The quayside in 1845, just before the start of construction began on the pier, was the property of the town of Beaumaris, and exempt from tithe, so no details are shown on the tithe map (Fig.5).

Proposals for a pier in 1840 resulted from the need to provide a landing stage from which passengers could disembark at all states of the tide. The project ran into financial difficulties and had to be supported by the town borough, and also suffered serious storm damage in May 1844 that necessitated rebuilding. Beaumaris pier was designed by *Frederick Foster* and constructed on the Beaumaris quayside, and finally successfully opened in 1846 (Cowell 2005, 12). The surviving stone section of the pier dates from this time, and was originally intended as a landing jetty. The pier suffered considerable storm damage in 1872 and was substantially rebuilt. This involved the building of a wooden extension to the pier on green-heart piles wooden piles and girders, which were renewed in 1926 (WCD/288). It was further extended in 1895, when the cross pier head was built, and also around this time the 2.5ft (0.75m) gauge baggage line was installed (Fig. 8). This appears to have been manual in operation, using only hand propelled luggage trucks and mineral wagons. It does not appear to have been used after the First World War (Plate 9). A large pavilion was added to the pier head at the end of the 19th century.

The pier suffered from a lack of maintenance during the war years (WDL/41), and the decline in steamers visiting the town meant that it had become uneconomic to maintain the 'T' shaped landing stage, and this was demolished. Some restoration work was carried out by the Beaumaris Town Council in the 1964, when partial renewal of the timber piling and decking was carried out (Plate 7) and work was also carried out in the 1970s. Further extensive restoration work was carried out by Anglesey Borough Council in 1986-7, when the current shelter at the pier head was built, replacing one of 1960s style, presumably built as part of the 1964 works (Email from Patrick Bingham, Capita Symonds).

4.3 Statutory and non-statutory designations

Beaumaris Castle is a Scheduled Ancient Monument (Ref: A001), a Grade I listed building (Ref: 5574) and the castle is a World Heritage Site (Ref: 374). There are many listed buildings within the town, some buildings with medieval origins, of which 44 listed buildings are within 250m of the pier, and these are listed in Appendix 1. Three of these buildings, the 17th century courthouse, the Bulkeley Hotel (Ref 5588) and Victoria Terrace are listed Grade 1.

4.4 The Archaeological Survey (Fig. 2)

A large number of buildings within the town of Beaumaris are listed buildings. Those within 100m of Bangor Pier are noted below, along with those sites noted on the Gwynedd HER and sites identified on the field visit.

Feature 1	Beaumaris Pier	PRN 19791
<i>SH 6068 7585</i>		
<i>Period: Modern</i>		

Category: B Impact: Unknown

A pier was built at Beaumaris between 1840 and 1846, to allow passengers to disembark at all states of the tide. After storm damage in 1844, the pier was finally completed in 1846 to the designs of *Frederick Foster*. In 1865 the pier was badly damaged again when a paddle steamer collided with it, and it was 1871 before the repairs were completed (*ibid.*, 13). The pier is in two parts (Plate 1); the outer landward part is a stone causeway, some 100m long and 8m wide. Rails used for transporting passengers' luggage can still be seen on the pier decking (Plate 4). An elaborate 19th century kiosk (Fig 10) has been replaced by a more modest structure on the same site (*ibid.*). This stone portion appears to date from the original construction of the pier, however the stone paving covering it is recent, laid in 1986, when the rails were re-set (Barton 2010). The seaward 50m of the pier consists of a timber deck on steel girders supported on green heart timber piles (Plate 6). A large pavilion was built on this in 1895, when the landing stage was altered to a 'T' shape (Fig. 7), which was replaced after the 1950s by a less substantial shelter, which was in turn replaced in 1986 by the current shelter (Plate 10). The timber structures are of various dates, the decking appears to be post war, though the piles date from 1926 (Anglesey Archives, WCD/288). The pier formerly had a 'T' shaped end, but this was demolished in the 1950s (Fig. 11).

Recommendations for further assessment: None

Recommendations for mitigatory measures: Basic Recording and intensive watching brief during any ground works carried out

Feature 2 Sea Wall, Beaumaris

PRN 19792

SH 6050 7596

Period: Modern

Category: B Impact: None

A sea wall runs from chimney corner to the pier. The lower 4m in height is built of limestone blocks, and appears to be contemporary with the chimney, and therefore dated to c. 1828. The upper part of the wall appears to be later in date.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Feature 3 Line of Beaumaris Town Wall

PRN 19771

SH 6058 7600

Period: Medieval

Category: A Impact: None

In 1407 a grant of £10 was made for the construction of a ditch, and in 1413-14 some 30 Burgage plots were destroyed as part of its construction. In the first half of the 15th century it is recorded that land was lost or laid waste by sea encroachments, and in 1459-60 a portion of the town wall was 'wholly broken by the inundation of the sea' (Davies 1942, 109). Though much of the northern part of the wall had been destroyed by the mid 18th century (Owen 1775, 22), and only two short lengths of the wall now remain, its line has been reconstructed (RCAHMW 1937, 4). In 1833 the situation is described as, 'the ancient walls by which the town was defended are, in several parts, still remaining entire ; but, on the side towards the sea, a considerable portion was taken down during the summer of 1831, in order to furnish materials for building a new hotel, and for completing other improvements' (Lewis 1833). There is some debate as to the route of the original wall at the south-west corner, with the suggestion that the diagonal route shown on Speed's map (Fig. 3) is a later course, taken following the destruction in the 16th century, possibly before rebuilding in the 1530s, or after that which occurred in 1562, and that the original course once continued into where the sea has now encroached.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Feature 4 Gwynfa, The Green

PRN 11092

Grade II Listed Building

SH 6062 7606

Period: Modern

Category: A Impact: None

A house probably built c. 1870, and extended in 1896. It is in late Georgian style of 2 storeys and attic, of pebble-dashed walls with rock faced quoins, and slate roof. The 3-bay front has a segmental-headed doorway with replacement glazed door, side panels and overlight. It is flanked by 12 pane horned sash windows.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Feature 5 **Victoria Terrace, 1-20** **PRN 11248** **Grade I Listed Building**
SH 6069 7607
Period: Modern
Category: A Impact: None
A prominent terrace on the Green, built in 1833 to a design by *Hansom and Welch* for the Corporation. The terrace was the centrepiece of a plan to regenerate the declining port of Beaumaris by creating a fashionable resort. The houses were sold by the corporation in 1937 and were refurbished and converted into apartments by *Colwyn Foulkes*.
Recommendations for further assessment: None
Recommendations for mitigatory measures: None

Feature 6 **The Bulkeley Hotel** **PRN 19794** **Grade I Listed Building**
SH 6058 7605
Period: Modern
Category: A Impact: None
The hotel was commissioned by the Baron Hill estate, and designed by *Hansom and Welch*. Construction started in 1829, and according to one source took down part of the town wall along the sea edge, using its stone to help construct the hotel (Lewis 1833). Further work was undertaken c.1899, and extensions added in the 1930s to designs by *Colwyn Foulkes*. It is a neoclassical hotel of 3 storeys with attic and basement, of ashlar to the main elevations, slate roof behind coped gables and on a deeply moulded cornice, and ashlar stacks (Cadw Listed Building Description).
Recommendations for further assessment: None
Recommendations for mitigatory measures: None

Feature 7 **Chantry House, the Green** **PRN 19776** **Grade II Listed Building**
SH 6062 7606
Period: Modern
Category: A Impact: None
Built by *Joseph Hansom and Edward Welch*, and completed by 1833. It was occupied by the chief trainer employed at the stables at Baron Hill. It is a late Georgian house of two storeys and attic with four bays, of limestone ashlar with moulded stone cornice and parapet (Cadw Listed Building Description).
Recommendations for further assessment: None
Recommendations for mitigatory measures: None

5. SUMMARY OF ARCHAEOLOGICAL POTENTIAL

5.1 Location Summary

Beaumaris is located 6.5km south-west of Penmon Point, on the south eastern coast of Anglesey. Beaumaris Bay is the wide mouth of the Strait, encompassing Penmaenmawr Head, Lavan Sands and Penmon Point. The pier is located on the sea front on the southern edge of the town at NGR SH 60647591.

5.2 Description of Pier

The pier is in two parts; the landward part is a stone causeway, some 100m long and 8m wide, constructed with regular coursed limestone blocks (Plate 5). This stone portion appears to date from the original construction of the pier. The seaward 50m of the pier consists of a timber deck on steel girders supported on five trestles of green heart with timber piles. The pier head is of elaborate timber construction. These are of various dates, the decking appears to be post war, though the piles and steel girders date from 1926 (Anglesey Archives, WCD/288). Steps lead down on the east and west side of the wooden section of the pier to allow the loading of small boats, these appear to be of relatively recent date, certainly post-war and probably carried out in the 1960s.

The railings along both edges of the pier can be clearly seen on a postcard of 1905 (Anglesey Archives WSC/372, Fig. 10), and are probably 19th century in date. The current rectangular kiosk at the landward end of the pier, built with an uncoursed rubble plinth about 4m square with timber and glass superstructure with hipped roof is a 20th century building (Plate 4). However the building may have the same footprint as the earlier Victorian kiosk, which was surmounted by a lantern and had elaborate ironwork at roof level (Fig. 10). The iron gates to the west of the kiosk appear to date from the 19th century.

Rails used for transporting passengers' luggage can still be seen on the pier decking. These can be seen on a photograph of 1896 (Anglesey Archives WSC/134). The surface of the stone section of the pier is covered in paving, and the photographic evidence suggests that it always had a stone surface.

The surface of the timber section of the pier is surmounted by timber decking, which appears to have lain up to, and is therefore later than the wood and glass shelter at the pier head. This was constructed after the demolition of the 'T' shaped jetty, and was a replacement built in 1986. It is of timber post and board construction with a hipped roof and barge boards, with shelter openings to the north and south (Plate 10). This replaced a much larger and elaborate building on the former landing stage (Figs. 10 and 11), which was presumably a booking office for the steamers as well as a waiting room.

The RNLI lifeboat house is located east of the pier (Plate 2), although the former slipway associated with this has been demolished.

5.3 Environmental Remains and Soil Morphology

The potential for the recovery of environmental remains is low, and no information on the soil morphology is available.

5.4 Artefactual Potential

The potential for the recovery of archaeological artefacts is considered low to moderate. It is possible that material might be recovered since the location of the pier formed the foreshore of the medieval town. There has also been significant marine encroachment in this area since medieval times, with the possibility of the survival of earlier archaeological evidence.

6. SUMMARY OF RECOMMENDATIONS

6.1 Summary

Beaumaris Pier was built between 1840 and 1846, and has undergone substantial changes in 1865, 1895 and 1926, with other phases of refurbishment. The T shaped pier head was demolished in the 1950s. The stone causeway part of the pier is likely to be part of the original construction. The timber piles are of Green Heart wood, and are likely to date from the refurbishment of 1926. The timber decking is of post-war date, a partial renewal being carried out in 1964, although the 19th century decking is shown on photograph WSC/134, held at Anglesey Archives, Llangefni. Good evidence for the appearance of the pier at the turn of the century can be seen on photograph WSC/372, dated to 1905. The sea wall parapet is also shown.

6.2 General Recommendations

Any ground works associated with the reconstruction of elements of the pier have some potential to reveal archaeological evidence for medieval and later activity connected with extra-mural and foreshore activity of the town of Beaumaris. The former line of the medieval town wall ran close to the northern end of the pier (Figs. 3, 6). The fact that there has been marine encroachment in the area also suggests that archaeological remains might be uncovered. An intensive watching brief is recommended during any such activity.

The ironwork fencing on either side of the pier (Plate 3) is of similar character to that noted on the archive photographs of the pier, and may be of 19th century date. It appears to be re-used on the renewed section of timber pier, and should be retained wherever possible, or if this is not possible replaced with a barrier of similar design. The timber decking, although renewed, seems to be of a similar character to that it replaced, and this character should be retained in any future renewal.

7. CONCLUSIONS

Beaumaris Pier, opened in 1846 initially to serve the coastal maritime trade, became an important calling place for pleasure steamers and was extended with a timber extension in 1872. It was particularly popular with ships from the port of Liverpool in the later part of the 19th century, with a pavilion being built at the pier head. In the 1950s, with a decline in passenger services, the 'T' shaped landing stage at the pier head was demolished. Further work to the pier was carried out in the 1960s and 1970s, with the most recent refurbishment in 1987.

The coastline at this point is considered to have some potential for the recovery of archaeological information, as it lay just outside the since demolished late medieval walls of the town of Beaumaris, in an area where there has been significant encroachment. An intensive watching brief is recommended during any ground works carried out in association with the refurbishment.

The Victorian character of the pier is maintained through the survival of the stone section of the pier, and some ornamental metalwork, and these should be retained wherever possible.

8. ARCHIVE

The archive consists of historic maps, plans and historic photographs, along with notes and 68 digital images taken on the field visit.

Three copies of the bound report will be sent to the client, a copy to Ashley Batten at GAPS, and a further copy sent to the HER Archaeologist at the curatorial division of Gwynedd Archaeological Trust, Bangor, for deposition in the Regional HER. A copy of the report will be provided to the National Monument Record, Royal Commission on the Ancient and Historic Monuments of Wales, Aberystwyth.

9. REFERENCES AND OTHER SOURCES CONSULTED

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Steele, P. 1996 *Beaumaris: the town's story*

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GAT Historic Environment Record

Speed, J. 1610 *Map of Anglesey*, with inset town map of Beaumaris

Anglesey Archives, Llangefni

WCD/288 Plans showing the proposed strutting and strengthening of Beaumaris Pier 1926
WCD/134 Annotated version of Ordnance Survey 25inch 1st edition map of 1889 Caernarvonshire VII.5, showing alterations to the pier head to enable steam ships to moor.
WDL/41c.1950 Manuscript note relating to the state of repair of Beaumaris Pier

Ordnance Survey Maps

25inch 1st edition map of 1889 Caernarvonshire VII.5
25inch 2nd edition map of 1901 Caernarvonshire VII.5
1:10 000 sheet SH67NW

Photographs

WSC/81 Beaumaris West End and Pier 1903
WSC/134 Beaumaris Pier 1896
WSC/218 Beaumaris Pier 1926
WSC/262 Beaumaris Pier 1908
WSC/372 Beaumaris Pier 1905

University Archives, Bangor

UWB Baron Hill MSS 6496 and 8211 *1829 Map of Beaumaris and Schedule by Richard Yates*
UWB Beaumaris and Anglesey MSS

Ynys Mon/Anglesey County Council

Barton, M. 2010 Letter from Ynys Mon/Anglesey County Council dated 19th January 2010 detailing works carried out in 1986-7 including surface refurbishment and the pier head shelter

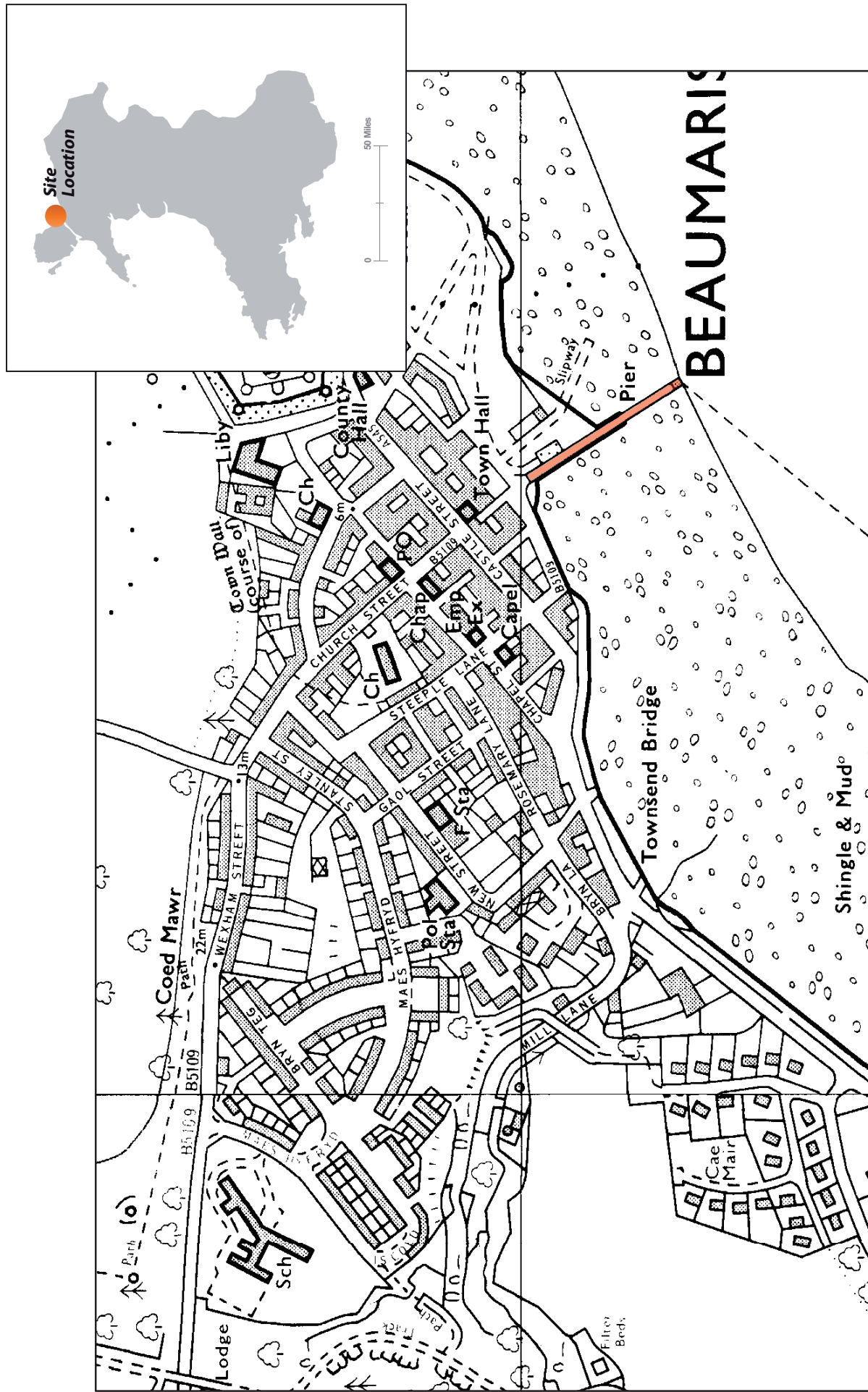


Figure 1: Location map (1:5,000 @ A4)

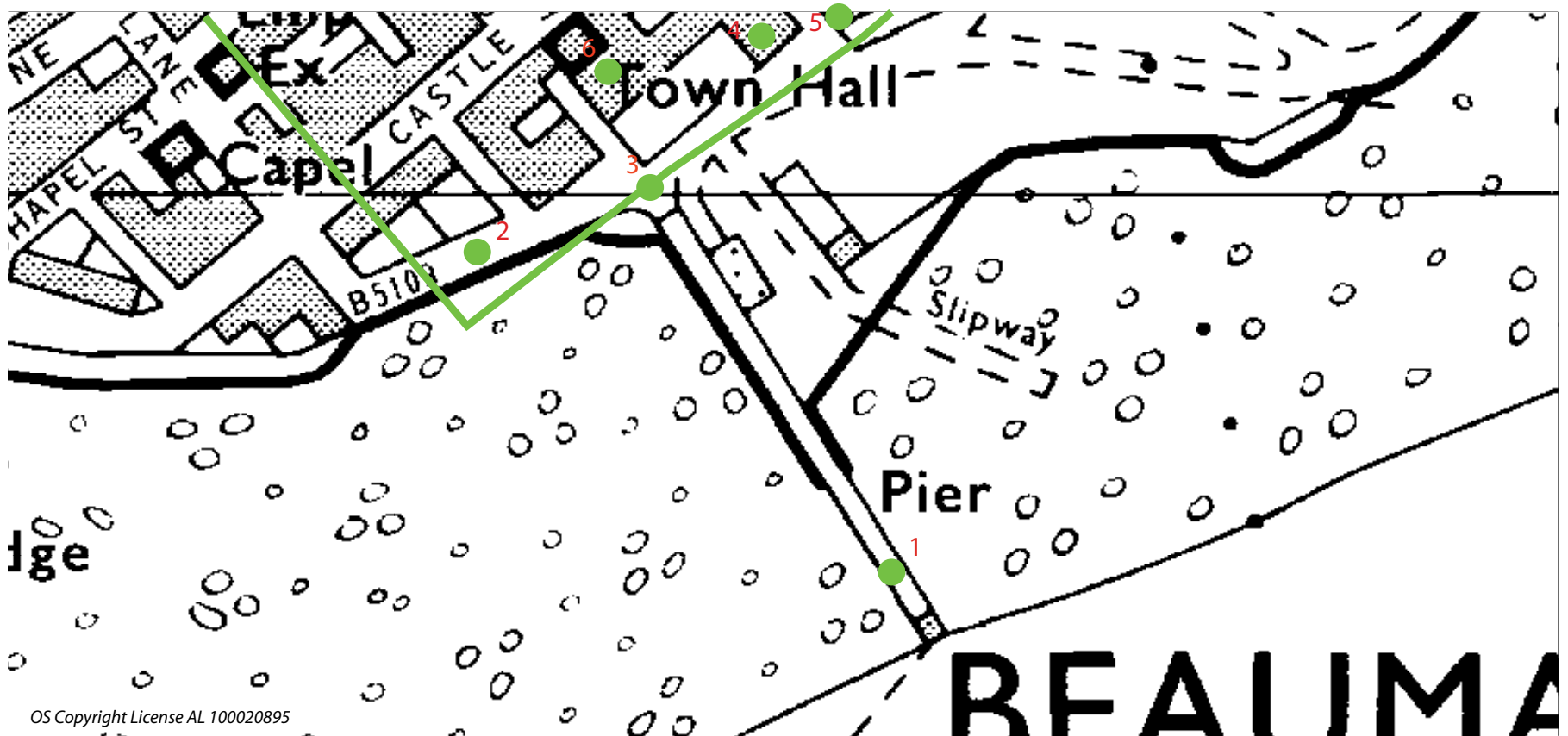


Fig. 2 Location of feature numbers mentioned in the text. The green line indicates the probable line of the medieval town wall.
Scale 1:1500@A4

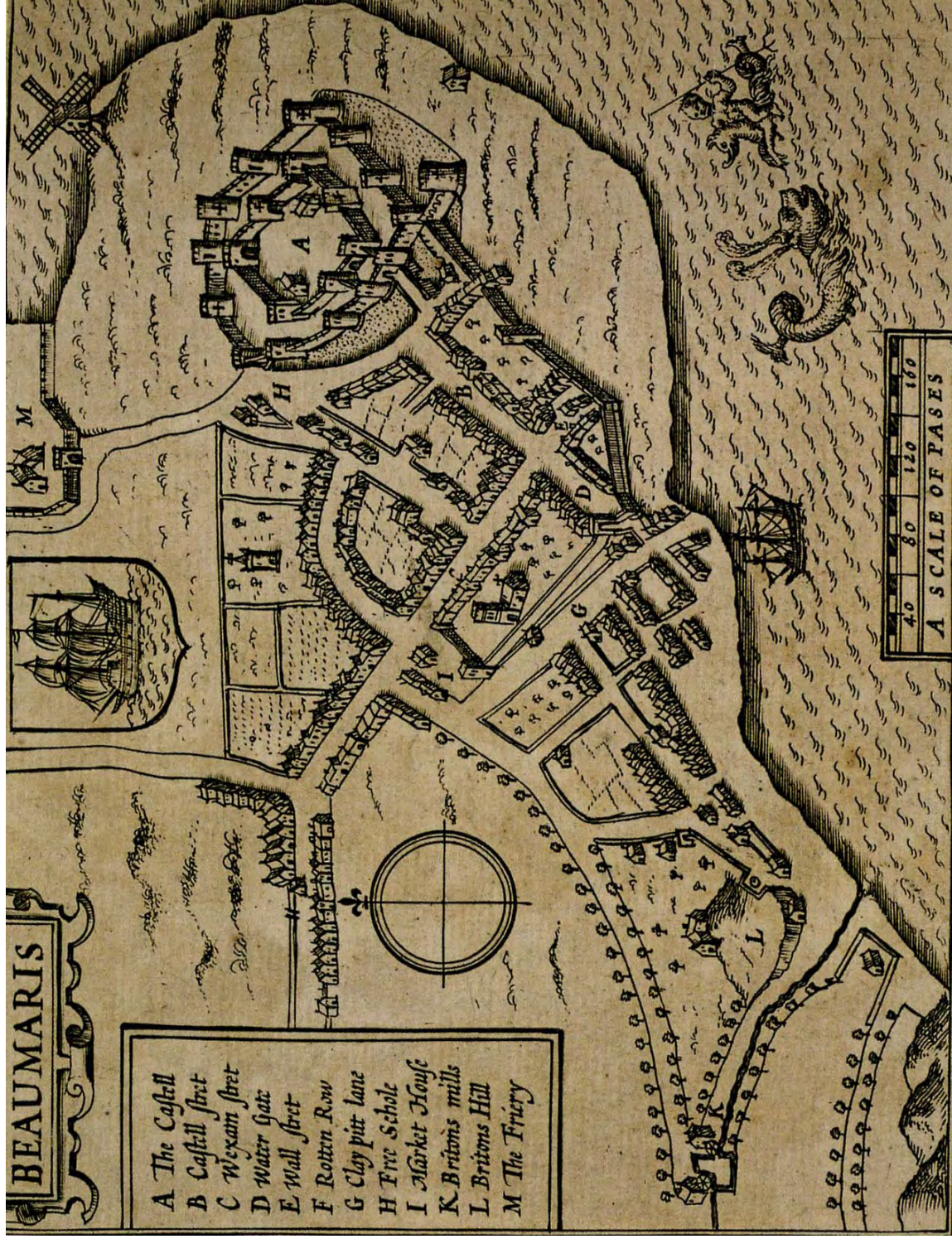


Fig. 3 Speed's 1610 Plan of Beaumaris



Fig. 4 Detail from Yates' 1829 map of Beaumaris for the Baron Hill estate (UWB Baron Hill 6486). Approximate location of pier overlain in blue

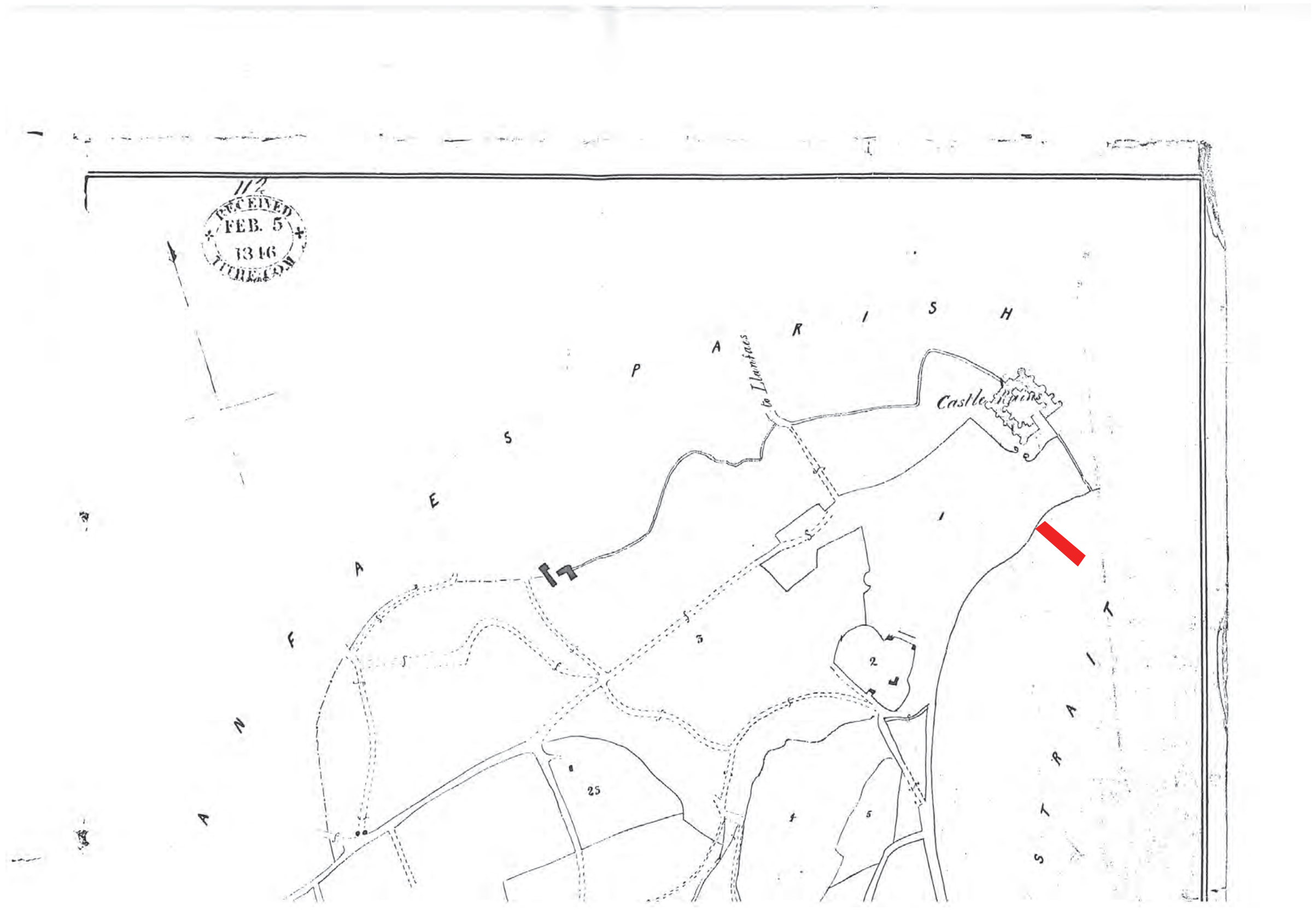


Fig. 5 Detail from the Tithe Map of the Parish of Beaumaris of 1845, overlaid with the approximate location of the pier in red



Fig. 6 1st edition 25 inch Ordnance Survey map of 1889. Sheet Caernarfonshire VII.5 Scale 1:2500@A4



Fig. 7 Extract from 1st edition 25 inch Ordnance Survey map of 1889. Sheet Caernarvonshire VII.5, annotated with proposed alterations to pier head and creation of 'T' shaped pier head. Dated to approximately 1895.



Fig. 8 Beaumaris Pier in 1896, showing Victorian holidaymakers on the original timber decking (Anglesey Archives WSC/134)



Fig. 9 View of Beaumaris pier from the west, taken from Townsend, dated to 1903. It shows the 'T' shaped head and 1895 pavilion (Anglesey Archives WSC/134).



Fig. 10 The Pier, Beaumaris from a postcard postmarked 1905, showing the late 19th century kiosk (Anglesey Archives WSC/372)



Fig. 11 Beaumaris Pier in 1910 (Cowell 2005), from a postcard

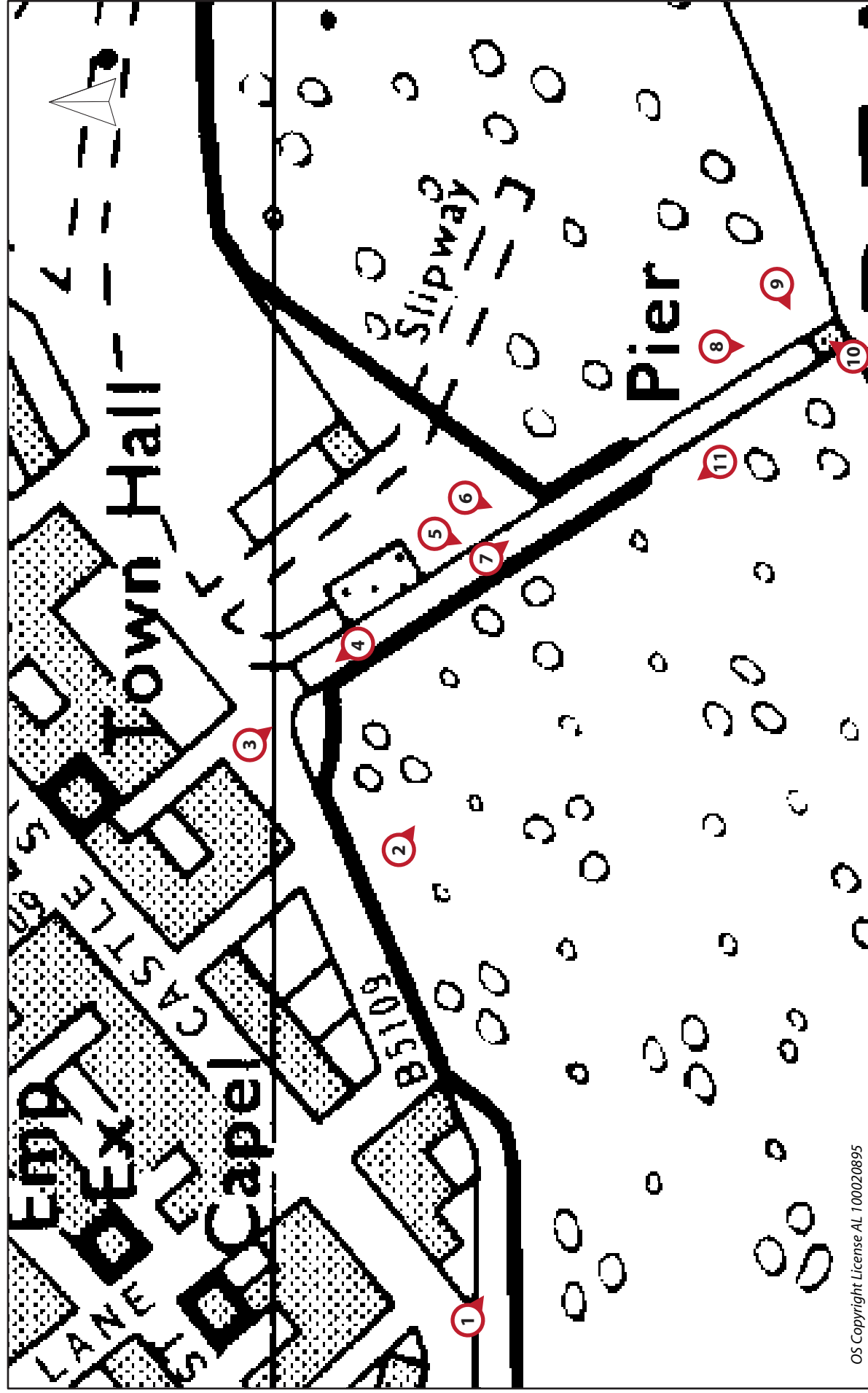


Figure 12: Photographic location (1:1500@A4)



Plate 1 Beaumaris Pier from the west, showing stone and timber sections



Plate 2 Beaumaris Pier from the north west, showing the lifeboat station



Plate 3 Pier railings from the north-west

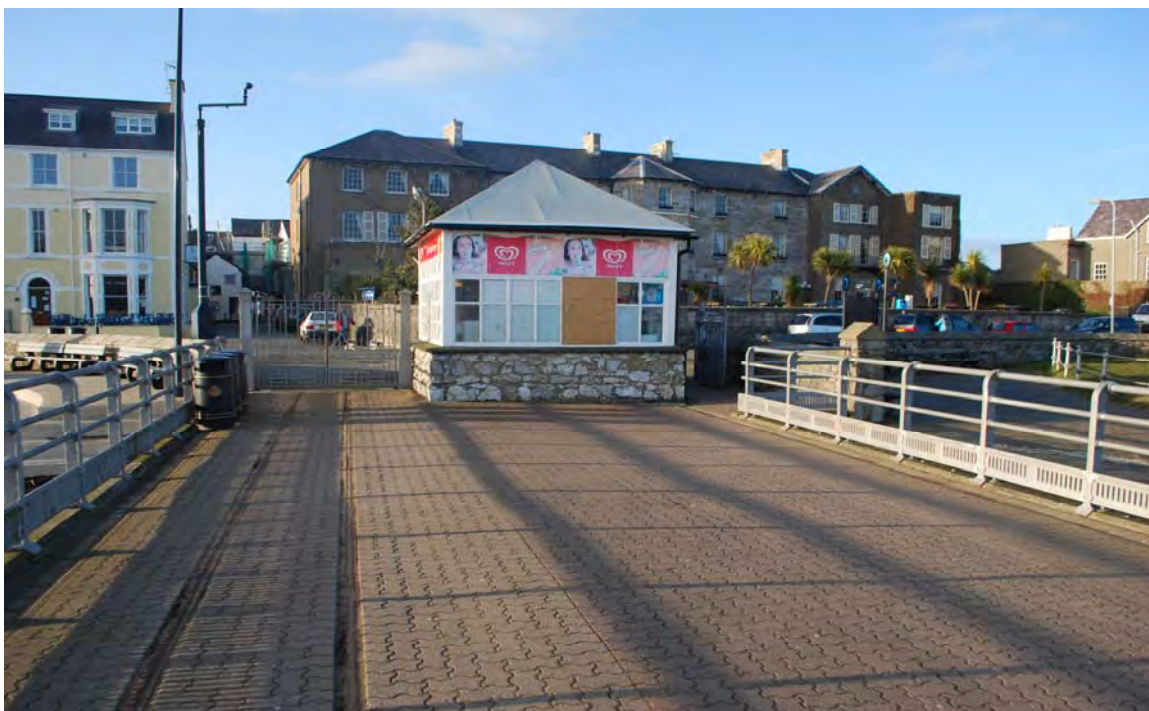


Plate 4 The kiosk and 19th century ironwork gates at the landward end of the pier, from the south



Plate 5 Detail showing the junction of the stone and wooden pier sections, from the north north east



Plate 6 The iron girders supported on trestles of Green Heart wood on the timber section of the pier



Plate 7 The timber decking with the shelter and landing stage at the southern end of the pier



Plate 8 The landing stage, with modern steps



Plate 9 Detail showing the construction technique at the pier head



Plate 10 The shelter at the southern end of Beaumaris Pier, built in 1986

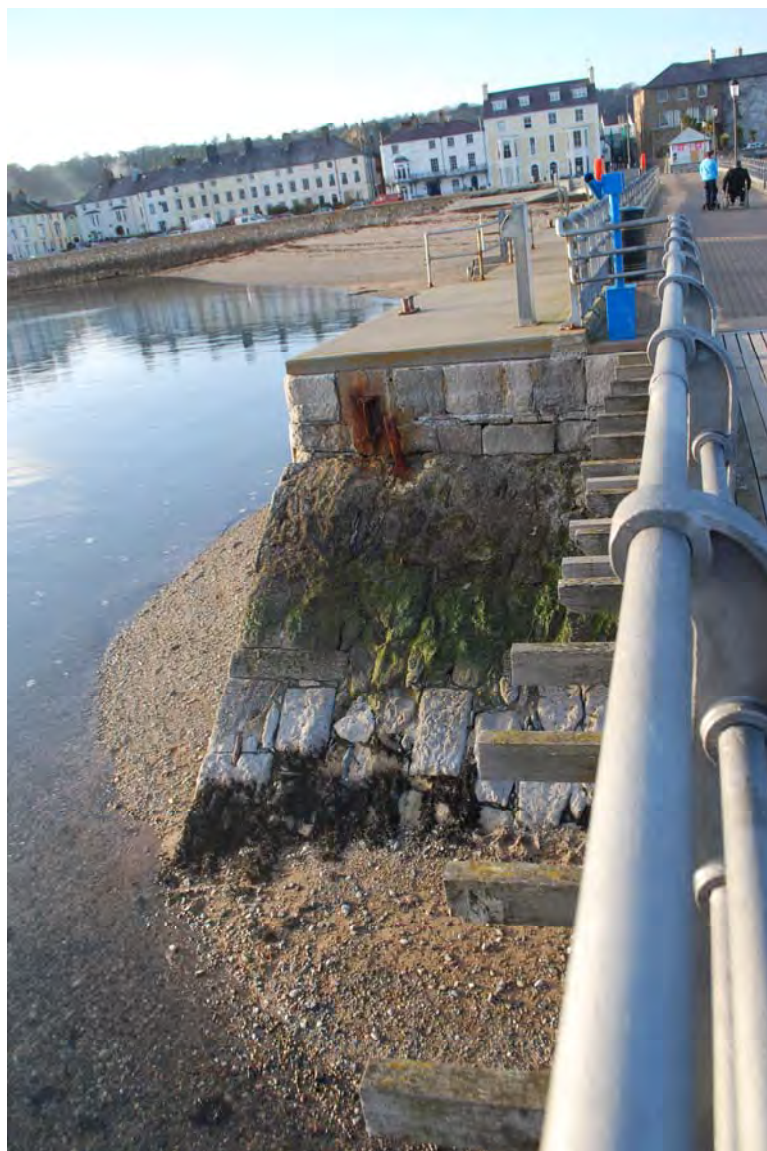


Fig. 11 The southern end of the stone pier, from the south

APPENDIX 1

Sites Noted on the Gwynedd HER within 250m of Beaumaris Pier			
PRN	SITENAME	NGR	LISTED BUILDING OR SAM
2572	BEAUMARIS COURT HOUSE (17TH.C)	SH60697615	GI
2589	BEAUMARIS PIER	SH60607600	
3187	BEAUMARIS MEDIEVAL TOWN	SH60507610C	
6374	GEORGE & DRAGON, BEAUMARIS	SH60517607	
6376	15, CASTLE ST. BEAUMARIS	SH60587608	GII
6377	27, CASTLE STREET, BEAUMARIS	SH60547604	
6379	54, CASTLE STREET, BEAUMARIS	SH60457599	
6383	TUDOR ROSE, BEAUMARIS	SH60547608	GII*
6382	TOWN HALL, BEAUMARIS	SH60547606	GII
6380	BULKELEY ARMS HOTEL, BEAUMARIS	SH60547606	GI
8133	CHAPEL	SH60537608	
11000	BULKELEY TERRACE, 1, 2 & 3	SH60487599	GII
11002	ALMA STREET, 1-4 CONSEC.	SH60477597	GII
11017	BULKELEY TERRACE, 4-8	SH60507602	GII
11025	CASTLE STREET, 1	SH60647613	GII
11026	CASTLE STREET, 2;BULKELEY PLACE,1	SH60657615	GII
11027	CASTLE STREET, 2	SH60647616	GII
11028	CASTLE STREET, 4;BULKELEY PLACE,2	SH60647615	GII
11029	CASTLE STREET, 7;CASTLE CAFE	SH60627612	GII
11030	CASTLE STREET, 8 & 8A	SH60627613	GII
11031	CASTLE STREET, 10;COURT MAWR	SH60597612	GII
11032	CASTLE STREET, 11	SH60607609	GII
11033	CASTLE STREET, 13 & 13A;CHAUNTRY CAFE	SH60597609	GII
11034	CASTLE STREET, 17;R.A.HUGHES, CHEMIST	SH60587607	GII
11035	CASTLE STREET, 18;HIDDEN HOUSE, GROVE HOUSE	SH60577608	GII
11036	CASTLE STREET, 20 & 22	SH60577607	GII
11037	CASTLE STREET, 25 & 27;THE COFFEE HOUSE	SH60547604	GII
11038	CASTLE STREET, 30	SH60567607	GII
11039	CASTLE STREET, 31	SH60537603	GII
11040	CASTLE STREET, 33	SH60537603	GII
11041	CASTLE STREET, 34	SH60537605	GII
11042	CASTLE STREET, 40	SH60527605	GII
11043	CASTLE STREET, 46;WHIFFIN, IRONMONGER	SH60517604	GII
11044	CASTLE STREET, 48	SH60497603	GII
11045	CASTLE STREET, 50 & 52	SH60477601	GII
11046	CASTLE STREET, 58	SH60447597	GII
11053	CHURCH STREET, 2	SH60547606	GII
11087	GREEN COTTAGES, 3 & 4	SH60727614	GII
11088	GREEN EDGE, 1-6, THE GREEN	SH60737612	GII
11092	GWYNFA, THE GREEN	SH60637606	GII

Sites Noted on the Gwynedd HER within 250m of Beaumaris Pier			
PRN	SITENAME	NGR	LISTED BUILDING OR SAM
11107	LIVERPOOL ARMS HOTEL, THE;56 CASTLE STREET	SH60447598	GII
11124	MONA PLACE, HOUSE AT NORTH	SH60657614	GII
11125	MORIANFA;7 RAGLAN STREET	SH60557600	GII
11135	OLD BULL'S HEAD INN, CASTLE ST	SH60577609	GII
11183	RAGLAN STREET, 2-5	SH60547603	GII
11245	VICTORIA COTTAGE, MONA PLACE	SH60687611	GII
11248	VICTORIA TERRACE, 1-20	SH60607600	GI
11250	WAVERLEY, CASTLE STREET;CASTLE STREET, 54	SH60457599	GII*
11622	TOWN HALL, CASTLE STREET	SH60547606	GII
12522	OLD BULLS HEAD INN, STABLES	SH60547612	GII



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